Peninsula Innovation Points
567 Airport

9.17.2021 Design changes

Responses to Planning Commission Study Session's comments

1. Commissioner Richard commented that the design of 567 trash enclosure / service yard feels inferior to that of 555. Preferred the wrap around green screen elements with groundcover/ shurbs, over the "applied panels" concepts.

    a. Applied similar "green screens" concept to the trash enclosures for 555, 577 and the new building, as well as, fire pump room.

    Refer to Sheets A11 and A11.1.

2. Commissioner Loftis wanted to understand the design detail of the vertical fins and horizontal sunshades

    a. North curved façade - 18" deep vertical metal fins as extension of the mullions. Alternating between the floors to emphasize the horizontality of the façade.
    b. South straight façade - 12" deep vertical mullion / beauty caps spanning between 2 floors, with off-set arrangement similar to the north façade. This language of "compressing the building mass" is reinforced by 2' tall metal bands and 2' deep sunshades at every floors.
    c. Extended the horizontal sunshades on the south-facing façade for solar and glare control.
    d. Adjusted location of the vertical fins (every 2 window bays) to match north facade

    Refer to Sheet A6.1, Page 10 and 11 of the graphic package.

3. Commissioner Richard wanted to have third party verification of the view corridor.

    a. MND confirmed that the view corridors are maximized from Airport boulevard, within the confines of existing buildings on project site and along the street.

    Refer to Sheet A3.2

4. Commissioner Tse wanted to see bird-safe design standard being addressed.

    a. Bird-safe fritted glass will be incorporated on the south facade, from grade to 60 feet (per San Francisco Bird Safe Building standard).

5. 533 Airport's owner (Eugene Vlhaos) is concerned about the parking garage façade design facing his building and view to the Burlingame Lagoon

    a. Moved the ramp to the outside edge facing 533 Airport, and steps down to a lower height at property line
    b. Added substantial amount green screen to soften the façade

    Refer to Sheets A8.1 and A10.1.

Owner's design changes –

1. Extended the shuttle stop parking (from 2 to 3 shuttles) and re-aligned the pedestrian walkways to 555 Airport building. Refer to Sheet A3

2. Added balconies / terraces at the south-west corner of the new building. This would provide additional outdoor meeting / working spaces for the tenants. Refer to Sheets A5.2, A5.2, A5.4 and A6.1.

3. Moved the fire pump and storage room to the south side of the new building, next to the proposed transformer and generator cluster. Existing utilities (electrical line) running between 577 and the new building made it challenging to place new fire water line and fire pump room between the buildings.

4. Added landscaping and stormwater treatment area to screen the service yard and truck parking areas (2 trucks space) at 567 Airport.

5. Moved 555's new trash enclosure from the east side @ parking lot to the south-west corner, adjacent to the proposed transformer and generator locations. The idea is consolidating the service yard in one location.

6. BCDC Area – Bay trail improvement. The project's working with BCDC staff on these bay trail improvement concepts:
    a. Enhance existing nodes with site furniture upgrade (wood tops and backs on existing concrete benches, trash receptacles).
    b. Bike station.
    c. Drinking fountains.
    d. Added shoulder at portions of the Bay Trail by the Burlingame Lagoon, and repair uneven surface as needed.
    e. Relocate and consolidate the public access parking spaces to the south-east corner, next to 555. Added one accessible parking space.
    f. New enhanced landscaped area to the north / project side of the Bay Trail.

City of Burlingame

BURLINGAME CITY HALL
501 PRIMROSE ROAD
BURLINGAME, CA 94010

Meeting Minutes
Planning Commission

Monday, November 23, 2020 | **7:00 PM** | **Online**

Historic Preservation Commission Meeting followed by Planning Commission Meeting

d. 567 Airport Boulevard, zoned AA - Application for Environmental Scoping, Commercial Design Review and Conditional Use Permits for floor area ratio and building height for a new, eight-story office/research and development building and parking garage. (EW-PG Airport Owner, LLC, applicant and property owner; DES Architects, architect) (42 noticed) Staff Contact: Ruben Hurin

Attachments: 567 Airport Blvd - Staff Report
567 Airport Blvd - Attachments
567 Airport Blvd - Graphics
567 Airport Blvd - Plans

All Commissioners have visited the project site. There were no ex-parte communications to report.

Community Development Director Gardiner provided an overview of the staff report.

Questions of staff:
> In terms of the entitlements there's a 0.6 FAR allowed by right, is that correct? And a 0.9 FAR that's proposed, but this area allows for up to a 3.0 maximum with a CUP. (Gardiner: This is an instance where our General Plan is ahead of our zoning. The General Plan does allow a 3.0 FAR in this land use district. However, our zoning that's still in place has the old 0.9 FAR in there. If they wanted to do a 3.0, that can be discussed, but that's where the 0.9 comes from.) That's why there's a huge gap between what's allowed by right versus what's allowed with the CUP it's because of the new General Plan? (Gardiner: Yes.)

Chair Tse opened the public hearing.

Tom Gilman and Kenny Hung, DES Architects and Chris Kenzel from KZN, represented the applicant.

Commission Questions/Comments:
> Will the buildings at 577, 555 and the new building be under the same ownership? (Gilman: That's correct.) The other two buildings closer to Airport Boulevard, will those have separate owner-ship? (Gilman: Separate parcels, yes.)
> There's an existing 260,000 square feet of office space, you're adding a new 241,000 or so, do you or the property owners have any statistics of the vacancies for office in this area or is there confidence in adding this additional office space? (Gilman: That's one of the reasons why we've been asked to look at this building from a design point of view and as either tech office, R&D or life science. We have developer clients who are now interested in doing life science because based on our experience right now that market is red hot.) So regardless of vacancies, this may open it up to a greater amount of leasing profile? (Gilman: Absolutely. Yes. That's why we designed it in terms of the floor heights and designed it for the outdoor area for service and those kinds of things.)
> Can you talk more about the employee amenities? Specifically there was mention of lawn games. Where would that occur? Is that in the area facing toward the lagoon? (Gilman: That area just on the

lagoon side of the building, we've got about 40 feet of width from the building to parking. The parking is down about four feet from this whole landscaped area. So that was the concept there, being able to have a variety of recreational activity so there could be both some passive landscaped area as well as more active. I'm not talking about tennis, but maybe ping pong, those kinds of things.)

> There was mention of some existing shore access parking spots. Are there 15 parking spots to get relocated temporarily? Are those spots currently along the lagoon somewhere or where are they? (Gilman: They are along the lagoon and I believe we're moving them to the left behind the 577 Airport Boulevard building temporarily. The area between the building and the lagoon will be fenced for the contractors, just staging and construction activity. That's one of the things that we've had preliminary discussions with BCDC, they are requesting that we do an administrative application. In the initial meetings they feel like there's probably little that they will be asking for since our work is outside of the BCDC area. However, they were interested in knowing and wanted to follow where the temporary spaces will be during construction.) Will they have close proximity to that bay trail? (Gilman: Yes. We'll make sure there's the maintenance. The bay trail swings off the edge.) It looks like the edge of the existing parking along the lagoon is going to be the same both in the new and the existing plan, is that correct? (Gilman: That's correct.)

> It may sound trivial in the context of the overall program, your rendering and drawings for the trash enclosure. Looking at the rendering of the pump room it is not quite the same as what is shown on the sheet for the trash enclosure. Not trying to point out a mistake, just want to make sure that's what is going to happen because that's much nicer. Your landscape screen wraps around it on three sides and hugs it versus in the other renderings, it looks like they're applied panels. (Hung: We have two trash room locations. One is between 577 Airport Boulevard and the new building which is a shared surface lot and there's another one on the east side of 555 Airport Boulevard which is the smaller trash enclosure just to serve that building.) That's the one that has the landscape screens that hug it on three sides? (Hung: That's right.) Like what's happening there because the other one is more applied panels and maybe that's intended, but they look like mosaics hung on the wall. (Gilman: Those were modern panels we were floating from the wall, is that right, Kenny?) (Hung: Right, and planting screen as well. Down that area, on sheet A11, we have quite a lot of landscaping around that area.) Then this is a different trash enclosure that's over here? (Hung: Right. And if you look at the right-hand side and the top of the north side enclosure, we have a lot of landscape and we have trees and vegetation. They have to screen the trash enclosure.) They're going to be in front regardless of the panels you have attached to the building? (Gilman: Seeing your point in terms of the reference to the other trash enclosure.) It was a pretty nice detail.

> Are you hugging the property line at the parking structure? It looks like there's a small walkway or paved for fire access. About how wide is that? (Gilman: Yes. We are ten feet from property line. We had meetings with the fire and public works departments and have worked out a fire fighting recommendations. I believe we have wet stand pipes and a walkway that the firefighters would use to pull hoses and so on.) If not mistaken, there's a drop down to the parking structures behind you at the 533 and 433? (Gilman: Yes. We will have a retaining wall right at our property line and there's a 3'-6" drop to the lower level of their parking structure.) Pretty familiar with this parcel. One of the thoughts was, there was a lot of water that would accumulate in that parking area. So you guys are obviously going to do a good job on that parking structure, correct? (Gilman: Yes, absolutely.) You did a really nice job on the building. It looks like it's respectful to the other two buildings, so thank you for that.

> The area behind 555 Airport Boulevard, perhaps part of that could belong to the State Lands Commission, not sure if that's right or wrong. There's an opportunity to create some new landscaping that can help with being respective of what you're already creating inside the complex. Have you looked at doing additional work? There were older trees and grass that may have needed some work. (Gilman: It is interesting. Somewhat recently, there had been some work done in that landscaped area you're talking about. One of the reasons we tried to create this promenade space behind on the south side of the new building was to give, not just people from that building but all three buildings, a place for people to be outside that was wind protected and it was sunny where you can be warm because of all of the tree growth behind the 555 building. I have such a hard time cutting down trees, but that it was an intentional move to create some useable areas onsite that weren't shaded constantly. Clearly on a hot summer day, it would be great to be in those areas and be under those very matured trees in those areas, but they'll be two

options or two types of things to deal with. Certainly not opposed to taking a look at how we can create some more usability in that area.)

> There's a little bridge right there that takes you over to the Burlingame Point project, correct? Is that open and useable? (Gilman: I believe it is open, but it turns out, it drops down to private property on the east side of the channel. I think Burlingame Point starts about here. There's a project that occurs down that has a parking lot which extends out to a cul-de-sac that extends on to Airport Boulevard. It's private property. At one time, we were working with the previous owners of Burlingame Point and there was a missing link to get to that bridge from the Burlingame Point property because it's a different land owner in that area.)

> Will BCDC make you work on that little parcel on your side? (Gilman: I don't know. The pathway goes this way as well as going across.)

> Have you looked at creating some sort of a water feature or something in the front part of the landscape like the entry in front of 555? It seems to have a good frontage area. (Gilman: As we worked with our landscape architect, this was one of the earlier concepts we had studied was a combination of seating area as well as water. Working with our civil engineer, a bio detention area finally won out. We have a pretty hefty need for creating spaces where we can have bio detention from the runoff from different surface areas and so on. Part of the issue is the site has never had that before, but because of the areas that we are working on, we have needed to create more of those new spaces even in areas like near both 577 and 555.)

> It looks like your floor to floor height is 16 foot, correct? (Gilman: Yes.) What are the heights from floor to floor of the other two buildings, 555 and 577? (Hung: For 555 it is 13' floor to floor and the other building is 11'.) Did you considerate a lower height to be able to have as many levels as you have, the 8 stories, but to have a lower massing to be closer to the two neighbors buildings? (Gilman: When we first started design, we weren't sure we were going to be considering life science, we were considering tech office, R&D. In that setting, typically we have done 14' to 15' floor to floor heights. When you get into a life science scenario and in particular, what would be built as a speculative building, there may not be a tenant when it's built. We have some clients in life science that want 17 feet floor to floor because there's so much exhaust requirements, so much HVAC, and so much chemistry that have to occur above the ceiling that it requires that additional height. Sixteen feet is about the minimum that most developers will consider for the life science use. Just so that a tenant may come along and say, I'm sorry, we will lease your building, but you don't have enough height. You don't know what a life science user may want to put into their lab spaces.) Interesting to know there's a functional reason for the consideration on the height, not just trying to be the tallest building.

> On the rear of the new building, there are some designations per your landscape plan for different types of dining or seating. Wasn't sure where the dining space was. There was some seating areas called out, but some are noted as dining. How are they different? (Gilman: It is at the lower right-hand corner area where there's that light tan color. There are trees that are set into a hard surfaced paved area. It will be sidewalk cafe dining under trees which we're showing light autumn colored trees. Just left of that and then further to the left, we have a couple of smaller areas where we would have seating which is more casual, just an area for a couple of people who want to go outside and have a quick outdoor meeting or something of that nature. We're finding people want to be able to have that opportunity to take a break or a small team of two to four people working on a project, might be able to go outside and clear their heads and talk about their project or something.) That's great. In that sense, it seems that all of these areas can benefit from a similar tables and chairs kind of situation whether it's for dining or meetings or gatherings. Not just seating without some surface. Is that what your thought process is as well? (Gilman: Yes. Absolutely.)

> People are commenting on the potential for traffic along this corridor both the north and southern entrances off Airport Boulevard. Are there plans to coordinate a TDM plan? (Gilman: We have submitted our draft TDM plan for the project. Our goal is to have a 20% reduction essentially alternative transportation rather than just automobile traffic. Our plan includes shuttle connectivity to Caltrain and BART. We would have a TDM coordinator. There would be subsidized transit passes as part of that. Part of that process, we would have employee surveys that would also determine where people live, how many miles do they travel and so on with the new VMT regulations, with traffic. During CEQA you have to do a survey to determine that and then encourage through these different measures, encourage people to use different kinds of transit to cut down the miles traveled.)

> *You mentioned there's bike storage at the parking structure, is that correct? (Hung: Correct. It will be on the first floor of the parking garage that we'll have electrical vehicle chargers, EV parking and a bike parking facility. Right outside the entrance of the building, we'll have a couple of bike racks for visitors to use as well.) (Gilman: In the buildings, we'll have showers and changing facilities.) Do you feel you are meeting code on the number of biking and parking spots? For bikes, is there a code requirement for the number of spaces to provide? (Gilman: Yes, there is and we're providing those. That's a variable as well, depending upon what LEED certification we end up having. As we get more involved in the final lead checklist and so on.) Aware that you've proposed what meets code, but as that market grows, can you plan the garage to be even more EV ready to take on more and more EV charging stations? (Gilman: Yes. That's something we're finding as tenants are starting to lease projects, we're starting to see that a developer may provide a certain amount of EV stalls and so on. We're seeing that need to add more, and parking structures are a great place to be able to do that.)*

> *Because of the sensitivity about the piles required out there, got the impression from some document that you are getting some pre-construction guidance from the same contractor as building Burlingame Point, right? (Gilman: Correct.) Because of their experience, are they confident about the other cast pile technical solution and the cost as well? Are you pretty confident you can pull that off out there? (Gilman: Yes, as we've had initial discussions with them and not only this project, but other projects as well, we have a number of projects that just happen to occur in low-lying areas near the bay. We're finding that a few years ago, it seemed like the auger cast piles were a more expensive approach. They have changed their methodology, but we've found those things have come into conformance. Both processes are similar in terms of cost. There is consideration for auger casts and it's a realistic consideration here.) That's good because that became a sensitive topic at Burlingame Point as everybody knows. As we move forward, just wanted to make sure that it doesn't get flipped around. Understand that lots of things can happen. (Gilman: It came up in our community meeting also.)*

> *Are the offset vertical fins on the building simple mullion caps or double mullions with a deep cap? What's the thinking behind those? On some of the facades, they're shown as a grid. It looks like we're looking at vertical mullion caps stacked for several floors. Some of the curve facade, they're off-set, right? (Hung: Those are vertical caps and they're 12 inches deep. We're still working on the details.) (Gilman: The offset helps to reinforce the horizontality as well.) Drove through Burlingame Point, and it's got a more insistent pattern and liked how the two projects are talking to each other. These feel like they need some more design thinking on them, but wanted to make sure to understand what was being proposed. You have horizontal fins that are probably not mullion caps, they're probably more like sun shade features or something, right? (Hung: Right.) In the facade renderings versus the perspective renderings, those things are casting a shadow and it makes it look like they are stripes of blue glass, but that's the shadow of the fins, right? (Gilman: Yes. Those shadows from the sun shades or beauty caps.) It's not patterned glass but just shadows, can see the spandrel glass clearly but wasn't sure what the stripes were. (Gilman: Yes.) That means the rendering on the paper copies show blue glass in the facade renderings, but this appears to be more clear with a green tint. Is this low e-glass or something? (Gilman: Toward the end of presentation, there's a photograph of the material board.)*

> *Are the exterior terraces at the two ends of the building serving the building or the floors? Do all the tenants have access to them or if it's a multi-tenant building, they're serving the floors and not all the tenants, right? (Gilman: If they were multi-tenants, this occurs on the seventh floor and depending on how existing occurs as we have done the studies, those could be a multi-tenant and could be a connection to circulation.)*

> *Is there an amenity center in 577 Airport Boulevard? Is there going to be another gym in this new building or will people be able to access 577 if they want to work out? (Gillman: That decision is out there depending upon tenant leasing. Not only for this building, but for the other two buildings as well. One way or another, they would maintain a fitness function. All of our projects, one form or an-other, no matter how small or whatever, they have some form of fitness capability. It's something that tenants are asking for. It can be that maybe a tenant takes this new building and a fitness function would occur within the new building.)*

Public Comments:

> *James Ruigomez: I'm representing the San Mateo Building and the Construction Trade Council which*

represents 24 construction unions and 16,000 highly skilled men and women, many of which live in Burlingame and in the county of San Mateo. This is quite a project in front of you. As they were explaining with the auger cast piles and the glazing and the glass. The building trade council is based off of a working platform of earning a wage you can live here, healthcare for you and your family, something to retire on and funding our education. It's the largest private education system in the United States to make sure facilities like this and the post office you heard before this earlier on in the agenda are built right the first time, on time and on budget. Any skilled craftsman and women that take the time in their education, they record from 5,000 to 7,000 hours on the job and in the classroom to ensure they build it right the first time and on time and budget. I appreciate a lot of the commissioners detailed questions about building materials as well as finishes and facades and fits. Very, very intelligent questions being in construction for 30 years, I'm impressed and hope this developer and contractor could commit through a letter of intent or a community workforce agreement with the building trades to ensure you'll hire a local contractor that will receive those local benefits and fund their own education to make sure they build it correctly. Thank you for the consideration tonight and thank you for allowing me to speak.

