

Appendix A  
Notice of Preparation  
and Comment Letters



# CITY OF BURLINGAME

City Hall – 501 Primrose Road  
Burlingame, California 94010-3997



## COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division  
PH: (650) 558-7250  
FAX: (650) 696-3790

### NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT 300 AIRPORT BOULEVARD EIR

**To:** Office of Planning and Research, Responsible Agencies, Trustee Agencies, and Members of the Public

<b>Lead Agency:</b>	City of Burlingame	<b>Consulting Firm:</b>	PBS&J, An Atkins Company
<b>Street Address:</b>	501 Primrose Road	<b>Street Address:</b>	475 Sansome Street, Suite 2000
<b>City/State/Zip:</b>	Burlingame, CA 94010	<b>City/State/Zip:</b>	San Francisco, CA 94111
<b>Contact:</b>	Maureen Brooks	<b>Contact:</b>	Trixie Martelino

The City of Burlingame is preparing a Draft Environmental Impact Report (EIR) for the 300 Airport Boulevard Project (Project), as described in more detail below, and is requesting comments on the scope and content of the EIR. (The project site address is currently known as 350 Beach Road.) The EIR will address the potential physical, environmental effects for each of the environmental topics outlined in the California Environmental Quality Act (CEQA).

The City of Burlingame is the Lead Agency for the Project and is the public agency with the greatest responsibility for approving the Project or carrying it out. This notice is being sent to Responsible Agencies and other interested parties. Responsible Agencies are those public agencies, besides the City of Burlingame, that also have a role in approving or carrying out the Project. When the Draft EIR is published, it will be sent to all Responsible Agencies and to others who respond to this NOP or who otherwise indicate that they would like to receive a copy. Responses to this NOP and any questions or comments should be directed in writing to: Maureen Brooks, Planning Manager, City of Burlingame Community Development Department, 501 Primrose Road, Burlingame, CA 94010; (650) 558-7250 (phone); or emailed to [mbrooks@burlingame.org](mailto:mbrooks@burlingame.org). Comments on the NOP must be received at the above mailing or email address **by 5:00 p.m. on January 3, 2011**, together with the name and phone number of a contact person in your agency or organization. In addition, comments may be provided at the EIR scoping meeting to be held before the City of Burlingame Planning Commission. Written and/or oral comments should focus on discussing possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the Project in light of the EIR's purpose to provide useful and accurate information about such factors.

**SCOPING MEETING:** The City Planning Commission will conduct a public scoping meeting on the Draft EIR for the Project on Monday, December 13, 2010, at 7:00 p.m. at the Burlingame City Hall Council Chambers, 501 Primrose Road, Burlingame, CA 94010.

**PROJECT TITLE:** 300 Airport Boulevard EIR

**LEAD AGENCY:** City of Burlingame

**PROJECT APPLICANT:** C. Thomas Gilman, DES Architects + Engineers

**PROJECT LOCATION:** The Project Site is located to the north of US 101, immediately adjacent to San Francisco Bay (Bay) to the north and east and Sanchez Channel to the west. The Project Site is divided into two sections, the 300 Airport Boulevard Site to the south and the 350 Airport Boulevard Site to the north, which will be analyzed separately in the EIR. The 18.13-acre 300 Airport Boulevard Site is currently known as 350 Beach Road and is bounded by Airport Boulevard to the north, Airport Boulevard and the Bay to the east, light-industrial buildings along Beach Road to the south, and Sanchez Channel to the west. The 300 Airport Boulevard Site consists of three parcels: Assessor's Parcel Number (APN) 026-350-130, 026-350-100, and 026-350-080. The approximately 9.3-acre 350 Airport Boulevard Site currently is bounded by the Bay to the north and east, Airport Boulevard to the south, and the outlet of Sanchez Channel to the west. The 350 Airport Boulevard Site consists of three parcels: APN 026-350-120, 026-350-110, and 026-350-100. See the attached Figure 1, Project Location.

