



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

APPLICATION TO THE PLANNING COMMISSION

Type of application:

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

PROJECT ADDRESS: 300 Airport Boulevard

APPLICANT

Name: Steve Atkinson

Address: Arent Fox, 55 Second St., 21st Floor

City/State/Zip: San Francisco, CA 94105

Phone: (415) 805-7971

E-mail: steve.atkinson@arentfox.com

PROPERTY OWNER

Name: Burlingame Point LLC

Address: 433 Airport Blvd., Suite 426

City/State/Zip: Burlingame, CA 94010

Phone: (607) 592-7187

E-mail: tianxx@genzon.com.cn

ARCHITECT/DESIGNER

Name: Gensler

Address: 2 Harrison Street, Suite 400

City/State/Zip: San Francisco, CA 94105

Phone: (415) 836-4428

E-mail: Benedict_Tranel@gensler.com

Burlingame Business License #: _____

Authorization to Reproduce Project Plans:

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

PROJECT DESCRIPTION: See attached.

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

Applicant's signature: [Signature] Date: 12/23/15

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

Property owner's signature: [Signature] Date: 12/23/2015

Date submitted: _____



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Date submitted: _____



RECEIVED

FEB 16 2016

CITY OF BURLINGAME
CDD-PLANNING DIV.

February 16, 2016

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

Re: Burlingame Point Project

Dear Chair DeMartini and Planning Commissioners:

Thank you for your time, comments, and suggestions to the proposed design refinements in the Burlingame Point Project study session on January 25, 2016.

In response, we have made several design modifications and refinements to the proposal which we will present to you at the February 22, 2016 meeting. These are attached for your review. We trust that you will find these modifications complete and responsive.

A summary of design refinements include the following: an improved Bay Trail design at the property, additional Bay Trail connections to the project, a relocated parking garage ramp to create more open space at the project interface to the Bay Trail, improved bicycle parking and access, added traffic calming along Airport Blvd at the pedestrian promenade, and adjusted drop off locations.¹

In response to questions and comments about the landscaping, we have developed a specific palette for planting, softscape and hardscape materials. Planting includes a variety of diverse, native species that are drought tolerant and Bay friendly, creating habitat for native wildlife. These include Monterey Pines, Torrey Pines, Silk Trees, London Plane Trees, Cajeput Trees, Rosemary, Sea Lavendar, Yellow Bush Lupine, Molate Red Fescue, and Pink Muhlygrass. Hardscape materials include natural stone pavers, concrete pavers, concrete sidewalks and driveways, wood decking, and asphalt paving along Airport Blvd and parts of the Bay Trail. Seating will use similar materials including stone, concrete, metal, and wood benches. Along the pedestrian promenade, we have designed outdoor "rooms" in the landscape. These "rooms" will be shaped through overhead canopies created by trellises and trees, surrounding planting, decking material, and seating configuration. These outdoor "rooms" provide intimate gathering places that are human scaled and provide contrast to the larger public entry plazas where pedestrians enter the site from Airport Blvd at the

¹ A summary of the revised landscape design is shown on Page 2.

promenade.² To further improve the pedestrian experience, we plan to commission public art along the length of the promenade.

Bicycle access to the project is along the Bay Trail and also along shared bike lanes on Airport Blvd through the property. Public bike parking is provided on site directly where cyclists will enter the property and at close proximity to the entry lobby for each building. Public bike parking is also provided in front of the amenity building. All of this public bike parking is in highly visible locations where it will be well used and secure. Additional bike parking is provided in the basement level to meet the needs of tenants.³

The Bay Trail is designed where it passes through the project as a 12' wide path, with two 5' multipurpose lanes, one in each direction. A separate 2' wide shoulder allows provides soft paving for walkers and joggers to pass by others using the main trail. This is similar to the Bay Trail in the Coyote Point Recreation Area, but the path envisioned for this project is wider, and therefore safer. Specifically the 2' wide shoulder will be an improvement over what is offered elsewhere.⁴

We considered that the access to the site needs to be wider and more gracious for Bay Trail users to connect to Coyote Point. We therefore refined and widened the trail where it enters the project. We also heard that there need to be more connections between the Bay Trail and the project along the east edge of the property, and that the parking ramp may block this connection. In response, we shifted the location of the parking ramp southward to create more open space. In addition to the more prominent pedestrian promenade connection, we added two more connections from the Bay Trail to the open space at the east side of the project site. The additional Bay Trail connections are intentionally located at the site parking for Bay Trail access.⁵

In response to the concern expressed for bicycle and pedestrian safety, we have made the Bay Trail curve a bit at key locations, to provide a natural slowing for cyclists. We have further changed the hardscape paving material at the overlook, to provide a clear indication for cyclists that this is also a pedestrian crossing area. Finally, we provided a separation with a short set of steps from the pedestrian area, which will assure that cyclists don't inadvertently enter the pedestrian area.⁶

² Planting and landscape palette is shown on Pages 3 and 4.

³ Bicycle parking and access is shown on Page 5.

⁴ Bay Trail design is shown on Page 6.

⁵ An overview of these refinements is shown on Page 2, and the detailed view of the connections from the Bay Trail to the project is shown on Page 7.

⁶ The bicycle path separation is shown on Page 7.