> Eugene Vlahos, 533 Airport Boulevard: I'm very interested in what's going on here. Do the owners have a tenant yet for this building? (Gilman: Not that I know of.) So they're building hoping to get someone? Do you have a traffic impact analysis? Do you have a grade on that, a score on that? (Gilman: There has been a traffic study that has been prepared and that will of course be turned over to the city to be part of the CEQA environmental document.) One of my problems with this project is the impact on traffic. Did you get a traffic impact analysis? What were the results? (Kenzel: I'm with PG Transportation Consultants. We were retained to do a traffic impact analysis. We did a comprehensive one in conformance with the city requirement for the traffic study. We looked at 12 different intersections along Airport Boulevard, Broadway and Old Bayshore Highway. We did all in conformance with the city. We looked at short-term and long-term conditions and build out to make sure the intersections were in conformance with the level service requirements of the city and they were. In addition, we looked at the newer standard for vehicle miles traveled and analysis of that in order to make sure that this project is consistent with the new city and state requirements . There were concerns at the neighborhood meeting about the traffic to and from this project that's using the San Mateo bridge. They want to find short cuts in Highway 101 and 92 than traveling through the neighborhoods and there's a lot of that going on now. Our project, we think of the 250 or so peak hour trips leaving the site, between 20 and 30 of those might be bound for the bridge. Those are ones that would be candidates to do cut-through in that neighborhood. There's not a lot we can do about the cut-through. There are conversations held with the City of San Mateo on the Bayshore connection which is how these people would avoid the freeway and travel through that neighborhood. That's an issue we have dealt with. The only thing we can say is it's a reasonably small number from this new development.) (Does that answer your question?) No, it doesn't. It does bring up a huge red flag. To Tom Gilman, you showed a lot of nice angles of pictures. I wish you would show a picture from my building because I'm going to be looking at a six story parking lot. I hope you landscape that just as nicely as the other side. (Gilman: Yes. In fact we had a section that shows the relationship from the 533 building.) As one of the only local owners, many of our owners are residents of Burlingame, this is quite interesting and I'm glad I sat through this. Those are my concerns. Looking at a six story parking lot where I had a nice view before and the other is the traffic. Once Facebook comes in July, we're going to have your buildings and who knows what it's going to be like. Airport Boulevard is four lanes and funnels down to two lanes as it passes Facebook. Five o' clock in the afternoon is going to be gridlock there. (Gillman: I wanted to show the relationship of the 533 building at Airport Boulevard. Our parking structure is about 115 feet setback from the 533 building. You can see a little step down on the top of the parking structure, that is the ramp area. We purposefully positioned the ramp on this side of the building in relationship to that 533 building, so the building is a little bit lower here. When you look at the drawing and the little plan view, that area of the top floor is the area where the ramp occurs and we tried to position that so it was across from your building. So we're trying to reduce the apparent height of the building.) (Chair Tse: Mr. Vlahos, can we take this offline and you can have this discussion with the applicant separately? This isn't supposed to be a discussion.) I'm being filled in on this project and this is the first I've seen all these. I appreciate your time. It was very important and informative.

> Jeffrey Philiber: Thanks very much for holding this forum and entertaining my question. I'm a resident of San Mateo North Shoreview and we are very concerned with cut-through traffic from this area of

Burlingame. Could you just briefly tell us what the status is of the CEQA documentation, what level of documentation, what's the anticipated schedule and availability? (Gardiner: We're anticipating it would be an initial study negative declaration and that takes typically 6 to 9 months to prepare. There's generally administrative draft and a public review draft, then there's a comment period of 20 or 30 days, not sure whether the 30 days would apply or if it's 20 days. There would be a public comment period. Then that would be reviewed when it comes back to the Planning Commission. It sounds like the traffic study has been done in advance. Part of this is meeting a scoping for that study, so we're taking input from the public and the commissioners on items to be studied in the environmental review.) Thank you for that. Is there a chance for us to see the traffic study prior to the issuance of the public draft of the initial study? In other words, can we see it sooner rather than later? (Gardiner: I believe so. As long as it's not considered a draft then it is available for public review. We can work with the applicant to have that made available.)

> Sent via e-mail by Gregory Pool, 533 Airport Boulevard: We received notice of the possibility of an eight story building to be constructed at 567 Airport Boulevard. It was seem to be an insane proposal with regard to traffic. We already have over 800,000 square feet of unoccupied campus for Facebook with an unknown solution on how traffic will be mitigated with only two access and egress points. Facebook would occupy the campus in 2021. We already have a bottleneck at Broadway and Peninsula Avenue at the end of business day without knowing the impact Facebook would have with 5,000 plus employees and Airport Boulevard can't afford to fight through covid and a traffic nightmare.

Chair Tse closed the public hearing.

Commission Discussion/Direction:

> In terms of architecture, the building itself seems to be well-crafted and thoughtful. It seems to fit in nicely in terms of the context. Don't have too many issues in terms of the commercial design review. Am accepting of the conditional use permit for the floor area ratio, particularly relative to what's been put in place with the general plan and the specific area plan that's a little bit behind in that regard. In terms of the conditional use permit for height, that goes hand in hand with the environmental analysis. So skipping over to the environmental scoping, the critical issue was the noise analysis. Encouraged by the thought of the auger cast piles. Would like to see if that's going to be baked into the project, then that can be analyzed through the environmental initial study and then see what the impacts might be. The traffic needs to be analyzed and thorough review of the traffic demand management plan that's been submitted, so that clearly needs to be a part of the environmental analysis. Would like to see a third party verification from the environmental team in regards to the view corridor. The architects have done a good job of presenting some diagrams in terms of the view corridor calculations. It would be help to have that third party verification by the environmental team.

> Would agree, the project looks nice. Understand the height and the density and don't have issues with that so much. Can sympathize with the traffic concerns. We have a challenge there with our highways and you can see it with Highway 92 being backed up most of the way to the Peninsula every evening. So that's something that should be taken seriously and we need to look at how those two access points in and off that area work. Having driven that small road through the Facebook campus yesterday, it's not going to handle a lot of traffic, so a lot of people are going to end up through Anza Boulevard, that's the biggest concern with this project. Otherwise, the architecture looks nice and appreciate the effort and the hard work being done on the project.

> The architecture is coming along nicely. Thank you for the nice presentation and the thoroughness of your drawings and renderings on helping us to understand the space and relationship of the new building in respect to others in the area. To add to the study, would like to see bird-safe design standards be addressed in that area. As well as control over debris and trash blowing into the waterways during construction and air quality control. The other concerns have already been mentioned by my fellow commissioners.

> Looking forward to having the bay side revitalized with Burlingame Bay and Burlingame Point. This will be a nice addition to those buildings having a lab in that area and bringing a different type of tenant. Looking forward to seeing the project move forward.

> The project is a good one. It's a really good repositioning of a large surface parking lot. That's not the

highest and best use for this project, but look forward to seeing the architecture develop some more. It will bring a nice addition to the waterfront. It helps to bring some spatial structure to the water's edge in a positive way.

There was no motion from the Planning Commission, as this application is required to return on the Regular Action Calendar.

PLANNING APPLICATION

COMMUNITY DEVELOPMENT DEPARTMENT—PLANNING DIVISION

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

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

PROJECT INFORMATION

555-577 Airport (proposed address for new building - 567 Airport)
PROJECT ADDRESS

026-363-590, 025-290-470
ASSESSOR'S PARCEL # (APN)

Anza Area
ZONING

PROJECT DESCRIPTION

The project site is located at a developed parcel at the south end of the Airport Boulevard, east of US Freeway 101. It comprises of parcel APN 026-363-590 (555 and 577 Airport) and leased parcel APN 025-290-470 (State Land Commission). The total site area is 12.8 acres. The existing Bay Park plaza consists of one five-story and one eight-story multi-tenant office buildings built in 1983 and 1998. Total building area is 259,733 sq. ft.. The project will add an 241,679 sq. ft. 8-story office / R&D building and a 5.5 level parking garage to the campus. The total building area on site is increased to 501,412 sq. ft.. Floor area ratio of the campus is 0.9. Parking for existing and new buildings will be provided at 3 cars per 1,000 sq. ft., with the new garage and surface parking lots. Other site improvements include new driveways, surfacing parking lots, landscape plaza, patios and walkways, service yards, as well as, utilities / equipment supporting the new project.

APPLICANT INFORMATION

Peninsula Owner LLC
PROPERTY OWNER [redacted] **APPLICANT?**

[redacted]
PHONE

[redacted]
E-MAIL

DES Architects and Engineers
ARCHITECT/DESIGNER ☐ **APPLICANT?**

399 Bradford Street, Redwood City
ADDRESS

(650) 364-6453
PHONE

khung@des-ae.com
E-MAIL

951398 (Owner), 24614 (DES)
BURLINGAME BUSINESS LICENSE #

FOR PROJECT REFUNDS - Please provide an address to which to all refund checks will be mailed to:

[redacted]

AFFIDAVIT OF OWNERSHIP

[redacted]

GIVEN HEREIN IS TRUE AND CORRECT TO THE BEST OF MY

8/31/2021
DATE

E ABOVE APPLICANT TO SUBMIT THIS APPLICATION TO THE

DATE

AUTHORIZATION TO REPRODUCE PLANS

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

STAFF USE ONLY

APPLICATION TYPE

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

DATE RECEIVED:

STAFF USE ONLY

CITY OF BURLINGAME CONDITIONAL USE PERMIT APPLICATION

RECEIVED
SEP 10 2020
CITY OF BURLINGAME
CDD-PLANNING DIV.

CUP for Building Height, 09.10.2020

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 project will develop a 241,679 square foot Office / R&D building and a 5.5 Level parking structure at the existing Bay Park Plaza office campus. The neighboring properties are office buildings and a rental parking lot for the San Francisco International Airport. Hence, the proposed use is compatible with the existing uses on site and neighboring properties.

The project can be accessed from Airport Boulevard and US 101 Freeway. There will be sufficient on-site parking to meet the demand of the entire campus. It will also have a TDM to support the use of alternative transportation and minimize traffic impacts. The site is also connected to the existing sidewalks on Airport Boulevard and the San Francisco Bay Trails along Burlingame Lagoon and Sanchez Channel. Existing public access parking will be preserved.

The project will be designed to the latest building and fire code standards and comply with City of Burlingame's municipal codes. New or relocated sewers, utilities, power, stormwater treatment, and trash facilities will be provided for the new and existing buildings.

The new Office / R&D Building will have energy-efficient mechanical equipment and sustainable design features. It is intended to achieve LEED certification.

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

The siting of the new building and parking garage preserves more than 50% of the street frontages / view corridors from Airport Blvd to Burlingame Lagoon and Sanchez Channel. No new structures are proposed within the 100 feet BCDC shoreline band. In essence, the project is compliant with (1) Zoning Ordinance Sec 25.47.040 - 6 View Corridor, and (2) Burlingame General Plan Goal CC-6.1 View Corridor - ensures that new developments preserve public view to the waterfront.

The new 8-story Office / R&D building, at 133 feet tall (to top of the parapet), is above the 65 feet height limit for any properties with frontages along Burlingame Lagoon (sec 25.47.040 - 7A). However, it is setback further from the Burlingame Lagoon than the other two existing buildings. Its south side is setback 142 feet from the bayside jurisdiction line of the BCDC shoreline. This is more than the 1:1 height to setback requirement (sec 25.47.040 - 4C).

The new 5.5 level parking garage is located on the north side of the site. It generally complies with the 65 feet height limit, except at the two elevator / stair towers (69 feet). The front portion of this garage is only 47 feet tall. The top parking level is set back further and 57.5 feet tall.

The project complies with other Anza Area's development standards, including building setback, minimum lot size, street frontage, and landscaping design.

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 existing and adjoining properties, including the Burlingame Bay project east of Sanchez Channel, are all office buildings. The proposed Office / R&D building, therefore, is consistent with these uses.

The proposed 8-story Office / R&D building is carefully sited between the existing 5 and 8-story structures, to maintain views from these buildings. There's ample of landscaped open space and separation between the new and existing buildings. The variety of building heights on this campus is compatible with the massing and character of the immediate neighborhood, including the adjacent Burlingame Bay campus. The new Office / R&D building also has a substantial setback (142 feet) from the Burlingame Lagoon and bay trails, while preserving public access to the shoreline.

The new building's design compliments the architectural styles of the existing structures on site. The use of modern and quality building finishes, such as highly-transparent curtain walls, metal panels and other articulations on the facade, enhances the aesthetics and "business destination" character of the Bayfront neighborhood.

The parking garage is located on the interior side of the site. Its street presence is limited, including the two ends of the garage and a small portion on the north side (between the two office buildings at adjacent parcels). These areas are treated as the main architectural features - metal panel-clad portal elements, with perforated metal screen and alternating vertical fins.

CITY OF BURLINGAME CONDITIONAL USE PERMIT APPLICATION

CUP for 0.9 FAR

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 project will develop a 241,679 square foot Office / R&D building and a 5.5 Level parking structure at the existing Bay Park Plaza office campus. The neighboring properties are office buildings and a rental parking lot for the San Francisco International Airport. Hence, the proposed use is compatible with the existing uses on site and neighboring properties.

The project can be accessed from Airport Boulevard and US 101 Freeway. There will be sufficient on-site parking to meet the demand of the entire campus. It will also have a TDM to support the use of alternative transportation and minimize traffic impacts. The site is also connected to the existing sidewalks on Airport Boulevard and the San Francisco Bay Trails along Burlingame Lagoon and Sanchez Channel. Existing public access parking will be preserved.

The project will be designed to the latest building and fire code standards and will comply with City of Burlingame's municipal codes. New or relocated sewers, utilities, power, stormwater treatment and trash facilities will be provided for the new and existing buildings.

The new Office / R&D Building will have energy-efficient mechanical equipment and sustainable design features. It is intended to achieve LEED certification.

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

The site is zoned as Anza Area (AA) within the Bayfront Specific Area.

The Burlingame General Plan (2019) states that "The Bayfront will be a regional recreational and business destination." Goal CC-6.3 Infill Development - encourages increased intensity via high-quality infill development on surface parking lots, and support the conversion of surface parking lots into active commercial and hospitality uses.

The City of Burlingame's Zoning Ordinance, Section 25.47.025 Conditional Permitted Uses (a) - Offices with a maximum floor area ratio greater than 0.6, including research and development offices with associated laboratory uses, as well as, instructional activities with an office on the the site, requires a Conditional Use Permit.

The proposed project meets the above requirement. It is an infill development and increases the intensity of an existing office use. A new Class A Office / R&D building (and associated parking garage) will be built at the surface parking lot of an existing office campus. Total FAR is increased from 0.46 to 0.9. The project also complies with other Anza Area's development standards, including building setback, minimum lot size, street frontage, view corridor and landscaping design.