**PROJECT DESCRIPTION.** The Project consists of two components: (1) development, amendments to the Bayfront Specific Plan Anza Point Subarea of the Bayfront Specific Plan, and amendments to zoning at the 300 Airport Boulevard Site and (2) amendments to the Specific Plan and zoning at the 350 Airport Boulevard Site. The development and proposed amendments at the 300 Airport Boulevard Site will be analyzed in the EIR at a project-level while the proposed amendments at the 350 Airport Boulevard Site will be analyzed at a programmatic-level, as explained in more detail below.

*300 Airport Boulevard.* The 300 Airport Boulevard Site is currently vacant and previously housed the Burlingame Drive-In Theater, which was demolished about 10 years ago. The Project would include the development of a new office/life science campus at this site, consisting of a total of 730,000 square feet. The 300 Airport Boulevard Site would include two five-story buildings, one seven-story building, and one eight-story building. In addition, there would be a two-story, 37,000-square-foot amenities building, which would include a childcare facility, exercise facility, and a café/break room. Parking would be provided in a five-story parking structure, in a podium-level parking area below the four office buildings, and in smaller parking lots throughout the site. At this time, it is unknown whether the campus would contain office uses or life science uses; therefore, for the purposes of the environmental review, the analysis will examine the more conservative scenario.

In addition, Airport Boulevard would be realigned to bisect the 300 Airport Boulevard Site. Currently, Airport Boulevard runs to the east of the 300 Airport Boulevard Site and has a 90-degree turn, which then aligns Airport Boulevard to the north of this site. However, with the Airport Boulevard would be realigned across the site from the southeast corner to the northwest corner.

Additionally, the Project would include shoreline trail improvements where this site adjoins the Bay and Sanchez Lagoon. No buildings would be constructed within the 100-foot shoreline band, which would be restored and rehabilitated to provide pedestrian access.

The 300 Airport Boulevard Site is subject to the City's Bayfront Specific Plan policies, which address building height, floor area ratio (FAR), building setbacks, and parking controls and standards. Current plans for the 730,000-square-foot office/life-science campus would require several amendments to the Bayfront Specific Plan as well as zoning codes to allow greater height, FAR, and changes to setback requirements.

*350 Airport Boulevard.* As with the 300 Airport Boulevard Site, the 350 Airport Boulevard Site is currently subject to the Bayfront Specific Plan. The Bayfront Specific Plan and the Anza Point North zoning regulations are proposed to be amended to increase the maximum FAR from 0.6 FAR to 1.0 FAR for the entire Anza Point North Subarea of the Specific Plan and Anza Point North zoning district. The proposed amendments to the Anza Point North zoning regulations are also proposed, which would allow for changes to the required setbacks and increased height of buildings on this site as well as the 300 Airport Boulevard site.

**PROBABLE ENVIRONMENTAL EFFECTS.** Based on preliminary review, the following topics will be scoped out of the EIR: agricultural and forestry resources; cultural resources; geology, soils, and seismicity; hazards and hazardous materials; mineral resources; population and housing (residential development), public services, and utilities (solid waste). However, the Project could potentially result in a significant impact in the following environmental areas, which will be addressed in the EIR:

- Land Use
- Visual Quality
- Population and Housing
- Wastewater
- Water Supply
- Transportation
- Air Quality and Toxic Air Contaminants
- Climate Change
- Noise
- Biology
- Hydrology
- Wind Effects/Recreation

The Draft EIR will also examine a reasonable range of alternatives to the Project, including the CEQA-mandated No Project Alternative and other potential alternatives that may be capable or reducing or avoiding potential environmental effects.

Maureen Brooks  
Signature

December 3, 2010  
Date

Maureen Brooks  
Name

Planning Manager  
Title

(650) 558-7250  
Telephone

**Reference:** California Code of Regulations, Title 14 (CEQA Guidelines) Sections 15082(a), 15103, 15375.



- Project Site Boundary
- 300 Airport Boulevard Site
- 350 Airport Boulevard Site



**FIGURE 1**  
**Project Location**

Source: Google Earth Pro, basemap, 2010; PBS&J, an Atkins company, 2010.