We received comments about the location of vehicle drop-offs at the center of the promenade, and have made several changes. First, we created clear pedestrian crossing zones that flow from the pedestrian walkways in the promenade. We provided separate pull-outs for shuttles that are shifted away from the pedestrian promenade, which previously were located in the center of the promenade and Airport Blvd intersection. As an aside, this pull-out includes space for shuttles that may be corporate campus type of shuttles for tenants, as well as for prospective shuttles to downtown Burlingame. We have also added traffic calming where the promenade intersects Airport Blvd, in the form of a raised and changed paving pattern. The clear cross-walk areas within that traffic calming zone separate pedestrians from any personal vehicles that might pull over for drop-off or pick-up. Finally, we added a pedestrian safety island in the center of Airport Blvd at the pedestrian promenade, creating a safe harbor for pedestrians and also preventing cars from making U-turns in this location.⁷

Concerning rain shelter, we have changed the pattern of walkways so they are next to the buildings, allowing someone to stay near the building, and added planting and tree coverage in the center, which provides a natural rain canopy and has the added benefit of providing more shade and greenery to the pedestrian promenade. Also, during inclement weather, one can access the garage to move to another building. Finally, at the entry lobbies, we recessed the ground floor façade so the building above acts as a canopy to provide rain protection.

In response to comments and questions about the exact locations and types of amenities, and a balance of uses, we worked with the Owner to refine a specific proposal for amenities. It should be noted that the Owner would like to build an amenity rich campus that will attract tenants to the project, as well as world class food service venues, open to the public. The entitled area for amenities is approximately 63,400 gross sq. ft. and the project proposes to build out the full extent of this entitled area. The amenity building will house an approximately 6,500 sq. ft. daycare, an approximately 6,500 sq. ft. fitness center, and an approximately 15,000 sq. ft. restaurant. This makes the amenity building a total of 28,000 gross sq. ft. which is smaller than the originally entitled 37,000 gross sq. ft. amenity building. This size was based on market considerations for the appropriate use areas, and also in consideration of the January 25 feedback that the amenity building should not be too big, so that more amenities can be programmed into the office buildings to activate the pedestrian promenade.

We have concentrated the amenities in Buildings 1 and 2, on the east side of Airport Blvd, in order to create an amenity rich destination that is activated by people and commercially vibrant. This location also makes the amenities more easily accessible to the public who arrive at the project through the surface parking, the pedestrian promenade, and the Bay Trail.

⁷ The revised drop-off zone and enhancements for pedestrian safety are shown on Page 9.

The ground floor of Building 1 is envisioned as a restaurant and a separate “marketplace” that will provide food for take away and for on-site consumption. A larger scale precedent for this would be something like the Ferry Building in San Francisco or the Shed in Healdsburg. The ground floor of Building 2 is envisioned as the conference center for the project that would be publicly accessible. Ancillary retail is located in the ground floor of Building 2 in order to support users of the conference space. Clustering the amenities in Buildings 1 and 2 for the initial build-out makes them immediately accessible to the Bay Trail. Combined with a robust offering of food services, this location maximizes the potential for use on weekends as well as before and after normal office hours, allowing for increased community access.⁸

The outlined approach provides the maximum entitled amenities. Within the promenade, the design concentrates the amenities for ease of public access and commercial viability. This activates the project at the Bay Trail and pedestrian promenade nexus. Finally, the design approach creates flexibility for future addition based on market demand and tenant and operator input.

Concerning the use of the open space east of the amenity building and south of Airport Blvd, we have added an outdoor fitness center patio. It should be noted that there are two additional competing uses for this same outdoor space, one of which is a right-of-way easement for the future widening of Airport Blvd as it enters the property from the south, and the second of which is a storm-water retention area.⁹

In response to one comment concerning glare, we have evaluated this issue. The original entitlement contemplated using glass that is not dark and not reflective. We also are using glass that is not dark and not reflective. We have procured a sample of the proposed glass for the project and will share that with the Commission at the next study session, as well as photographs of other projects that use the same or similar glass. We believe the selected glass, by being light in color, reinforces the lightness of the buildings intended by the design concept.¹⁰

Several comments were made with respect to cleaning the façade. We have retained a façade maintenance consultant and developed a specific protocol. A standard pair of roof-mounted davit arms will lower a swing-stage platform along the façade. This stage will be held off the façade with soft rollers in order to protect the fins. Tag lines will allow the platform to maneuver over the setback terraces on each building.¹¹

⁸ The layout of project amenities is shown on Page 10.

⁹ The design of the open space in front of the amenity building is shown on Page 11.

¹⁰ Precedent images of the proposed glass type are shown on Page 12.

¹¹ Façade maintenance access is shown on Page 13.

We hope that our revised plans, and our explanation above has addressed your concerns and questions. We look forward to continuing our dialogue with you on February 22.

Very truly yours,

A handwritten signature in black ink, consisting of a stylized capital letter 'B' followed by a capital letter 'T'.

Benedict Tranel, AIA, LEED AP
Principal



CITY OF BURLINGAME
COMMUNITY DEVELOPMENT DEPARTMENT
501 PRIMROSE ROAD
BURLINGAME, CA 94010
PH: (650) 558-7250 • FAX: (650) 696-3790
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Site: 300 AIRPORT BOULEVARD

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

FEBRUARY 22, 2016 at 7:00 P.M. in the City Hall
Council Chambers, 501 Primrose Road, Burlingame, CA:

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

Mailed: February 12, 2016

(Please refer to other side)

**PUBLIC HEARING
NOTICE**

City of Burlingame

A copy of the application and plans for this project may be reviewed prior to
the meeting at the Community Development Department at 501 Primrose
Road, Burlingame, California.

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

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

For additional information, please call (650) 558-7250. Thank you.

William Meeker
Community Development Director

PUBLIC HEARING NOTICE

(Please refer to other side)