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 existing and adjoining properties, including the Burlingame Bay project east of Sanchez Channel, are all office buildings. The proposed Office / R&D building, therefore, is consistent with these uses.

The proposed 8-story Office / R&D building is carefully sited between the existing 5 and 8-story structures, to maintain views from these buildings. There's ample of landscaped open space and separation between the new and existing buildings. The variety of building heights on this campus is compatible with the massing and character of the immediate neighborhood, including the adjacent Burlingame Bay campus. The new Office / R&D building also has a substantial setback (142 feet) from the Burlingame Lagoon and bay trails, while preserving public access to the shoreline.

The new building's design compliments the architectural styles of the existing structures on site. The use of modern and quality building finishes, such as highly-transparent curtain walls, metal panels and other articulations on the facade, enhances the aesthetics and "business destination" character of the Bayfront neighborhood.

The parking garage is located on the interior side of the site. Its street presence is limited, including the two ends of the garage and a small portion on the north side (between the two office buildings at adjacent parcels). These areas are treated as the main architectural features - metal panel-clad portal elements, with perforated metal screen and alternating vertical fins.

PROJECT DESCRIPTION
November 12, 2020

Owner's Project Objectives
The goals of the project sponsor are:

DES
ARCHITECTS
ENGINEERS

- To develop an approximately 241, 679 square foot Office / R&D building and a 5.5 Level parking structure on an existing 2-building corporate campus utilizing an existing surface parking lot, suitable for a single major office tenant.

- To develop a Class A Office / R&D building in a high visibility location proximate to major transportation corridors.

- To develop a Class A Office / R&D building that is LEED-certified and demonstrates sustainable design principles and technology.

- To develop a Class A Office / R&D building with adequate density and floor plate size to allow flexibility in user-make-up, particularly focused on life science and information technology.

- To develop a Class A Office / R&D building within an existing corporate campus with adequate building height and density to provide usable open space between buildings that connects to the waterfront edges and San Francisco Bay Trail running through the site.

- To develop a Class A Office / R&D building that has design elements that allow it to integrate into the existing campus without overwhelming the design of the existing buildings.

- To develop a Class A Office / R&D building with a new parking structure that provides sufficient automobile parking to meet the demand of the entire campus and allows for opportunities for the use of alternative transportation methods.

Project site
The project is located at a developed site at the south end of the Bayfront Specific Plan Area, east of US Freeway 101. It is comprised of parcel APN 026-363-590 (555 and 577 Airport) and leased parcel APN 025-290-470 (State Land Commission). The total site area is 12.83 acres. Its northwestern property line follows Airport Boulevard and three adjacent office developments – 411 Airport Blvd, 433 Airport Blvd, and 533 Airport Blvd. The Anza Parking lot (615 Airport Blvd) is to the west of the parcel. The Sanchez Channel, Burlingame Lagoon, and the BCDC shoreline bands are on the east and south sides of the site, and are the project's "public" frontage as seen from the freeway. The San Francisco Bay is further to the north.

Vehicular traffic on site is primarily coming from and going to US Freeway 101 - via Broadway Avenue, Anza Boulevard, and Peninsula Avenue exits - through Airport Boulevard. Commute.org runs a shuttle service from Millbrae Intermodal Station (Bart / Caltrain / SamTrans) to the Bayfront

area, and has a stop right across the street from the project site, at Airport Boulevard and Bay View Place. Airport Boulevard has bike lanes and sidewalks on both sides, along its entire length.

The existing Bay Park plaza consists of one five-story and one eight-story multi-tenant office buildings built in 1983 and 1998. Total building area is 259, 733 sq. ft. The rest of the site is used as surface parking lots. The south and east sides of the site are within 100 feet of the BCDC shoreline bands. There are existing bay trails, seating nodes, mature trees and vegetation along the shoreline.

Project Scope

The project will add a 241,679 sq. ft., 8-story Office / R&D building and a 5.5 level parking garage to the existing campus. Total building area will be increased to 501, 412 sq. ft. Floor Area Ratio is up from 0.46 to 0.9. (2019 City of Burlingame General Plan allows for a 3.0 max FAR for this site). The new garage and surface parking lots will provide 1,520 stalls for new and existing buildings, at 3 / 1,000 ratio. The project will also revamp the entire campus with these improvements:

- New surface parking area and access driveways.
- New service / trash enclosures, and truck parking area. The existing trash enclosure next to the bay trail will be demolished.
- New landscaped promenades connecting all three buildings and parking garage.
- New landscaped open space and paved plaza on the south and east side of the new building.
- New stormwater treatment areas connecting to existing pump and outfall to Burlingame Lagoon.
- New and re-located site utilities and equipment supporting the buildings.

The project intends to maintain public access to the BCDC shoreline during and after construction, including the bay trail and 15 parking spaces. The bay trail, vegetation, and other amenities within the BCDC shoreline bands will not be altered. During construction, the parking areas along Burlingame Lagoon and Sanchez Channel will be fenced off. The 15 public parking spaces will be relocated temporarily during construction (still close to the bay trail) and will be restored back to existing location afterwards.

The project is proposing a comprehensive Transportation Demand Management (TDM) Plan. The intent is to reduce single-vehicle trips to / from the site and encourage employees taking public transportation. Examples of the TDM plan measures include: 2 on-site shuttle bus stations/ parking, multiple bike storage locations, and changing room / shower facilities.

Site and Building Design

The proposed office building will be sited on the parking lot between the two existing buildings, with roughly 70 feet separation from each of the existing buildings. The shape of the new building is slightly curved at the ends for a smoother visual transition to the other buildings. It will be 133 feet tall (measured to the top of the parapet) and is set back 142 feet from the Burlingame Lagoon shoreline. This setback allows for a generous open space on the south side of the building, with views to the Burlingame Lagoon. The building's primary entrance is on the north side, facing the main campus driveway and Airport Blvd. This campus driveway not only connects all three buildings and the parking garage, but also branches into a loop road to the service areas between 577 Airport and the new building. The trash enclosure and truck parking space will be screened with new landscaping and existing trees along the shoreline. Another smaller trash enclosure will be built on the east side of 555 Airport.

The new surface + 4.5 level parking garage will be tucked behind the adjacent buildings and parking deck on the north-west side. It is approximately 73 feet from the new office building and the top parking level is setback another 60 feet. There are two access points from the main campus driveway. Accessible parking stalls and electrical vehicle chargers will be provided in this garage.

555 Airport Blvd and 577 Airport Blvd buildings are 68 feet and 90 feet (top of parapet) in height. Both structures are highly visible from the US 101 freeway and the Burlingame Lagoon. 577 Airport is wrapped in dark tinted glazing and pre-cast concrete bands throughout. 555 Airport has a curved, bluish-green reflective glass façade on the north side that then transitions to punched window openings encased in pre-cast concrete pilasters and spandrels. The two ends of the building are stepped down one floor. The buildings have a general off-white color tone.

The new office building's design respects the architectural and waterfront context of the campus. Its north-south orientation helps with day-lighting and varying façade treatment. The north side is primarily clad in slightly tinted glazing, with vertical fins and narrow metal bands. The curved glass wall continues into projected horizontal ribbon windows that wrap around the east end of the building. To emphasize the view corridor to the Airport Boulevard, the first two floors at the north-west corner are recessed and clad with highly transparent structural glass. The facade then changes to tinted glass wall framed in metal panel pilasters. There is a view balcony at the seventh floor of the north-west corner.

The south façade is highlighted by the inter-play of various design elements. The arcades on the first and second floors recall the architecture of 555 Airport and then transition gradually into punched windows on upper floors, matching the taller massing of 577 Airport. The "encased" glazing is a slightly darker bluish-green color for better energy performance and compliments the blue-tinted glass elsewhere. At the east end, the ribbon windows continue one third of the south façade and then change back to the full-height glass walls with metal sunshades and off-set accent

metal fins. This glass wall is very "dynamic" as it is reflecting the water of the Burlingame Lagoon in high and low tides.

The top two floors at the building's east end are setback 25 feet to create a size-able rooftop patio that is shaded with metal trellis and canopy. This design feature not only provides an amenity space for the tenants but also a nice transition to the shorter 555 Airport building.

The new surface + 4.5 Level parking garage is naturally ventilated. Its design emphasizes the concrete structural columns and spandrels with painted finishes and varied openings. The garage's entries and street frontages (between the adjacent office buildings) are framed in off-white painted "portals" with perforated metal panels. The two elevator / stair towers have an open glass façade and metal canopy that shares the design aesthetics of the new office building.

The new building and garage will use high-performance glazing, low-carbon concrete, metal sunshades and fins, and other structural materials and finishes that are friendly to the environment. Mechanical and electrical systems and lighting controls will be highly efficient and appropriate for tech and life science uses, such as LED lighting fixtures, occupancy sensors, electrical generators… etc. Electrical vehicle chargers and clean-air vehicle parking will also be provided on site. The project will comply with the latest CalGreen and City's reach code (if applicable to the project). It will also target LEED certification – an industry benchmark for energy efficient building design.

Landscape and Open Space

The landscape design incorporates the preservation of 148 existing trees on-site and adds 251 new trees. The outdoor program incorporates flex amenity spaces adjacent to each building and ties the landscape together with the use of similar plant material, hardscape geometry, and paving materials. The generous amount of open space at the southern exposure adjacent to the new building provides ample opportunity for outdoor amenities. It provides an overlook to capitalize on the lagoon and hill views as well as provides a variety of seating, dining opportunities, and lawn games such as cornhole. The plant palette is derived from a combination of drought tolerant native and adaptive plants which have a high success rate in this part of Burlingame. They are located on the site to maximize on microclimate factors such as sun exposure, shade, wind, etc. The plant palette is coordinated with C3 treatment measures such as bioretention areas, such that the bioretention areas fit seamlessly within the landscape design.

Site lighting takes its cue from the geometry in the landscape design and the materials and rhythm used in the architectural design of the new building. The site lighting concept is used to bring these elements together and tie the site to the building.

Existing Topography
The existing site is relatively flat, with grades varying between elevations 4 and 12 (relative to NAVD 88 datum). The site grades gently to a low-lying portion of the property at the midpoint of the property line shared with low lying properties along Airport Boulevard to the northwest of the site. The site conforms up to elevations at the shoreline protection located to east of the site at Sanchez Channel, and south of the site at Burlingame Lagoon.

Site Grading:
The proposed project will maintain existing grading for much of the site. The proposed parking structure (565 Airport Boulevard) will have a finished floor elevation of 6.0. The proposed building (567 Airport Boulevard) will have a finished floor of elevation 12.0. The site is located largely in the FEMA Flood Hazard Area AE, with a base flood elevation of 10.0. 567 Airport Boulevard is proposed to be elevated above the base flood, and the parking structure will be dry flood-proofed to 1 foot above the base flood elevation. The proposed grading will conform to grading at the shoreline and will not add fill at the existing shoreline.

Stormwater Treatment:
As a redevelopment project that replaces or alters more than 50% of the existing impervious surface at the site, the project will provide treatment for all impervious surfaces at the project site. The proposed site will be treated by on-grade flow-through planters. The parking structure will be treated by a treatment planter located behind the parking structure, and the remainder of the site will be treated through several treatment planters. A new pump station will direct required runoff from the remainder of the site to treatment flows distributed through the remainder of the site. Planters will be sized based on local requirements and will be preliminarily sized at 4% of the impervious surface for the site plan. Final sizing will be documented in the Stormwater Management Plan to be submitted with the Construction Documents for the project.

Utilities

Existing site utilities will be removed as required for new utilities to serve the development. New water services will be connected to the existing 12-inch municipal water main located south of the site, running the shoreline along Burlingame Lagoon. Existing water will be rerouted as required. Existing sewers will also be rerouted as required, with new sewer services extended to the new buildings at 565 and 567 Airport Boulevard and will utilize existing sewer connections to the 10-inch municipal sewer in Airport Boulevard. The proposed redevelopment will not increase runoff from the site and will utilize the existing storm drain pump station connecting to Burlingame Lagoon. In addition, a treatment pump station will be added to direct required runoff to treatment planters distributed throughout the site.

Parcelization
The existing site is a single parcel. The project will subdivide the site, to create two parcels. Parcel A will include existing 555 Airport Boulevard building, as well as the new Office / R&D building (567 Airport Boulevard) and the parking structure (565 Airport Boulevard), and a portion of the remaining site including landscape improvements and surface parking. Parcel B will encompass existing 577 Airport Boulevard and portions of the remaining site and surface parking. Parcel A will reserve the right to create two commercial condominiums for 555 and 567 Airport Boulevard buildings to be in their own respective condominiums.

Sea-level rise
The proposed commercial building is proposed to have a finished floor of 12.0. This is 2 feet above the FEMA base flood elevation of 10.0, allowing 2 feet of freeboard for potential sea level rise. The proposed parking structure is proposed to have a finished floor of 6.0 and will include mitigations to dry floodproof the building to elevation 11.0.

Zoning Compliance
The project is zoned as Anza Area (AA), under the City of Burlingame Bayfront Specific Plan. Zoning regulations that would apply to this project:

Chapter 25.47 Anza Area
Chapter 25.70 Off-street Parking

	Requirement	**Proposed**	**Footnote**
Use	Offices - including research and development offices with associated laboratory uses, as well as instructional activities associated with an office on the site.	Office / R&D	Ch 25.47.020 (c)
	Buildings and structures that exceed forty (40) feet in height when located within one hundred (100) feet of the San Francisco Bay shoreline as defined by the Bay Conservation and Development Commission (BCDC).	None	Ch 25.47.020 (h)
FAR	0.6 Allowed	0.9, include 555,	Ch 25.47.025 (a)

	> 0.6 CUP	577 Airport and new 8-story building. Total gross floor area is 501,412 sq. ft. (excl. rooftop penthouses) **CUP**	
SETBACK	Front: 30 ft typical. Side: 10 – 30 ft Rear: 25 ft	Complies, Refer to Sheet 3.1 of the planning set.	Ch 25.47.040 (a) 1-3
	Setback from SF Bay and its Estuaries Average 65 feet between any structure and shoreline as defined by BCDC.	Complies, average setback: ~ 115 ft	Ch 25.47.040 (a) 4b
	For structures taller than forty (40) feet, the minimum setback from the BCDC bayside jurisdiction line shall be equal to the height of the structure.	Complies. Height: 133 ft Setback: 142 ft	Ch 25.47.040 (a) 4c
Parking Location	No parking spaces in front setback. No parking spaces within twenty (20) feet from the inner edge of the Bay Trail.	Grandfathered conditions, permitted per 20-82 BCDC permit.	Ch 25.47.040 (a) 5
View Corridor	The width of any structure or combined structures on a lot shall not obstruct more than fifty (50) percent of the street frontages.	Complies, refer to Sheet A3.2. Confirmed with Planning on 9.8.2010.	Ch 25.47.040 (a) 6
Height	65 ft max	Building height: 133 ft **CUP**	Ch 25.47.040 (a) 7 (A)
	No building or structure shall exceed forty (40) feet when located within one hundred (100) feet of the	None	Ch 25.47.040 (a) 7 (B)

	San Francisco Bay shoreline as defined by the BCDC		
Lot Coverage	35% Max	25% (555, 577 Airport, New office building, Parking garage and accessory structures), Complies. Refer to Sheet A3.2.	Ch 25.47.040 (a) 8
Lot Frontage / Minimum Lot size	100 feet / 40,000 sq. ft min	Complies, refer to Sheet A3.1.	Ch 25.47.045 (a)
Landscaping	Min 15% of the site Min 80% of front setback Min 10% of parking area	Complies. 35% of the site, including State Land Commission land, and 11% of parking area. Refer to Sheet L5. No changes to the street frontage and existing vegetation to remain.	Ch 25.70.050 (a – c)
Trash / loading doc	Fully enclosed, attached or detached structure for refuse and garbage containers 75 feet from rear property line 100 feet from BCDC shoreline	Complies. Fully enclosed trash enclosure and screened service yards as shown on site plan. Loading and delivery area are setback 75 feet from rear property line and outside 100 feet BCDC shoreline band.	Ch 25.70.050 (d – e)
Parking	1 car / 300 sq. ft. or 3.3 cars / 1,000 sq. ft. (gross floor area)	3 car / 1,000 sq. ft. With TDM plan.	Ch 25.70.040

		No CUP is required, per Planning's email dated 9.8.2010.	Provided a traffic study and TDM plan to justify lowered parking ratio.