**From:** CD/PLG-Brooks, Maureen [MBrooks@burlingame.org]  
**Sent:** Monday, January 03, 2011 4:29 PM  
**To:** Chapman, Kirsten R  
**Cc:** Martelino, Trixie C; Rice, Michael F  
**Subject:** FW: Notice of Preparation, Draft Environmental Impact Report, 300 Airport Boulevard EIR

Kirsten,  
Response to NOP from City of San Mateo. I will forward the remaining responses separately.  
Maureen

Maureen Brooks  
Planning Manager  
City of Burlingame  
Community Development Department  
Planning Division  
501 Primrose Road  
Burlingame, CA 94010

Phone: 650.558.7253  
Fax: 650.696.3790  
email: [mbrooks@burlingame.org](mailto:mbrooks@burlingame.org)

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**From:** Gary Heap [mailto:[heap@cityofsanmateo.org](mailto:heap@cityofsanmateo.org)]  
**Sent:** Monday, January 03, 2011 4:26 PM  
**To:** CD/PLG-Brooks, Maureen  
**Cc:** Larry Patterson; Susanna Chan; Ronald "Ron" Munekawa; PW/ENG-Chou, Augustine  
**Subject:** Notice of Preparation, Draft Environmental Impact Report, 300 Airport Boulevard EIR

Ms. Brooks,

Thank you for providing the Notice of Preparation for Draft Environmental Impact Report, 300 Airport Boulevard EIR. Our comments on the scope of the proposed Draft Environmental Impact Report are about traffic and how the project may affect San Mateo streets and intersections. The specific locations that need to be studied are:

- The Peninsula interchange.
- The intersection of Peninsula with the northbound US101 off-ramps.
- The intersection of Peninsula and N. Bayshore Boulevard.
- The intersection of Peninsula and Humboldt.
- The intersection of Poplar and Humboldt
- The intersection of Poplar and Amphlett.
- The City of San Mateo would also like to review the trip distribution and assignments associated with the traffic review.
- Please also determine what impacts would be created by additional truck traffic generated by the project.

Thank you for consideration of the City of San Mateo's comments. We look forward to receiving a copy of the Draft EIR and associated project traffic impact analysis. Please also notify the City of San Mateo of any public meeting held regarding the project.

Gary Heap, P.E.  
Senior Engineer  
Public Works Department  
City of San Mateo  
(650) 522-7307 - Direct

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**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-4082  
Fax (916) 657-5390



December 29, 2010

RECEIVED

JAN 03 2010

CITY OF BURLINGAME  
PLANNING DEPT

Maureen Brooks  
City of Burlingame  
501 Primrose Road  
Burlingame, CA 94010

RE: SCH# 2008082058 - 300 Airport Boulevard NOP, City of Burlingame

Dear Ms. Books:

The Native American Heritage Commission has reviewed the NOP referenced above. To adequately assess and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

1. Contact the appropriate Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and any associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
3. Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. Requests must be made in writing with the County, Quad map name, township, range and section.
  - A list of appropriate Native American Contacts for consultation concerning the project site and to assist in the development of mitigation measures.
4. Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5 (e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

If you have any questions, please contact me at (916) 651-1490 or by email at [rw\\_nahc@pacbell.net](mailto:rw_nahc@pacbell.net).

Sincerely,

A handwritten signature in black ink that reads "Rob Wood".

Rob Wood  
Associate Government Program Analyst

CC: State Clearinghouse

# C/CAG

## City/County Association of Governments of San Mateo County

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

December 29, 2010

Maureen Brooks, Planning Manager  
City of Burlingame  
City Hall – 501 Primrose Road  
Burlingame, CA 94010

Dear Maureen:

RE: C/CAG ALUC Staff Comments on a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for a Proposed Office/Life Sciences Campus at 300 and 350 Airport Boulevard in the Vicinity of San Francisco International Airport

Thank you for the opportunity to review and comment on the above-referenced document. The following comments focus on the airport/land use compatibility issues related to the proposed project.