11.23.20 PC Meeting
Item 11d
567 Airport Blvd.
Page 1 of 1

COMMUNICATION RECEIVED AFTER PREPARATION OF STAFF REPORT

RECEIVED
NOV 23 2020
CITY OF BURLINGAME
CDD – PLANNING DIV.

From: Greg Kuhl [redacted]
Sent: Monday, November 23, 2020 10:57 AM
To: GRP-Planning Commissioners <PlanningCommissioners@burlingame.org>
Subject: 567 Airport Blvd.

Planning Commissioners:

Re: 567 Airport Blvd

Thank you for taking time to read my position on the proposed construction of 567 Airport Blvd. Please bring this email to the hearing set for this evening.

It is with some skepticism that I write this email. I have a business at [redacted] My business supplies office space to small users. We have endured three years of pile driving noise, constant traffic interruptions, and never-ending road construction and detours. Now we are fighting COVID 19. My business is now fighting 25% vacancy, where our history has been 100 % occupied. Soon we will be fighting the traffic of having the FaceBook campus fully occupied with an additional 5,000+ people. We have not seen the TIA on the FaceBook impact on traffic, but we would like to. We have a bottle neck on each end of Airport Blvd at the end of the business day as it is now.

To add an eight-story building to what would seem to be an impending traffic nightmare approaches insanity. Also, our once decent views would be replaced by looking at the back of a parking structure. The approval of 567 Airport Blvd., would be a death nail for my business.

Sincerely,

Gregory S. Kuhl
[redacted]

Jeff Philliber
[redacted]

November 27, 2020

Mr. Ruben Hurin
Planning Manager, City of Burlingame
501 Primrose Road
Burlingame, CA 94010

Re: CEQA scoping for proposed 567 Airport Blvd. Project / Bayfront traffic issues

Dear Mr. Hurin,

As a concerned San Mateo neighbor and representative of the North Shoreview Neighborhood Traffic Committee[1], I spoke briefly at the City of Burlingame's November 23, 2020 Planning Commission meeting on the proposed 567 Airport Blvd. project. I asked about a project CEQA schedule, scoping opportunities, and a need to access the project traffic report as soon as possible. Following up, the North Shoreview Neighborhood Traffic Committee requests the following from the City of Burlingame:

1. That the City receives and considers these 567 Airport Blvd. project CEQA scoping comments
2. That we are provided timely access to the 567 Airport Blvd. traffic study
3. That we be notified of future CEQA and project announcements for this and other proposals in Burlingame's Bayfront Planning Area
4. That the City of Burlingame comprehensively examines current and future development in the Bayfront Planning Area in a programmatic CEQA document

Details on these points are provided below.

1. CEQA scoping comments on the 567 Airport Blvd. project

The following scoping comments may be supplemented after the North Shoreview Neighborhood Traffic Committee has a chance to review the project traffic study, which we understand has been drafted and submitted to City staff.

We request that any 567 Airport Blvd. project CEQA analysis identify the North Shoreview neighborhood as part of the project's area of potential effect and consider the project's potential impacts on the neighborhood.

[1] The North Shoreview Neighborhood Traffic Committee is a neighborhood group commissioned in 2016 as part of the City of San Mateo's city-wide Neighborhood Traffic Management Program.

San Mateo's North Shoreview neighborhood is a densely populated residential area bound tightly between Coyote Point to the north, US-101 to the west, Third Avenue to the south, and the San Francisco Bay to the east. There are only two main roads that provide ingress/egress to the neighborhood: N. Bayshore Blvd. at Peninsula Ave. to the north, and Norfolk St. at Third Ave. to the south. During the PM commute hours, south- and east-bound drivers (to Foster City, the East Bay, and other points south) often cut through the North Shoreview neighborhood as an alternative to a congested US-101 and SR-92. This is particularly true of drivers leaving the Burlingame Bayfront area. Such drivers enter the neighborhood via N. Bayshore Blvd. at Peninsula Ave., fan out through neighborhood streets, and converge again at the outlet on Norfolk St. and Third Ave. This often causes tremendous traffic congestion and related impacts in North Shoreview.

Up until the COVID pandemic temporarily disrupted normal traffic patterns, cut-through traffic has caused increasingly greater impacts to the North Shoreview neighborhood. Gridlock regularly traps neighborhood residents in their homes. In addition to tremendous degradation of level-of-service on residential streets and intersections, impacts on North Shoreview residents include excessive automobile exhaust emissions, safety issues from often impatient and frustrated cut-through drivers, establishment of a regular vehicular barrier that physically divides an established community, and inadequate emergency access and egress. These are all typically recognized as environmental impacts as listed in the CEQA Guideline's Appendix G checklist. These conditions would likely be worsened by the proposed 567 Airport Blvd. project and thus we expect to see these examined as potential impacts in the project CEQA analysis.

We request that the 567 Airport Blvd. project CEQA analysis provide a full examination of potential cumulative impacts in combination with other major projects in the area, particularly with regard to how such cumulative impacts may affect the North Shoreview neighborhood.

CEQA requires consideration of cumulative impacts even where an individual project's contribution may be less than significant. Potential 567 Airport Blvd. project impacts in the North Shoreview neighborhood would undoubtedly be worsened when added to impacts from other area projects. Of greatest concern would be projects originating in the Bayfront area of Burlingame along with those in west Burlingame with easy access to Peninsula Ave. Commuters traveling south and/or east from those locations often cut through the North Shoreview neighborhood.

A new, large office campus (Facebook Oculus) at 300 Airport Blvd. has been constructed and is expected to open in 2021. This project will feature over three-quarters of a million square feet of office space and thousands of new parking spaces and vehicle trips. The CEQA review for this project did not consider traffic-related impacts to the North Shoreview neighborhood. A draft 300 Airport Blvd. project Transportation Demand Management (TDM) plan that was recently shared with the North Shoreview Neighborhood Traffic Committee appears to provide little relief for this anticipated problem. Other large-scale projects that could contribute to potentially significant cumulative impacts to North Shoreview include: the proposed 1300 Bayshore Highway project, the proposed 1499 Bayshore Highway project, and several Burlingame projects on the west side of US-101.

2. 567 Airport Blvd. project traffic study

We request access to the 567 Airport Blvd. project traffic study as soon as possible, because a review of the study may trigger additional scoping comments (which we intend to provide as per CEQA *Guidelines* §15063(e)). Such public scoping comments should be provided early in the project's CEQA review. This is particularly important given the City's statement at the Planning Commission meeting that the project would likely be covered by an Initial Study and Negative Declaration. The City's anticipation of a Negative Declaration suggests that the City may already assume that there would be no significant impacts. We believe that any such assumption would be premature and pre-decisional. To reduce later conflict and delays, it is imperative that proper and fully informed scoping be allowed to take place as early in the process as possible.

3. Notification of future CEQA and project announcements

If you haven't already, please add me (representing the North Shoreview Neighborhood Traffic Committee) to your CEQA and project mailing list for announcements and documents pertaining to this project and other major projects in Burlingame's Bayfront Planning Area.

4. The City of Burlingame lacks an up-to-date programmatic CEQA analysis for the entire Bayfront Planning Area

There is an overarching issue here: Burlingame's Bayfront Planning Area has large areas of undeveloped and/or surface parking space and thus great potential for continued large-scale commercial development. In fact, such heavy development of the Bayfront area is encouraged in the City's planning documents. This is occurring now, including with the enormous new office campus at 300 Airport Blvd., with large-scale project proposals at 1300 and 1499 Bayshore Highway, and with this current 567 Airport Blvd. campus proposal, and there is no end in sight. We find no evidence that the City's planning and CEQA documentation have fully examined the cumulative impacts of such development as required (e.g., CEQA Guidelines §15130), especially as they may be experienced in nearby areas such as San Mateo's North Shoreview neighborhood. Instead, as with the 567 Airport Blvd. proposal, the City seems to rely on piecemealing these specific project impacts through Categorical Exemptions, Initial Study/Negative Declarations, and narrowly focused project Environmental Impact Reports. Furthermore, the City's CEQA analyses seem to stop examining impacts at the City's geographic limits (e.g., Peninsula Avenue), at least concerning the North Shoreview neighborhood.

The North Shoreview Neighborhood Traffic Committee understands that regional traffic problems cannot realistically be solved under our current circumstances. Instead, we are looking for better planning and investment in comprehensive long-term strategies from our local cities and agencies. This cannot happen as long as such agencies are unaware of the problems that their projects may create, or when they dismiss those problems with piecemeal CEQA documentation, narrowly scoped traffic studies, trifling Transportation Demand Management programs, or simple admonitions that nothing can be done. Large-scale and effective measures may become possible at such time that we recognize the large-scale magnitude of the new problems we are creating. For this reason -- and because CEQA requires

it -- we ask the City of Burlingame to undertake a comprehensive look at its current and future Bayfront development in the form of updated plans and programmatic CEQA documents with full cumulative impacts analyses. New policies and mitigative strategies may then be pursued with a wide set of stakeholders, including commercial interests and property owners, affected City and County agencies, regional authorities, and nearby neighborhoods. Moving forward on a Peninsula Avenue interchange with US-101 is one obvious idea that should be pursued in that context.

We appreciate the project planning information that has been provided thus far by the City of Burlingame and the opportunity by the Planning Commission for us to air our concerns. We look forward to timely review of the project traffic report and we anticipate that we may provide additional scoping comments; at a later time, we would be pleased to review the proposed 567 Airport Blvd. project CEQA documentation. We hope to work with the City in an on-going and cooperative fashion on this project and concerning the other cross-border issues mentioned here.

Sincerely,

[redacted]

Jeff Philliber

C: Planning Commissioner Comaroto
Planning Commissioner Gaul
Planning Commissioner Loftis
Planning Commissioner Schmid
Planning Commissioner Terrones
Planning Commissioner Tse
Planner Kevin Gardiner
Interim City Attorney Spansail
City of San Mateo Senior Traffic Engineer Lopez
North Shoreview Neighborhood Association (Newton, Shepler, Addy, Sellers)

krupka.

DRAFT FINAL TDM PLAN

BURLINGAME BAY

Prepared for

EW-PG Airport Owner, LLC

Prepared by

KRUPKA CONSULTING

November 6, 2020

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EW-PG Airport Owner, LLC (hereinafter "Client") engaged Krupka Consulting to prepare a Transportation Demand Management (TDM) Plan for the Burlingame Bay Road project in Burlingame, California (hereinafter referred to as "Burlingame Bay" or "Project"). The TDM Plan was required by the City of Burlingame (City) to support the Project entitlement application. This document represents the Draft Final TDM Plan and incorporates comments from the City on the Draft TDM Plan dated May 8, 2020. Presented herein are the TDM Plan purpose, the Project, supportive TDM infrastructure and measures, programmatic TDM measures, a calculation of trip credits using guidelines established by the City/County Association of Governments of San Mateo County (C/CAG) and monitoring and reporting.

Purpose of TDM Plan

The purpose of the TDM Plan is to define specific TDM measures to be implemented by the Project to meet the City's TDM Program goal, which is: at least 20% of all employees regularly commute to work using modes other than single occupant vehicles (SOVs) or use an alternative work hour schedule. Equally important with regard to purpose is C/CAG's stipulation that local jurisdictions must require the developer and all subsequent tenants to reduce demand for all new peak hour trips projected to be generated by developments. C/CAG established several choices for local jurisdictions, including implementing TDM Programs that have the capacity to fully reduce the demand for new peak hour trips.[1] Therefore, the purpose of the TDM Plan was expanded to address the C/CAG requirement.

Project Description

Location - As shown in ***Exhibit A***, the Project is located at a 12.8 acre developed parcel at the South end of Airport Boulevard, east of US Highway 101 adjacent to Burlingame Lagoon and Sanchez Channel. Two site driveways are located on Airport Boulevard, which provides local connections to Old Bayshore Highway, Broadway, Anza Boulevard and Peninsula Avenue, which in turn serve US Highway 101 and points north and south.

The Project is in the Bayfront commercial land use area within the Bayfront neighborhood. The new Burlingame Point life sciences office campus is under construction directly across Sanchez Channel from the Project.

Description - The Project would construct a new eight-story office/research and development building adjacent to two existing office buildings, one with five stories and one with eight stories. A total of 1,520 parking spaces would be provided — 1,144 spaces in a new parking garage on existing surface parking and 376 surface spaces.

Exhibit B illustrates the site plan and the new building situated between two existing buildings. The project is a bold, contemporary site refresh and expansion with internal and external attributes that line up well with needs and desires of high-tech companies and customers. In addition to new driveways and surface parking, including a commute bus center, to enhance

[1] C/CAG, Guidelines for Implementing the Land Use Component of the Congestion Management Program, 2015) (hereinafter "C/CAG Land Use Guidelines")

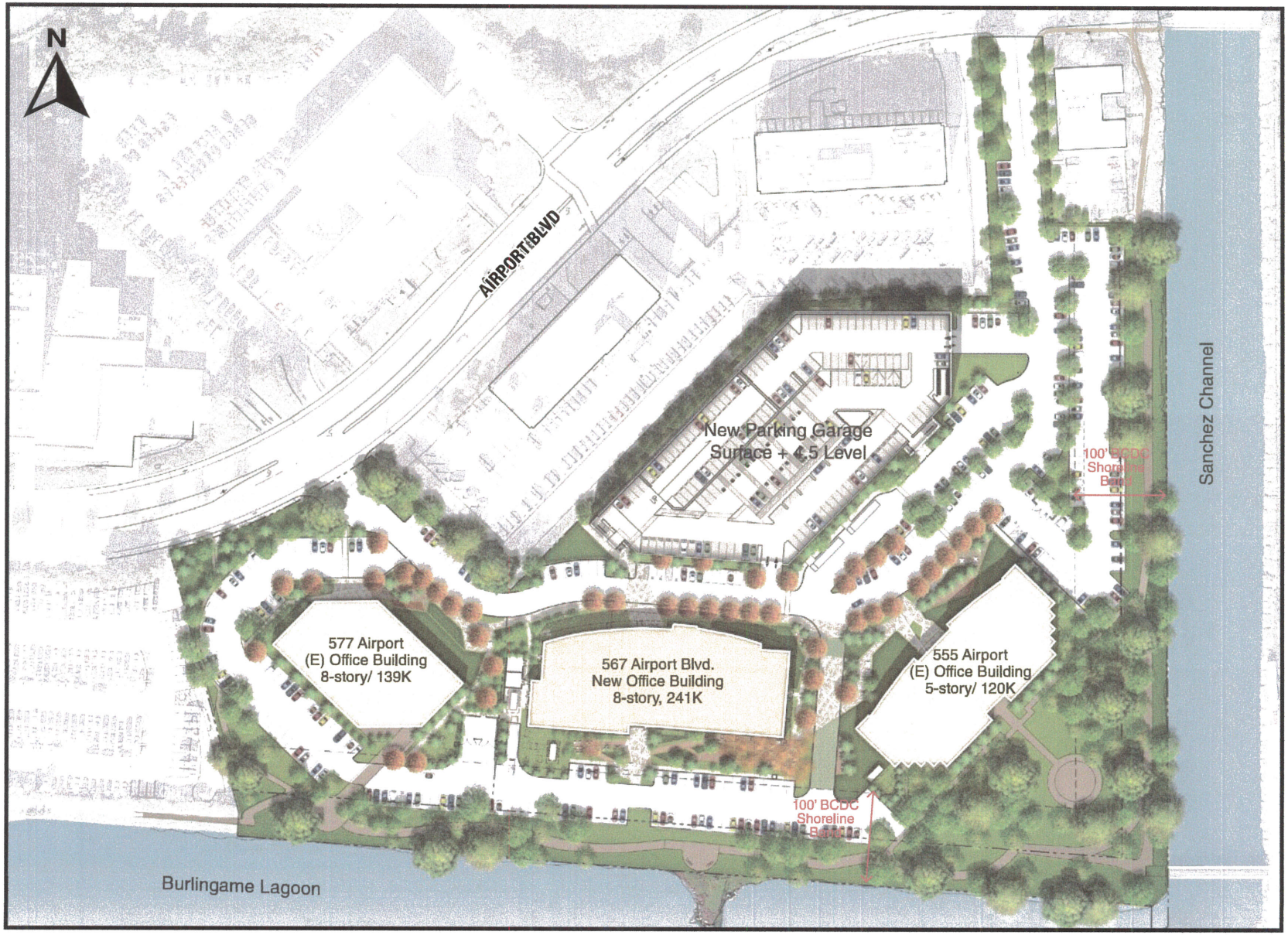
SOURCE: *DES Architects + Engineers, 2020*

Project Site

Exhibit A

Burlingame Bay TDM Plan

Project Vicinity



SOURCE: *DES Architects + Engineers, 2020*

Exhibit B

Burlingame Bay TDM Plan

Site Plan

access and circulation, substantial landscaping with promenades, view areas and patios with seating and casual dining features are proposed to complement the waterside setting.

Supportive TDM Infrastructure and Project TDM Measures

The Project as envisioned would be a pedestrian and bicycle friendly campus within the Bayfront commercial area, served by active transportation such as the Burlingame Trolley, Burlingame Bayside Shuttle and mature sidewalks, trails and bikeways. ***Exhibit C*** highlights active transportation serving the Project.

Project TDM measures were defined to complement the existing TDM setting. The following paragraphs highlight these features, which are summarized on ***Exhibit D***.

Community Connectivity - The Project and respective site improvements would connect to and complement Bayfront area facilities, including sidewalks and bike lanes on Airport Boulevard and the Bay Trail adjacent to the Project site, which serves the Coyote Point Recreation Area in San Mateo. This indicates positive community connectivity.

Public Transportation Access - The Project would include a commute bus center with two bus bays. The facility would be located adjacent to the parking structure in the center of the site, with suitable turning movement dimensions to allow easy bus entries and exits and connections to Airport Boulevard. The Burlingame Trolley traverses the Bayfront area and includes a stop near 577 Airport Boulevard, and connects the Project site with the Broadway and Burlingame Caltrain Stations as well as Broadway and Burlingame Avenue business districts. Commute.org operates the Burlingame Bayside Shuttle, which provides direct commute period service between the Project site and the Millbrae BART/Caltrain Station. Two buses serve the area and carry approximately 2,800 total AM and PM peak period riders per month (Source: Commute.org data summaries for October 2019 and January 2020).

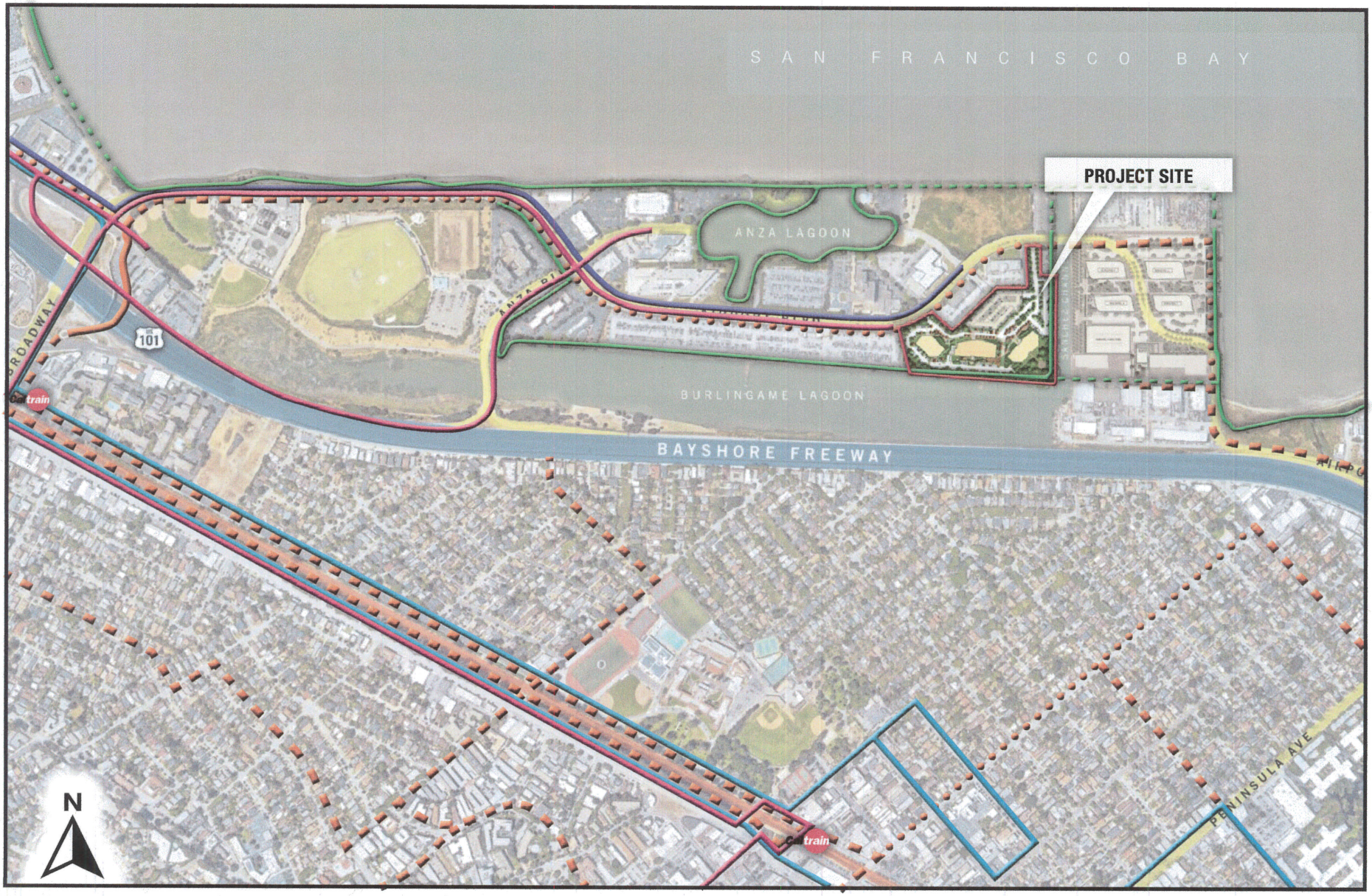
Pedestrian Amenities - The Project walkway system would minimize vehicular conflicts, allow direct access to the Bay Trail, buildings and the parking structure. Landscaping features, patios and seating areas would complement the walkway system and soften the Project environment.

Bicycle Parking - The Project would include 41 bicycle parking spaces, with 37 Class I (secure) spaces in the bicycle enclosure on the first floor of the parking structure and 4 Class II spaces in 2 bike racks near building entries.

Shower Facilities - The new building would include shower rooms for men and women on the first floor, with a total of eight shower stalls, to support employees who bicycle and walk to work or exercise during the day, or both.

Parking Management - The Project would include preferential parking of the following kinds.

- Accessible ("ADA Stalls") - 32 total stalls (6 van, 26 standard), located in the parking structure and adjacent to existing buildings.
- Clean Air Vehicle - 14 stalls, located in the parking structure.



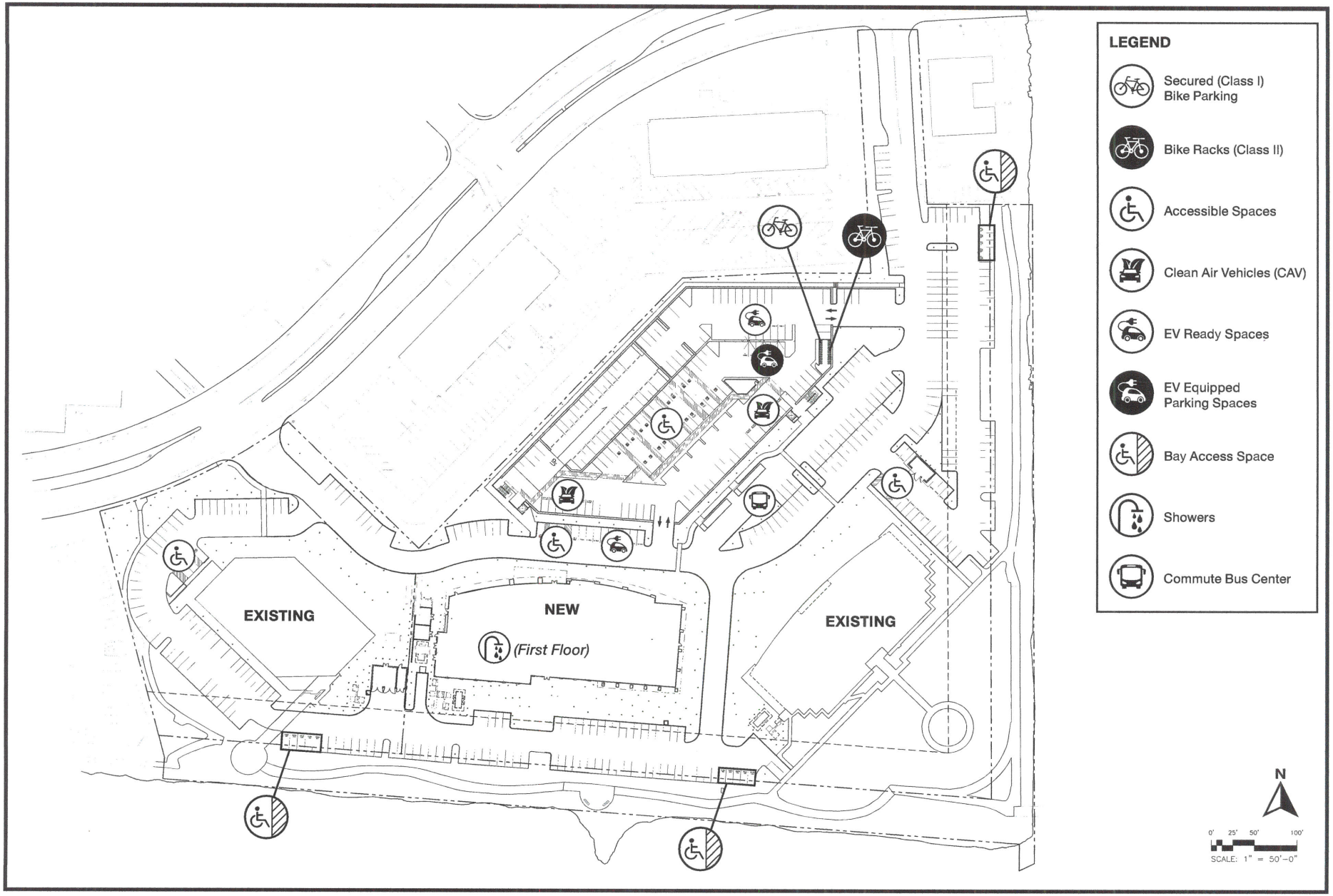
SOURCE: *DES Architects + Engineers, 2020 and Burlingame General Plan, City of Burlingame 2019*

Exhibit C

Burlingame Bay TDM Plan

Active Transportation

- Samtrans Routes
- Burlingame Trolley
- Burlingame Shuttle
- Trail (existing)
- Trail (planned)
- Bike Path (Class I)
- Bike Path (Class II)
- Bike Path (Class III/Sharrows)



SOURCE: *DES Architects + Engineers, 2020*

Exhibit D

Burlingame Bay TDM Plan

TDM Elements

- Electric Vehicle Charging - 45 total (32 equipped, 13 ready), located in the parking structure and adjacent to the new building.
- Bay access stalls ("BCDC Stalls) - 15 stalls located adjacent to the Bay Trail - 45 EV parking (32 installed)

Vehicular Access - The Project would be served by two existing driveways on Airport Boulevard. Internal drive aisles would connect the driveways and provide direct access to the parking structure and surface parking.

Freight and trash loading zones would serve all buildings directly with suitable turning and parking dimensions.

Programmatic TDM Measures

Given the Project may be occupied by one or more tenants, and most candidate tenants are familiar with and routinely incorporate TDM in practice, Client intends to require tenants by lease agreement to actively incorporate and participate in TDM measures most suitable to them to achieve the TDM Plan purpose.

TDM Requirements - Client shall oversee the TDM program and require tenants to implement and consistently carry out and monitor the following TDM measures.

> TDM Coordinator - A Project TDM Coordinator shall be responsible for implementing, maintaining and monitoring the TDM Plan. The TDM Coordinator shall participate in TDM training sponsored by Commute.org in during the first year of occupancy.
>
> Employee Survey - A confidential survey of transportation characteristics of employees shall be conducted with findings submitted to the City upon full occupancy of the Project and periodically thereafter. The survey shall include residence location, mode of travel to work, duration of commute, usual work schedule and interest in commute alternatives. Attachment A, appended hereto, lists the proposed survey questions and gives a good understanding of the expected data to be generated.
>
> Commute Alternative Information - A summary pamphlet shall be prepared that describes commute alternatives (to driving alone) and summarizes the TDM Plan. This pamphlet shall be made available to all employees and updated at least annually.
>
> Commute Alternative Plan - The Project shall implement TDM measures to meet the City's TDM policy and goal, which is: at least 20% of all employees regularly commute to work using modes other than single occupant vehicles or use an alternative work hour schedule. The TDM Plan shall comply with the C/CAG Land Use Guidelines that stipulate the TDM Plan have the capacity to fully reduce the estimated demand for new peak hour trips generated by the Project.

The Project shall be required to provide the following TDM measures.

- Dedicated peak period shuttle service to BART/Caltrain that serves at least 60 round trip riders during the peak hour. This would be provided through direct contract or shared arrangement with a shuttle service sponsored by another development or entity.
- Subsidized transit passes for at least 25% of employees with value of at least $20 per month per pass, or equivalent commuter benefit allowance or subsidy. This would be an employee benefit for the duration of employment and subject to change and customization to meet particular tenant conditions.

Other candidate TDM measures tenants may incorporate include, but not be limited to, the following.

- Alternative work schedules or telecommuting
- Guaranteed emergency ride home, which gives eligible employees free rides home in case of personal emergencies or unexpected late work days that cause them to miss a customary transit ride or carpool seat
- Coordination and incentives to enhance alternative mode usage, including the following functions
  - Introduce employees to the TDM Plan
  - Help use 511 Rideshare and 511 Transit Trip Planning
  - Help match "bike buddies" and "walk buddies"
  - Coordinate and manage bicycle parking and preferential parking spaces
  - Help assess and establish alternative work schedules and telecommuting
  - Catalog and update available transportation services, bicycle routes, bike share facilities, transit schedules and shuttle services; provide alerts regarding changes and new opportunities

Calculation of Trip Credits Per C/CAG Guidelines

The implementation of a TDM program that has the capacity to fully reduce the estimated demand for new peak hour trips generated by a new development project is one of five options local jurisdictions may use to help offset or mitigate the traffic impacts of development projects according to the C/CAG Land Use Guidelines.

Table 1 summarizes the estimated trip credits for Project TDM measures, including site design elements and required TDM measures, based on application of the C/CAG trip credit unit values. This evaluation addressed the trip generation for the new building only. The total trip credits exceeds the estimated net new peak hour trip values and therefore meets the intent of the C/CAG requirements.

Table 1
ESTIMATED TRIP CREDITS PER C/CAG LAND USE GUIDELINES

TDM Measure	Number of Units per TDM Plan	Notes	C/CAG Unit Trip Credit (Rate per Unit)	Resulting Trip Credits for TDM Plan
Bicycle lockers and racks	41		3	123
Showers and changing rooms (combination)	8	trip credits calculation includes 5 bonus credits for bicycle storage	10	85
Dedicated peak period shuttle to BART/Caltrain	60	peak hour round trip seat; estimate reflects 5% of employees during the peak hour	1	60
Subsidized transit passes for employees (at least $20 per month per ticket/ pass)	300	25% of estimated employee count at 5 employees per 1,000 sf	1	300
Preferential parking for carpoolers and vanpoolers	14	spaces are designated for Clean Air Vehicles, not separately for carpoolers and vanpoolers; lower trip credit rate — for carpoolers — used	2	28
TOTAL TRIP CREDITS				**596**
PROJECT NET NEW PEAK HOUR TRIPS (TJKM, Traffic Impact Analysis Report, May 8, 2020)				**276**
PROJECT TRIPS MITIGATED?				**YES**

Monitoring and Reporting

The following monitoring and reporting plan shall be implemented to help Client and the City assess the effectiveness of the TDM Plan against its stated goal.

Employee Survey - Each year the Project is occupied and prior to February 15, tenants shall survey existing employees to estimate the proportion of employees commuting in single-occupant vehicles and assess employees' work and travel characteristics, overall perceptions of travel alternatives, and concerns about the TDM Plan. The proposed questions to be included in the survey are summarized in Attachment A.

Annual Project TDM Program Report - Annual reporting shall commence the calendar year after the Project reaches 90% occupancy. Each year prior to March 30, Client shall prepare and submit a report summarizing the results of the tenants' Employee Surveys and TDM Plan activities. The report shall also include descriptions of any new or modified programs to be introduced in the next year, or any programs that would be changed as a result of user comments. Client shall meet with City staff to review comments on the report and discuss reasonable changes or other actions required to address the comments. Such changes or actions, and their implementation status, would be reported in the subsequent report.