The DEIR should include and explain the following:

The project site is located within the proposed airport influence area (AIA) boundary for San Francisco International Airport (see explanation on next page).

The project site is subject to real estate disclosure of potential airport and aircraft impacts as required by state law (see explanation on next page).

The proximity of the site to the most recent SFO aircraft noise contours (see enclosed graphic)

The proximity of the site to the proposed runway safety zones as, shown in the Draft Comprehensive Airport Land Use Compatibility Plan (CLUP) for the environs of San Francisco International Airport (see enclosed graphic)

The relationship of the site to the FAR Part 77 airspace protection surfaces for San Francisco International Airport (graphic available from SFO Planning)

The project does not need to be submitted to the C/CAG Airport Land Use Committee (ALUC) and the C/CAG Board of Directors (see explanation on next page).

RECEIVED

JAN 03 2010

CITY OF BURLINGAME  
PLANNING DEPT.

Airport Land Use Committee

ALUC Chairperson:  
Richard Newman  
Aviation Representative

ALUC Vice Chairperson:  
Mark Church, Supervisor  
County of San Mateo

C/CAG Airport Land Use Committee (ALUC) Staff  
David F. Carbone, Transportation Systems Coordinator  
County of San Mateo Planning and Building Department

**C/CAG ALUC Staff Comment Letter to the City of Burlingame, Re: Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for a Proposed Office/Life Sciences Campus at 300 and 350 Airport Boulevard in the Vicinity of San Francisco International Airport  
December 29, 2010**

Page 2 of 3

**Airport Influence Area (AIA) Boundary for San Francisco International Airport**

The CC/G Board of Directors, in its role as the Airport Land Use Commission for the county, is currently preparing an update of the comprehensive airport land use compatibility plan (CLUP) for the environs of San Francisco International Airport. Per the guidance from the *California Airport Land Use Planning Handbook January 2002* edition, the Plan must define an airport influence area (AIA) boundary. The proposed boundary in the CLUP update consists of an Area A and an Area B. Area A defines a geographic area where real estate disclosure of potential airport/aircraft impacts is required, per state law. Area B defines a geographic area where real estate disclosure of potential airport/aircraft impacts is required per state law and the area within which proposed local agency land use policy actions must be referred to the airport land use commission (C/CAG Board of Directors) for review/action (a CLUP consistency determination) (see enclosed graphics). The project site is located within AIA boundary Area A and in Area B (see further explanation below, re: Airport Land Use Commission/Committee Action).

**Airport Land Use Commission/Committee Review/Action**

Although the project site is located within AIA boundary Area B and includes amendments to the *Bayfront Specific Plan* and the Anza Point North zoning regulations, the proposed land use policy actions (1) do not change the current land use category (Waterfront Commercial<sup>1</sup>) and zoning designation (Anza Point North) on the project site, (2) do not include any noise-sensitive land uses, and (3) do not include uses that affect runway safety parameters or exceed FAA airspace protection surface criteria, as determined by the FAA, per its recent issuance of a "Determination of No Hazard" for each building (see Draft CLUP Update enclosures). Furthermore, John Bergener, SFO Planning Manager, has reviewed the proposed project and notified the City of Burlingame that the Airport has no comments on the project at this time because of the project characteristics described above. Based on all of the information above, I have determined that the proposed project does not need formal C/CAG Airport Land Use Committee (ALUC) or C/CAG Board of Directors review/action, as explained in my letter to you, dated December 29, 2010.