Client reserves the right to revise its TDM Plan as necessary to achieve TDM Plan goal in the most cost-effective manner, and understands that such revisions are subject to review and approval of the City Community Development Director. Client also understands the City Community Development Director reserves the right to request modifications to the TDM Plan.

Enforcement - The City reserves the right to assess an annual penalty for non-compliance.

Conclusions

This TDM Plan describes strong TDM infrastructure and Project TDM Measures, which give the Project a solid employee serving, pedestrian/bicycle friendly foundation and, combined, indicate strong potential to achieve the TDM Plan goal. A reasonable monitoring and reporting requirement provides a credible means for Client and City to manage the performance of the TDM program.

ATTACHMENT A
PROPOSED EMPLOYEE SURVEY QUESTIONS

1. What time do you typically arrive for work in the morning?
    1. Shift Work or Varies
    2. Before 5:00 AM
    3. 5:00 AM to 10:00 AM — By 30 Minute Increment (increments are listed in the survey)
    4. After 10:00 AM
2. What time do you typically leave work?
    1. Shift Work or Varies
    2. Before 4:00 PM
    3. 4:00 PM to 8:00 PM — By 30 Minute Increment (increments are listed in the survey)
    4. After 8:00 PM
3. During a normal week, how variable are your work hours?
    1. Start and finish at approximately the same time every day
    2. Work hours vary occasionally
    3. Work hours vary often
4. On a typical day, how long does it take to get to work (primary commute)?
    1. Full time teleworker, so commute time is negligible
    2. 1 to 120 minutes in increments of 15 and 30 minutes (increments are listed in the survey)
    3. Greater than 120 minutes
5. Approximately how far is it from your home to your work site (one-way)?
    1. Full time teleworker, so commute distance is negligible
    2. 1 to 100 miles in stepwise increments of 5, 10, 15, 20 and 40 miles (increments are listed in the survey)
    3. Greater than 100 miles
6. Which of the following best describes your regular work schedule?
    1. Five day work week (full-time)
    2. Four day work week, 10-hour days (full time)
    3. Nine days, 80 hours worked in two week period (full time)
    4. Part time
7. What is your primary mode of travel to work for each of these specific dates (seven listed)? (sub modes are listed in survey)
    1. Drive (alone, carpool, vanpool, motorcycle/moped)
    2. Passenger (taxi/Uber/Lyft, carpool, vanpool)
    3. Transit (SamTrans (Express Bus, Regular Bus), Caltrain, Dumbarton Express)
    4. Commute shuttle provided by employer
    5. Bicycle
    6. Walking, jogging, in-line skating, similar
    7. Work from home, off-site, similar
    8. Variable or compressed work schedule - day off
    9. Away from office(sick, vacation, non-work day, business travel)
8. Please offer your perspectives on alternative travel options at your work site.
9. Please offer and comments or concerns you have about the TDM Plan.

Project Comments – Planning Application

Project Address: **555-577 Airport Blvd, zoned AA, APN: 026-363-590**

Description: **Request for Environmental Review, Commercial Design Review, and Conditional Use Permit for Floor Area Ratio for a new 8-story office/research and development building and 5.5-level parking garage.**

From: Rick Caro III
Building Division

Please address the following comments at this time; provide a written response and revised plans with your resubmittal:

No comment at this time.

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.

6) At the time of the building permit submittal, provide 5 – sets of drawings with 2- sets of structural calculations and 2 –sets of geotechnical engineer reports and calcs.

7) Indicate on the plans that an OSHA permit will be obtained 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.

8) Provide two completed copies of the *Mandatory Measures* with the submittal of your plans for Building Code compliance plan check. In addition, replicate this completed document on the plans. Note: On the Checklist you must provide a reference that indicates the page of the plans on which each Measure can be found. BMC 18.30.040, 18.30.045 & 18.30.050

9) Illustrate compliance with the minimum plumbing fixture requirements described in the 2019 California Plumbing Code, Chapter 4, Table 422.1 Minimum Plumbing Facilities and Table A - Occupant Load Factor.

10) Separate toilet facilities are required for each sex, except:
    a. Residential occupancies
    b. Occupancies serving ten or fewer people may have a toilet facility for use by more than one person at a time, shall be permitted for use by both sexes. 2019 CPC §422.2 #2.
    c. Business and Mercantile occupancies with a total occupant load of 50 or less, including customers and employees, one toilet facility, designed for use by no more than one person at time, shall be permitted for use by both sexes. 2019 CPC §422.2 #3.

11) The accessible parking shown in the structure must comply with the accessibility requirements of the 2019 CBC. Specifically:

    d. All entrances to and vertical clearances within the parking structure must have a minimum vertical clearance of 8' 2" where required for accessibility to accessible parking spaces.

12) All NEW non-residential buildings must comply with the requirements of AB-2176 Sec. 42911 (c) [2003 – 2004 Montanez] as follows:

    e. Space for recycling must be a part of the project design in new buildings.
    f. A building permit will not be issued unless details are shown on the project plans incorporating adequate storage for collecting and loading recycled materials.

13) Provide details on the plans which show that the entire site complies with all accessibility standards.

14) Specify on the plans the location of all required accessible signage. Include references to separate sheets on the plans which provide details and graphically illustrates the accessible signage requirements.

15) Provide complete dimensioned details for accessible bathrooms 2019 CBC §11B-213 11B-603, 11B-604, 11B-605, 11B-606, 11B-607, 11B-608, 11B-609, 11B-610

16) Provide complete, dimensioned details for accessible parking 2019 CBC §11B-208, 11B-502 & 11B-503

17) Provide details on the plans which show that the building elevator complies with all accessible standards. 2019 CBC §11B-407.

18) Where elevators are provided in structures that are four or more stories in height at least one elevator shall be provided for Fire Department emergency access. One elevator must accommodate a stretcher that is 24" x 84". See 2019 CBC §3002.4 for elevator cab dimensions (80" x 54") and other details.

19) Please Note: Architects are advised to specify construction dimensions for accessible features that are below the maximum and above the minimum dimension required as construction tolerances generally do not apply to accessible features. See the *California Access Compliance Manual – Interpretive Regulation 11B-8.*

20) Provide an exit plan showing the paths of travel

21) 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.

22) Sewer connection fees must be paid prior to issuing the building permit.

23) A pre-construction meeting must be conducted prior to issuing the permit. After you are notified by the Building Division that your plans have been approved call 650-558-7270 to schedule the pre-construction meeting.

Reviewed By: Rick Caro III
650 558-7270

Date: September 21, 2020

Project Comments – Planning Application

Project Address: **555-577 Airport Blvd, zoned AA, APN: 026-363-590**

Description: **Request for Environmental Review, Commercial Design Review, and Conditional Use Permit for Floor Area Ratio for a new 8-story office/research and development building and 5.5-level parking garage.**

From: Rick Caro III
Building Division

Please address the following comments <u>at this time</u>; provide a written response and revised plans with your resubmittal:

1) On the plans specify that this project will comply with the 2019 California Building Code, 2019 California Residential Code (where applicable), 2019 California Mechanical Code, 2019 California Electrical Code, and 2019 California Plumbing Code, including all amendments as adopted in Ordinance 1889. Note: If the Planning Commission has not approved the project prior to 5:00 p.m. on December 31, 2019 then this project must comply with the 2019 California Building Codes.

2) On your plans provide a table that includes the following:
   a. Occupancy group for each area of the building
   b. Type of construction: Note: Type-1A was clear however Type II FR was not; is it IIA? Or IIB?
   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

3) On the plans show that all openings in exterior walls, both protected and unprotected, will comply with 2019 CBC, Table 705.8. Provide a table or chart that specifies 1) the openings allowed and; 2) the size and percentage of the openings proposed.

4) Prior to applying for a Building Permit the applicant must either confirm that the address is **<u>"567 Airport Boulevard"</u>** or obtain a change of address from the Engineering Department. Note: The correct address must be referenced on all pages of the plans.

5) Place the following information on the first page of the plans.

"Construction Hours"
Weekdays: 8:00 a.m. – 7:00 p.m.
Saturdays: 9:00 a.m. – 6:00 p.m.
Sundays and Holidays: No Work Allowed
(See City of Burlingame Municipal Code, Section 18.07.110 for details.)

(See City of Burlingame Municipal Code, Section 13.04.100 for details.)

Construction hours in the City Public right-of-way are limited to weekdays and non-City Holidays between 8:00 a.m. and 5:00 p.m.

Note: Construction hours for work in the public right of way must now be included on the plans.

NOTE: A written response to the items noted here and plans that specifically address items 1, 2, 3, 4, and 5 must be re-submitted before this project can move forward for Planning Commission action. The written response must include clear direction regarding where the requested information can be found on the plans.

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.

6) At the time of the building permit submittal, provide 5 – sets of drawings with 2- sets of structural calculations and 2 –sets of geotechnical engineer reports and calcs.

7) Indicate on the plans that an OSHA permit will be obtained per CAL / OSHA requirements. See the Cal / OSHA handbook at: http://www.ca-osha.com/pdfpubs/osha_userguide.pdf
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21) 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.

22) Sewer connection fees must be paid prior to issuing the building permit.

23) A pre-construction meeting must be conducted prior to issuing the permit. After you are notified by the Building Division that your plans have been approved call 650-558-7270 to schedule the pre-construction meeting.

Reviewed By: Rick Caro III
650 558-7270

Date: May 19, 2020

Project Comments – Planning Application

Project Address: **555-577 Airport Blvd, zoned AA, APN: 026-363-590**

Description: **Request for Environmental Review, Commercial Design Review, and Conditional Use Permit for Floor Area Ratio for a new 8-story office/research and development building and 5.5-level parking garage.**

From: Martin Quan
Public Works Engineering

Please address the following comments <u>at this time</u>; provide a written response and revised plans with your resubmittal:

1. ~~This area is in the special flood hazard area, please show or describe how this project will comply.~~
2. ~~For the proposed parcel split into two parcels, please include a table totaling the number of parking spaces or if they will be shared among the parcels. Show all driveway and utility easements. Please confirm or show that drainage for Parcel 1 and 2 are independent of each other, meaning they do not share or drain to each other, unless a drainage easement will be created.~~
3. ~~Please number all parking spaces for the proposed garage.~~
4. ~~Please provide ramp profiles for the proposed garage.~~
5. ~~Please show proposed utility connections to the City's infrastructure.~~
6. ~~Please provide a preliminary title report for review.~~
7. ~~Please provide lighting details for the proposed open space and public pathways.~~
8. ~~Please describe the proposed improvements to the storm drain system and pump station.~~
9. ~~Please confirm that the existing driveway/sidewalk approaches have at least 12" freeboard above the flow line of the frontage curb in the street to prevent overflow of stormwater from the street into private property.~~
10. ~~Please explain how the project will be constructed and parking impacts will be addressed if the existing buildings will be occupied.~~
11. No further comments at this time.

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.

1. Based on the scope of work, this is a "Type IV" project that requires a Stormwater Construction Pollution Prevention Permit. This permit is required prior to issuance of a Building Permit. An initial field inspection is required prior to the start of any construction (on private property or in the public right-of-way).
2. A stormwater maintenance agreement shall be recorded with the County for all c3 treatment measures. This agreement must be recorded prior to building permit signoff.
3. Please provide a letter from Recology indicating that the proposed trash areas are sufficient to service the development and provide details for the outdoor enclosures.
4. Please submit an erosion control plan. This plan shall include, but not limited to, delineation of area of work, show primary and secondary erosion control measures, protection of creek or storm drain inlets, perimeter controls, protections for construction access points, and sediment control measures.

5. A traffic, sewer, water, and storm drain study will be required for this project. Any impacts generated as the result of the project will be required to upsize or contribute its pro rata share of the impact to upgrade the existing infrastructure.
6. Any work required in the public right-of-way (including hauling) shall require an Encroachment Permit.
7. All public sidewalk fronting the project site shall be repaired if cracked or damaged.
8. Existing driveway/sidewalk approaches shall have at least 12" freeboard above the flow line of the frontage curb in the street to prevent overflow of stormwater from the street into private property.
9. All public sidewalks (fronting the project site) and open space areas (for the public) shall meet a minimum lighting requirement of 0.5fc.
10. An address assignment application will be required from Public Works for review and approval, prior to Building Permit plan review.
11. As this project site is within the Flood Zone, applicant shall submit a FEMA CLOMR/LOMR application to remove the parcel out of the SFHA.
12. A parcel map application and submittal will be required to split the parcels.

Reviewed By: Martin Quan
650-558-7245

Date: 10/19/2020

Project Comments – Planning Application

Project Address: **555-577 Airport Blvd, zoned AA, APN: 026-363-590**

Description: **Request for Environmental Review, Commercial Design Review, and Conditional Use Permit for Floor Area Ratio for a new 8-story office/research and development building and 5.5-level parking garage.**

From: Martin Quan
Public Works Engineering

Please address the following comments <u>at this time</u>; provide a written response and revised plans with your resubmittal:

1. This area is in the special flood hazard area, please show or describe how this project will comply.
2. For the proposed parcel split into two parcels, please include a table totaling the number of parking spaces or if they will be shared among the parcels. Show all driveway and utility easements. Please confirm or show that drainage for Parcel 1 and 2 are independent of each other, meaning they do not share or drain to each other, unless a drainage easement will be created.
3. Please number all parking spaces for the proposed garage.
4. Please provide ramp profiles for the proposed garage.
5. Please show proposed utility connections to the City's infrastructure.
6. Please provide a preliminary title report for review.
7. Please provide lighting details for the proposed open space and public pathways.
8. Please describe the proposed improvements to the storm drain system and pump station.
9. Please confirm that the existing driveway/sidewalk approaches have at least 12" freeboard above the flow line of the frontage curb in the street to prevent overflow of stormwater from the street into private property.
10. Please explain how the project will be constructed and parking impacts will be addressed if the existing buildings will be occupied.

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Reviewed By: Martin Quan
650-558-7245

Date: 5/19/2020

Project Comments – Planning Application

Project Address: **555-577 Airport Blvd, zoned AA, APN: 026-363-590**
Description: **Request for Environmental Review, Commercial Design Review, and Conditional Use Permit for Floor Area Ratio for a new 8-story office/research and development building and 5.5-level parking garage.**
From: **Christine Reed**
Fire Dept.

Please address the following comments <u>at this time</u>; provide a written response and revised plans with your resubmittal:

~~1. Previous building construction requirements for 555 & 577 Airport (i.e. building area allowances for large side yards) may now be compromised by 567 Airport's and parking garage's close proximity to the other buildings. Provide a building analysis for the existing buildings that confirms they will maintain in compliance with applicable Building Code requirements at their time of construction as buildings on the same lot or by assuming property lines between the four buildings. Additionally, confirm 567 Airport's building height/area requirements are met given the existing buildings/site conditions.~~

~~2. Provide a note on the plan that 567 Airport is considered a high-rise structure and all applicable Building and Fire Code requirements apply.~~

3. Apparatus access requirements of CFC 503 are required around parking garage.
<u>10-7-20: If an Alternate Means of Protection application is submitted, it must be approved prior to Planning Commission approval. Please provide note.</u>

<u>11-3-20: Please address this comment as a statement on the resubmitted plans, not only on the response sheet. Adding to sheet A1 or another appropriate sheet is acceptable.</u>

4. Secondary water supply is required for 567 Airport, confirm how this will be met. If using existing site's secondary water supply, detail the existing storage will accommodate the new building demand.
<u>10-7-20: The existing water supply for 577 Airport must be adequate for the new building, otherwise enough supplemental water supply at 567 Airport would still be required to provide required water. Please provide note.</u>

<u>11-3-20: Please address this comment as a statement on the resubmitted plans, not only on the response sheet. Adding to sheet A1 or another appropriate sheet is acceptable.</u>

~~5. EVA alternate paving materials shall be approved by the Central County Fire Dept. and capable of supporting 65,000lbs. Turf block or grasscrete materials are not approved. Currently, GrassPave 2 materials is approved.~~

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.

1. In addition to general construction requirements, 567 Airport shall meet all requirements in CBC 403 for high rise buildings and applicable CFC sections. This includes a fire command center (CFC Chapter 5) which is not currently compliant on the plan.

2. Emergency responder radio coverage system required. Riser wiring shall be located within a 2-hour rated enclosure.
3. Standpipe outlets in stairwells shall be located at the intermediate landing level of each stairwell.
4. Fire protection systems required per CBC and CFC.
5. Phase I & II elevator recall for firefighter emergency operation required.
6. Elevator shunt trip (causing loss of power) is not allowed. Sprinkler head at top of elevator shaft and in machine room not allowed. Elevator machine room must be constructed of the same rating as the elevator shaft.
7. The fire sprinkler systems' fire department connections shall be located within 5 feet of the sidewalk or access driveway.

Reviewed By: **Christine Reed, 650-558-7617** **Date: 11-3-20**

Project Comments – Planning Application

Project Address: **555-577 Airport Blvd, zoned AA, APN: 026-363-590**
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7. The fire sprinkler systems' fire department connections shall be located within 5 feet of the sidewalk or access driveway.

Reviewed By: **Christine Reed, 650-558-7617** **Date: 10-7-20**

Project Comments – Planning Application

Project Address: **555-577 Airport Blvd, zoned AA, APN: 026-363-590**
Description: **Request for Environmental Review, Commercial Design Review, and Conditional Use Permit for Floor Area Ratio for a new 8-story office/research and development building and 5.5-level parking garage.**
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7. The fire sprinkler systems' fire department connections shall be located within 5 feet of the sidewalk or access driveway.

Reviewed By: **Christine Reed, 650-558-7617** **Date: 6-20-20**

Project Comments – Planning Application

Project Address: **555-577 Airport Blvd, zoned AA, APN: 026-363-590**

Description: **Request for Environmental Review, Commercial Design Review, and Conditional Use Permit for Floor Area Ratio for a new 8-story office/research and development building and 5.5-level parking garage.**

From: Bob Disco
Park Division

Please address the following comments <u>at this time</u>; provide a written response and revised plans with your resubmittal:

No further comments at this time

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.

Reviewed By: BD
650.558.7334

Date: 10.7.20

Project Comments – Planning Application

Project Address: **555-577 Airport Blvd, zoned AA, APN: 026-363-590**

Description: **Request for Environmental Review, Commercial Design Review, and Conditional Use Permit for Floor Area Ratio for a new 8-story office/research and development building and 5.5-level parking garage.**

From: Bob Disco
Parks Division

Please address the following comments <u>at this time</u>; provide a written response and revised plans with your resubmittal:

1. New landscape plan is required to meet the Water Conservation in Landscape Regulations (WELO) Submit checklist for review. Irrigation Plan required for Building permit.

2. Include Tree Protection Measures, Sect 4.0 of arborist report on plans. All tree protection must be in place before demo, grading and construction as noted in arborist report.

3. Submit *Private Protected Tree Removal Permit* for all protected size trees designated for removal. Contact Parks Division for permit – 650.558.7330

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.

Reviewed By: BD
650.558.7334

Date: 5.28.2020

Project Comments – Planning Application

Project Address: **555-577 Airport Blvd, zoned AA, APN: 026-363-590**

Description: **Request for Environmental Review, Commercial Design Review, and Conditional Use Permit for Floor Area Ratio for a new 8-story office/research and development building and 5.5-level parking garage.**

From: Jennifer Lee
Stormwater

Please address the following comments at this time; provide a written response and revised plans with your resubmittal:

~~No comments at this time.~~

~~Sheet C4.0 Proposed Stormwater Management Plan shows that there is only one drainage management area (DMA) for the entire project site. Additionally, DMA 1 drains to seven separate flow-through planters across the project site. Please divide the site into multiple DMAs each of which will drain to a treatment measure. Multiple DMAs may drain to a single treatment area, but a single DMA should not be draining to separate treatment areas.~~

~~Please clarify on sheet C4.0 how stormwater runoff from roofs, driveways, and parking stalls will enter the flow-through planter.~~

Previous comment has been addressed. BKF Engineers have clarified that the project proposes to treat the entire site using a centralized treatment measures by use of a new pump station to send required flows to treatment areas throughout the site.

New comment: As required by the Municipal Regional Stormwater Permit, a Stormwater Treatment Measure Maintenance Agreement for all on-site stormwater treatment measures associated with the project must be recorded between the City and property owner prior to issuance of a final construction inspection. Please acknowledge this requirement. Even if the lot is split in the future, one Maintenance Agreement must be recorded for all new owners.

The following comments do not need to be addressed now, but you should be aware of them as they will need to be addressed at time of building permit submittal.

1. This project is required to comply with the Provision C.3 and C.6 of the San Francisco Bay Municipal Regional Stormwater NPDES Permit (MRP) since it will create and/or replace 10,000 square feet or more of impervious surface. For these projects where 50 percent or more of site impervious surface will be created/replaced, stormwater source control and treatment requirements apply to the entire project site. **Please complete, sign and return the "C.3/C.6 Development Review Checklist" and the following worksheets, which are available at www.burlingame.org/stormwaterdevelopment.** For additional information, please see the **C.3 Regulated Projects Guide** (February 2020) at www.flowstobay.org/newdevelopment

2. Required Best Management Practices (BMPs) apply to all construction projects utilizing architectural copper. **If applicable, please read the "Requirements for Architectural Copper" fact sheet available at** www.burlingame.org/stormwaterdevelopment

3. Per the Municipal Stormwater Permit, projects on lands greater than 10,000 sf that are plumbed directly to the City's storm drain system must be equipped with full trash capture systems or are managed with trash discharge control actions equivalent to or better than full trash capture systems. Please show how you are complying with this requirement on the plans.

4. The building permit application plans shall show the marking of the words "No Dumping! Flows to Bay" or equivalent on all storm drain inlets surrounding and within the project site consistent with the San Mateo Countywide Water Pollution Prevention Program's C.3 Technical Guidance.

5. Trash storage areas (including recyclables and compostables or similar areas), wash areas, loading docs, repair/maintenance bays, and equipment or material storage areas shall be completely covered and bermed to ensure that no stormwater enters the covered area. Covered areas shall be graded so that spills and washwater flow to area drains connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.

6. Interior level parking garage floor drains, and any other interior floor drains, shall be connected to the sanitary sewer system.

7. Fire sprinkler test waster shall discharge to onsite vegetated areas, or alternatively shall be discharged to the sanitary sewer system.

8. Air conditioning condensate shall drain to landscaping, or alternatively may be connected to the sanitary sewer system.

9. Any construction project in the City, regardless of size, shall comply with the city's stormwater NPDES permit to prevent stormwater pollution from construction-related activities. Project proponents shall ensure that all contractors implement appropriate and effective Best Management Practices (BMPs) during all phases of construction, including demolition. **When submitting plans for a building permit**, please include the **Construction BMP plan sheet**. An electronic file is available at: www.burlingame.org/stormwaterdevelopment.

10. Post-construction treatment measures must be designed, installed, and hydraulically-sized to treat a specified amount of runoff. The project plan submittals shall identify the owner and maintenance party responsible for the ongoing inspection and maintenance of the post-construction stormwater treatment measures in perpetuity. **A completed, notarized Stormwater Treatment Measure Maintenance Agreement must be submitted to the City prior to the issuance of a final construction inspection**.

11. Since the project will disturb one (1) or more acres of soil, the project must obtain coverage under the Construction General Permit from the State Water Resources Control Board. When submitting plans for a building permit, please include the following:
    a. A copy of the **Notice of Intent (NOI) for Construction General Permit** coverage and
    b. A copy of the **Stormwater Pollution Prevention Plan (SWPPP)** prepared by a certified Qualified SWPPP Developer (QSD).

Reviewed By: Jennifer Lee
650-558-7381

Date: ~~5/15/20~~
~~10/1/20~~
10/27/20

Project Comments – Planning Application

Project Address: **555-577 Airport Blvd, zoned AA, APN: 026-363-590**

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~~No comments at this time.~~

Sheet C4.0 Proposed Stormwater Management Plan shows that there is only one drainage management area (DMA) for the entire project site. Additionally, DMA 1 drains to seven separate flow-through planters across the project site. Please divide the site into multiple DMAs each of which will drain to a treatment measure. Multiple DMAs may drain to a single treatment area, but a single DMA should not be draining to separate treatment areas.

Please clarify on sheet C4.0 how stormwater runoff from roofs, driveways, and parking stalls will enter the flow-through planter.

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650-558-7381

Date: ~~5/15/20~~
10/1/20

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Reviewed By: Jennifer Lee
650-558-7381

Date: 5/15/20

RESOLUTION NO. _____

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BURLINGAME RECOMMENDING A FINDING THAT THERE IS NO SUBSTANTIAL EVIDENCE THAT THE APPROVAL OF A REQUEST FOR COMMERCIAL DESIGN REVIEW AND CONDITIONAL USE PERMITS FOR FLOOR AREA RATIO AND BUILDING HEIGHT FOR A NEW EIGHT-STORY, OFFICE/RESEARCH AND DEVELOPMENT BUILIDNG AND PARKING GARAGE AT 567 AIRPORT BOULEVARD WILL HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO ARTICLE 6 OF THE CEQA GUIDELINES

THE PLANNING COMMISSION OF THE CITY OF BURLINGAME hereby finds as follows:

Section 1. On the basis of the Initial Study and the documents submitted and reviewed, and comments received and addressed by this commission, it is hereby found that there is no substantial evidence that the project set forth above will have a significant effect on the environment, and a Mitigated Negative Declaration, per Mitigated Negative Declaration ND-609-P, is hereby approved.

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

_____

Chair

I, _____, Secretary of the Planning Commission of the City of Burlingame, do hereby certify that the foregoing resolution was introduced and adopted at a regular meeting of the Planning Commission held on the 12th day of October, 2021 by the following vote:

_____

Secretary

RESOLUTION NO. _____

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BURLINGAME RECOMMENDING APPROVAL OF APPLICATIONS FOR COMMERCIAL DESIGN REVIEW AND CONDITIONAL USE PERMITS FOR FLOOR AREA RATIO AND BUILDING HEIGHT FOR A NEW EIGHT-STORY, OFFICE/RESEARCH AND DEVELOPMENT BUILIDNG AND PARKING GARAGE AT 567 AIRPORT BOULEVARD (ASSESSOR PARCEL NOS: 026-363-590 and 026-363-470)

WHEREAS, on May 12, 2020, EW – PG Airport Owner, LLC (property later sold to Peninsula Owner LLC) filed an application with the City of Burlingame Community Development Department – Planning Division requesting approval of the following requests:

- Environmental Review in accordance with CEQA; Initial Study/Mitigated Negative Declaration;

- Commercial Design Review for construction of a new 8-story, office/research and development building and parking garage (Code Sections 25.47.060 and 25.57.010(c));

- Conditional Use Permit for Floor Area Ratio greater than 0.6 FAR (0.9 FAR proposed) (C.S. 25.47.040 (a)); and

- Conditional Use Permit for Building Height (133'-0", 8 stories proposed to the top of the office building and 65'-0", 6 levels proposed to the top of the parking structure, where 65'-0" or 5 stories, whichever is less, is the maximum allowed) (C.S. 25.47.025 (l)).

WHEREAS, on November 23, 2020 the Planning Commission conducted a duly noticed public hearing (environmental scoping session and design review study meeting) to review a new eight-story, office/research and development building and parking garage and to identify subjects to be analyzed in the project Initial Study/Mitigated Negative Declaration (IS/MND). At that time direction was provided to the applicant regarding issues to be addressed in the project IS/MND; and

WHEREAS, an IS/MND was prepared to analyze project impacts; said IS/MND was circulated for public review and comment commencing on June 28, 2021 and concluding on July 29, 2021; a Final IS/MND, which comprises of the Responses to Comments, together with the Draft IS/MND, Draft IS/MND appendices, and the Mitigation Monitoring and Reporting Program, was also prepared; and

Following consideration of all information contained in the October 12, 2021 staff report to the Planning Commission regarding the project, all written correspondence, and all public comments received at the public hearing, the Commission grants approval of the proposed eight-story, office/research and development building and parking garage based on the following findings regarding the project entitlements:

Commercial Design Review Findings:

- That the proposed building and parking garage, setback 142 feet and 342 feet from the property line adjacent to the Burlingame Lagoon, respectively, maintains accessibility to the existing Bay Trail along the shoreline, retains the network of interconnected open spaces in the Anza Area, and continues to provide for maximum user access and supports recreational use by those who work in the area as well as those who visit;

- That the proposed building and parking garage, located more than 200 feet from Airport Boulevard, are placed on the property so as not to dominate the street frontage; and that the proposed building and parking garage, setback 142 feet and 342 feet from the property line adjacent to the Burlingame Lagoon, respectively, provide ample open space to the Burlingame Lagoon and Bay Trail;

- That the proposed project includes a variety of materials, finishes, and architectural treatments, designed in such a way that is compatible with the surroundings, including pre-finish metal panels, fins, columns, rooftop screening, metal sunshades and canopies, and high-performance glazing for the proposed Office/R&D building and painted concrete columns and spandrels, pre-finish metal panels, metal fins, metal wire mesh or perforated metal panels, cable railing, and Low-E green/blue tinted vision glazing for the parking garage;

- that the site is surrounded by 5 to 8 story buildings and therefore would be compatible with the mass and bulk of buildings in the area; that the project's parking garage is located behind an existing 5-story building and therefore would be screened from Airport Boulevard; and

- that proposed landscaping on the site, including retaining 148 existing trees on-site and adding 251 new trees, is designed in such a way that it enhances and creates a buffer with Burlingame Lagoon.

Conditional Use Permit Findings for Floor Area Ratio:

- That the floor area ratio (FAR) of 0.9 proposed on the site (including the two existing commercial buildings on the site), although greater than 0.6 FAR allowed currently in the Zoning Code, is significantly less than and in compliance with the maximum allowed FAR of 3.0 under the adopted new General Plan, and therefore will not be detrimental or injurious to property or improvements in the vicinity and will not be detrimental to the public health, safety, general welfare or convenience, since it is well articulated with substantial recesses and will be compatible with buildings in the area that are five to eight stories in height;

- That the proposed commercial use, at the proposed FAR of 0.9, will be located and conducted in a manner in accord with the Burlingame general plan and the purposes of this title; and

- That reasonable conditions are proposed 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.

Conditional Use Permit Findings for Building Height:

- That the proposed eight-story building, measuring 133'-0" in height and the proposed six-level parking garage, measuring 65'-0" in height, at the proposed locations, will not be detrimental or injurious to property or improvements in the vicinity and will not be detrimental to the public health, safety, general welfare or convenience, since it is well articulated with substantial recesses and will be compatible with buildings in the area that are five to eight stories in height;

- That the proposed commercial use will be located and conducted in a manner in accord with the Burlingame general plan and the purposes of this title; and

- That reasonable conditions are proposed 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.

WHEREAS, said matters were heard by the Planning Commission of the City of Burlingame on October 12, 2021, at which time it reviewed and considered the staff report and all other written materials and testimony presented at said hearing;

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

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

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

_____
Chairperson

I, _____, Secretary of the Burlingame Planning Commission, do hereby certify that the foregoing resolution was adopted at a regular meeting of the Planning Commission held on the 12th day of October, 2021 by the following vote:

AYES:
NOES:
ABSENT:

_____
Secretary

EXHIBIT "A"

Conditions of Approval for Commercial Design Review and Conditional Use Permits.
567 Airport Boulevard
Effective October 22, 2021

1. that the project shall be built as shown on the plans submitted to the Planning Division date stamped September 30, 2021, sheets A1 through A11.1, C1.0 through C5.0, L1 through L5, and LT-1 through LT-2B; and that the maximum elevation at the top of the building parapet shall not exceed elevation 145.00 feet as shown on the plans;

2. that prior to issuance of a building permit for construction of the project, the project construction plans shall be modified to include a cover sheet listing all conditions of approval adopted by the Planning Commission, or City Council on appeal; which shall remain a part of all sets of approved plans throughout the construction process. Compliance with all conditions of approval is required; the conditions of approval shall not be modified or changed without the approval of the Planning Commission, or City Council on appeal;

3. that any changes to the size or envelope of building, which would include changing or adding exterior walls or parapet walls, or changes to building materials, exterior finishes, windows, architectural features, roof height 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 conditions of the Building Division's September 21 and May 19, 2020 memos, the Fire Division's November 3, October 7, and June 20, 2020 memos, the Engineering Division's October 19 and May 19, 2020 memos, the Parks Division's October 7 and May 28, 2020 memos, and the Stormwater Division's October 27, October 1 and May 27, 2020 memos shall be met;

5. that the applicant shall submit to the Department of Public Works, Engineering Division any required applications for a tentative and final parcel map for processing in conformance with the Subdivision Map Act;

6. that construction of the foundation systems for the building and parking garage shall not include pile driving;

7. that if the City determines that the structure interferes with City communications in the City, the property owner shall permit public safety communications equipment and a wireless access point for City communications to be located on the structure in a location to be agreed upon by the City and the property owner. The applicant shall provide an electrical supply source for use by the equipment. The applicant shall permit authorized representatives of the City to gain access to the equipment location for purposes of installation, maintenance, adjustment, and repair upon reasonable notice to the property owner or owner's successor in interest. This access and location agreement shall be recorded in terms that convey the intent and meaning of this condition;

8. that prior to issuance of a building permit for the project, the applicant shall pay the first half of the Bayfront Development fee in the amount of $336,054.65, made payable to the City of Burlingame and submitted to the Planning Division;

9. that prior to approval of final framing of the building, the applicant shall pay the second half of the Bayfront Development fee in the amount of $336,054.65, made payable to the City of Burlingame and submitted to the Planning Division;

10. that prior to issuance of a building permit for the project, the applicant shall pay the affordable housing commercial linkage fee in the amount of $4,833,580 (with prevailing wages) or $6,041,975 (without prevailing wages), made payable to the City of Burlingame and submitted to the Planning Division;

11. that prior to issuance of a building permit for the project, the applicant shall pay the Public Impact Fees in the amount of $562,145.35, made payable to the City of Burlingame and submitted to the Planning Division;

12. that the project shall include the Project Transportation Demand Management (TDM) Measures as proposed in the TDM Plan, prepared by Krupka Consulting, dated November 6, 2020;

13. that a TDM annual report shall be prepared by a qualified, independent consultant and paid for by the owner and submitted to the City of Burlingame annually; with the initial, or baseline, commute survey report to be conducted and submitted one (1) year after the granting of a certificate of occupancy for 75 percent or more of the project and annually after that;

14. that the TDM annual report shall provide information about the level of alternative mode-uses and in the event a 20 percent mode shift (i.e., proportion of occupants that use something other than a car to/from the subject property) towards alternative transportation is not met, the report shall explain how and why the goal has not been reached; in such a circumstance the annual report shall identify a work plan, to be approved by the City of Burlingame, which describes additional or alternative measures for implementation that would be necessary to enhance the TDM program to attain the TDM goal of 20 percent mode shift;

15. that the City may consider whether the employer/tenant has made a good faith effort to meet the TDM goals and may allow the owner a six-month "grace period" to implement additional TDM measures to achieve the 20 percent mobility mode shift;

16. that prior to the issuance of a certificate of occupancy, a covenant agreement shall be recorded with the San Mateo County Assessor and Recorder's Office to provide constructive notice to all future owners of the property of any ongoing programmatic requirements that discloses the required Transportation Demand Management (TDM) provisions and any conditions of approval related herein to compliance and reporting for the TDM;

17. prior to issuance of a building permit for vertical construction, the project sponsor shall verify that the January 8, 2021, FAA determination of no hazard to air navigation for the project is still current and has not expired (July 8, 2022) and if expired a new FAA determination of no hazard to air navigation shall be submitted to the City of Burlingame prior to building permit issuance for vertical construction;

18. that a Protected Tree Removal Permit shall be required from the City of Burlingame Parks Division to remove any existing protected size trees on the subject property and that the project shall comply with the Tree Protection and Reforestation Ordinance adopted by the City of Burlingame and enforced by the Parks Department; complete landscape and irrigation plans shall be submitted at the time of building permit application for vertical construction and the street trees will be protected during construction as required by the City Arborist;

19. 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;

20. that demolition or removal of the existing structures and any grading or earth moving on the site shall not occur until a sitework 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;

21. that during construction, the applicant shall provide fencing (with a fabric screen or mesh) around the project site to ensure that all construction equipment, materials and debris is kept on site;

22. that storage of construction materials and equipment on the street or in the public right-of-way shall be prohibited;

23. that construction access routes shall be limited in order to prevent the tracking of dirt onto the public right-of-way, clean off-site paved areas and sidewalks using dry sweeping methods;

24. that the applicant shall prepare a construction staging and traffic control plan for the duration of construction for review and acceptance by the City Engineer prior to the issuance of a building permit for vertical construction; the construction staging plan shall include construction equipment parking, construction employee parking, timing and duration of various phases of construction and construction operations hours; the staging plan shall address public safety and shall ensure that worker's vehicles and construction equipment shall not be parked in public parking areas with exceptions for construction parking along the street frontages of the project site;

25. that the project applicant and its construction contractor(s) shall develop a construction management plan for review and approval by the City of Burlingame. The plan must include at least the following items and requirements to reduce, to the maximum extent feasible, traffic and parking congestion during construction:

    a. A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes;
    b. Identification of haul routes for movement of construction vehicles that would minimize impacts on motor vehicular, bicycle and pedestrian traffic, circulation and safety, and specifically to minimize impacts to the greatest extent possible on streets in the project area;
    c. Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures would occur;
    d. Provisions for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project applicant; and
    e. Designation of a readily available contact person for construction activities who would be responsible for responding to any local complaints regarding traffic or parking. This coordinator would determine the cause of the complaint and, where necessary, would implement reasonable measures to correct the problem.

26. that if construction is done during the wet season (October 1 through April 30), that prior to construction during the wet season the developer shall implement a winterization program to minimize the potential for erosion and polluted runoff by inspecting, maintaining and cleaning all soil erosion and sediment control prior to, during, and immediately after each storm even; stabilizing disturbed soils throughout temporary or permanent seeding, mulching matting, or tarping; rocking unpaved vehicle access to limit dispersion of mud onto public right-of-way; covering/tarping stored construction materials, fuels and other chemicals;

27. that trash enclosures and dumpster areas shall be covered and protected from roof and surface drainage and that if water cannot be diverted from these areas, a self-contained drainage system shall be provided that discharges to an interceptor;

28. that this project shall comply with the state-mandated water conservation program, and a complete Irrigation Water Management and Conservation Plan together with complete landscape and irrigation plans shall be provided at the time of building permit application for vertical construction;

29. that all site catch basins and drainage inlets flowing to the bay shall be stenciled. All catch basins shall be protected during construction to prevent debris from entering;

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

31. that this project shall comply with Ordinance No. 1477, Exterior Illumination Ordinance;

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

The following five (5) conditions shall be met during the Building Inspection process prior to the inspections noted in each condition:

33. that prior to scheduling the foundation inspection a licensed surveyor shall locate the property corners, and set the building envelope;

34. that prior to the underfloor frame inspection the surveyor shall certify the first floor elevation of the new structure;

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

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

37. 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 Initial Study

Air Quality

38. The Project Sponsor shall ensure that all off-road diesel-powered equipment greater than 50 horsepower used during construction is equipped with engines that meet EPA Tier 4 Final emission standards.

Biological Resources

39. The Project Sponsor shall protect nesting birds and their nests during construction through implementation of the following measures:

    a. Construction shall avoid the avian nesting period (February 1 through August 31) to the extent feasible.

b. If construction occurs during the bird nesting season, a qualified wildlife biologist* shall conduct a nesting bird preconstruction survey within 7 days prior to the start of construction at areas that have not been previously disturbed by Project activities or after any construction breaks of 10 days or more. The survey shall be performed within a radius of 100 feet and 500 feet of the construction area to locate any active nests of passerine and raptor (including peregrine falcon) species, respectively, and shall be in those areas that constitute suitable habitat for the species.

c. If active nests are located during the preconstruction nesting bird survey, a qualified biologist shall determine if the schedule of construction activities could affect active nests; if so, the following measures shall apply:

i. If the qualified biologist determines that construction is not likely to affect an active nest, construction may proceed without restriction; however, a qualified biologist shall regularly monitor the nest at a frequency determined appropriate for the surrounding construction activity to confirm there is no adverse effect. Spot-check monitoring frequency shall be determined on a nest-by-nest basis, considering the particular construction activity, duration, proximity to the nest, and physical barriers that may screen activity from the nest.

ii. If it is determined that construction may cause a direct impact or abandonment of an active nest, the qualified biologist shall establish a no-disturbance buffer around the nest(s), and all Project work shall halt within the buffer to avoid disturbance or destruction until a qualified biologist determines that the nest is no longer active. Typically, buffer distances are a minimum of 50 feet for passerines, 250 feet for raptors, and 500 feet for peregrine falcons; however, the buffers may be decreased if an obstruction, such as a building, is within the line of sight between the nest and construction.

iii. Modifying nest buffer distances, allowing certain construction activities within the buffer, and/or modifying construction methods in proximity to active nests shall be approved by the qualified biologist and in compliance with the California Fish and Game Code and other applicable laws.

iv. Any work that must occur within established no-disturbance buffers around active nests shall be monitored by a qualified biologist. If adverse effects in response to Project work within the buffer are observed and could compromise the nest, work within the no-disturbance buffer(s) shall halt until the nest occupants have fledged.

v. Any birds that begin nesting within the Project site and survey buffers amid construction activities are assumed to be habituated to construction-related or similar noise and disturbance levels. Work may proceed around these active nests, subject to the measure above that begins with "Modifying nest buffer distances…"

40. The Project Sponsor shall protect bats during construction by implementation of the following measures:

a. A qualified wildlife biologist (i.e., experienced with roosting habitats in trees and the life histories of local bats) shall examine trees for suitable bat roosting habitat (e.g., large tree cavities, basal hollows, loose or peeling bark, large snags, palm trees with intact thatch) prior to removal or trimming. Trees that provide suitable or potentially suitable bat habitat shall be flagged and identified as habitat. Because of the limited timeframe for tree removal (September 15 to October 31), the tree habitat assessment should be conducted early to provide information for tree removal planning. Riparian woodlands, orchards, and stands of mature broadleaf trees are considered potential habitat for solitary foliage-roosting bat species. Because signs of bat use are not easily found, and because trees cannot be completely surveyed for bat roosts, the protective measures listed below shall be implemented for trees that contain potential roosting habitat.

b. Removal or disturbance of trees that provide bat roosting habitat shall be avoided between April 1 and September 15 (the maternity period) to avoid effects on pregnant females and active maternity roosts (whether colonial or solitary).

c. Removal of trees providing bat roosting habitat shall be conducted between September 15 and October 31, which corresponds to the time period when bats have not yet entered torpor or begun caring for nonvolant young.

d. If a maternity roost is found, whether solitary or colonial, that roost shall remain undisturbed until September 15 or until a qualified biologist has determined that the roost is no longer active. The qualified biologist shall determine the extent of suitable no-work buffers around roost and/or hibernaculum sites. Buffer distances may vary, depending on the species and activities being conducted.

i. Removal of trees (September 15 to October 31) that provide suitable roosting habitat shall be monitored by qualified biologists. Trees that provide suitable habitat for bats shall be trimmed and/or removed in a two-phase removal process conducted over two consecutive days. In the afternoon on the first day, limbs and branches shall be removed by a tree cutter, using chainsaws only. Limbs with cavities, crevices, or deep bark fissures shall be avoided, and only branches or

limbs without those features shall be removed. On the second day, the entire tree shall be removed. Biologists shall search downed vegetation for dead and injured bats. The presence of dead or injured bats that are species of special concern shall be reported to CDFW. The biologist shall prepare a biological monitoring report, which shall be provided to the Project lead, sponsor, and CDFW.

The loss of occupied roosting habitat shall be mitigated by constructing and/or installing suitable replacement habitat on the Project site. Suitable replacement habitat could include a bat house mounted on a pole or on the side of a building or structure at least 10 feet off the ground to protect it from predators. Bat houses are usually made of wood or a combination of wood and other materials (e.g., metal and plastic) and vary in size. Bat Conservation International recommends that bat houses be at least 24 inches high and 16 inches wide. Existing and new buildings as well as landscaped areas on the Project site afford ample opportunities for placement of a bat house.

Placement and installation methods for replacement habitat shall be designed so as not to affect riparian habitats or other sensitive natural communities or state or federally protected wetlands. In addition, the installation of replacement habitat shall avoid the avian nesting period (February 1 through August 31) to the extent feasible. If not, Mitigation Measure BIO-1 shall be implemented prior to installation. A roosting habitat design and monitoring plan shall be developed in coordination with CDFW. The roosting habitat shall be monitored to ensure it functions as intended.

41. The applicant, or contractor, shall implement the following measures to minimize hazards for birds:

a. Reduce large areas of transparent or reflective glass;

b. Locate water features, trees, and bird habitat away from building exteriors to reduce reflection;

c. Reduce or eliminate the visibility of landscaped areas behind glass;

d. Turn non-emergency lighting off at night, especially during bird migration season (February–May and August–November);

e. Include window coverings that adequately block light transmission from rooms where interior lighting is used at night and install motion sensors or controls to extinguish lights in unoccupied spaces; and

f. Design and/or install light fixtures that minimize light pollution, including light trespass, over-illumination, glare, light clutter, and skyglow, and use bird-friendly colors for lighting when possible. The City of San Francisco's Standards for Bird-safe Buildings provides an overview of building design and lighting guidelines to minimize bird/building collisions that could be used to guide the applicant.

Cultural Resources

42. The applicant shall retain a professional archaeologist to provide a preconstruction briefing to supervisory personnel of any excavation contractor and alert them to the possibility of exposing significant prehistoric archaeological resources within the Project site. During the briefing, the archaeologist shall discuss archaeological objects that could be exposed, the need to stop excavation at the site of the discovery, and the procedures to follow regarding protection of the discovery and notification of the Project Sponsor and archaeological team. An "Alert Sheet" shall be posted in conspicuous locations at the Project site to alert personnel to the procedures and protocols to follow regarding the discovery of potentially significant prehistoric archaeological resources.

    In the event that archaeological resources are encountered during construction, work shall halt within at least 100 feet of the discovery and the area avoided until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, shall develop a treatment plan, which could include site avoidance, capping, or data recovery.

43. If human remains are unearthed during construction, pursuant to Section 50977.98 of the Public Resources Code and Section 7050.5 of the State Health and Safety Code, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The county coroner shall be informed to evaluate the nature of the remains. If the remains are determined to be of Native American origin, the Lead Agency shall work with the NAHC and the Project Sponsor to develop an agreement for treating or disposing of the human remains.

Geology/Soils

44. In areas containing Middle to Late Pleistocene–era sediments where it is unknown if paleontological resources exist, prior to grading, an assessment shall be made by a qualified paleontological professional to establish the need for paleontological monitoring. Should paleontological monitoring be required after recommendation by the professional paleontologist and approval by the Community Development Director, paleontological monitoring shall be implemented.

Noise

45. Best practices to minimize construction noise include the following:

    a. Limiting heavy equipment use to daytime hours not regulated by the City (i.e., between 8:00 a.m. and 7:00 p.m. Monday to Friday and 9:00 a.m. to 6:00 p.m. on Saturday);

    b. Locating stationary equipment (e.g., generators, pumps, cement mixers, idling trucks) as far as practical from noise-sensitive land uses;

    c. Requiring that all construction equipment powered by gasoline or diesel engines have sound-control devices such as exhaust mufflers that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation;

    d. Using equipment powered by electric motors instead of gasoline or diesel-powered engines;

    e. Preventing excessive noise by shutting down idle vehicles or equipment;

    f. Using noise-reducing enclosures around noise-generating equipment;

    g. Constructing barriers between noise sources and noise-sensitive land uses or taking advantage of existing barrier features (e.g., buildings) to block sound transmission to noise-sensitive land uses (the barriers should be designed to obstruct the line-of-sight between the noise-sensitive land use and onsite construction equipment); and

    h. Notifying adjacent residents in advance of construction work.

46. As required, the applicant shall provide acoustical treatments for building mechanical equipment, such as the HVAC system and emergency generator, to ensure that noise levels do not exceed the City daytime noise level limit of 60 dBA L_{eq} or the nighttime noise limit of 50 dBA L_{eq} at the property line. Required performance standards for acoustical treatments can be specified by a qualified acoustical consultant. Treatments include, but are not limited to:

    a. Constructing enclosures around noise-generating mechanical equipment,

    b. Using mufflers or silencers on equipment exhaust fans, and

    c. Limiting the testing of emergency generators to daytime hours (7:00 a.m. to 10:00 p.m.).

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

PUBLIC HEARING NOTICE

Project Site: 567 Airport Boulevard, zoned AA

The City of Burlingame Planning Commission announces the following virtual public hearing via Zoom **on Tuesday, October 12, 2021 at 7:00 P.M.** You may access the meeting online at www.zoom.us/join or by phone at (346) 248-7799:

Webinar ID: 835 4435 5120 Passcode: 803754

Description: Application for Mitigated Negative Declaration, Commercial Design Review and Conditional Use Permits for floor area ratio and building height for a new, eight-story office/research and development building and parking garage.

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

Mailed: October 1, 2021

(Please refer to other side)

City of Burlingame - Public Hearing Notice

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

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

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

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

Kevin Gardiner, AICP
Community Development Director

(Please refer to other side)

567 Airport Boulevard
500' noticing
APN #: 026-363-590