**Airport-Related Criteria That Apply to the Project**

The airport-related criteria that apply to the project are addressed in the Draft CLUP Update for the environs of San Francisco International Airport. These include (1) real estate disclosure, as required by state law and (2) notification of the FAA, regarding proposed development within the FAR Part 77 airspace protection surfaces for the airport, as required by federal law. The implementation and compliance with these criteria are the responsibility of others and not that of the C/CAG Board of Directors, in its role as the designated airport land use commission for the county. The responsibility for implementation and/or compliance with each criterion is explained on the next page.

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<sup>1</sup> The Waterfront Commercial land use category allows offices, hotels, commercial recreation, restaurants, and manufacturing/R&D. The Anza Point North zoning designation also allows these uses.

**C/CAG ALUC Staff Comment Letter to the City of Burlingame, Re: Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for a Proposed Office/Life Sciences Campus at 300 and 350 Airport Boulevard in the Vicinity of San Francisco International Airport  
December 27, 2010**

Page 3 of 3

**A. Real Estate Disclosure**

The proposed project is subject to the real estate disclosure provisions in state law related to the sale of real property near an airport. Section 11010 of the California Business and Profession Code requires people offering subdivided property for sale to disclose the presence of all existing and planned airports within two miles of the property. The law requires that if the property is located within an "airport influence area" designated by an airport land use commission, the following statement must be included in the notice of intention to offer the property for sale:

**"NOTICE OF AIRPORT IN VICINTY**

The property is presently located in the vicinity of an airport within what is known as an airport influence area. For that reason, the property made be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you."

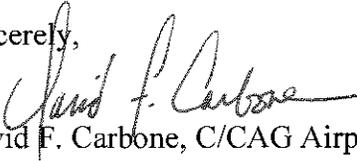
The above notice is to be provided as part of the sales process for all real properties for sale within the airport influence area (AIA) boundary. Compliance with the real estate disclosure requirement is the responsibility of the seller of the subject real property and his/her real estate professional.

**B. Notification of the FAA, Re: Proposed Development Within Airspace Protection Surfaces**

Federal law requires a project sponsor to notify the FAA of proposed development within the federal airspace protection surfaces for an airport as defined in Federal Aviation Regulations FAR Part 77. Such notification allows the FAA to prepare an aeronautical study to evaluate the potential airspace and other aircraft operational issues related to the proposed project. The project sponsor submitted the development plans to the FAA as required. The FAA reviewed the plans and has issued a finding of "Determination of No Hazard" for each proposed building on the site.

If you have any questions about these comments, please contact me at 650/363-4417, or via email at [dcarbone@co.sanmateo.ca.us](mailto:dcarbone@co.sanmateo.ca.us)

Sincerely,



David F. Carbone, C/CAG Airport Land Use Committee (ALUC) Staff

cc: Richard Napier, C/CAG Executive Director, w/enclosures  
Richard Newman, C/CAG Airport Land Use Committee (ALUC) Chairperson, w/enclosures  
John Bergener, SFO Planning Manager, w/enclosures

Enclosures: Location of the Proposed Office/Life Sciences Campus Project on the following figures:  
Draft SFO CLUP Update 8/10: Figure 4-1 Airport Influence Area A and related Policy IP-1, p. 4-2)  
Draft SFO CLUP Update 8/10: Figure 4-2 Airport Influence Area B and related Policy IP-2, p. 4-5)  
Draft SFO CLUP Update 8/10: Figure 4-3 Noise Compatibility Zones  
Draft SFO CLUP Update 8/10: Figure 4-5 Safety Compatibility Zones

**Draft**

**Comprehensive Airport Land Use Compatibility Plan  
(CLUP)**

**for the Environs of  
San Francisco International Airport**

**August 2010**

Prepared for  
The City/County Association of Governments of San Mateo County  
(C/CAG) Board of Directors in its Designated Role as the  
Airport Land Use Commission for San Mateo County  
Redwood City, California

Prepared by  
Jacobs Consultancy

In association with  
Ricondo & Associates, Inc. and  
Clarion Associates

“The preparation of this document has been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration (Project Number 3-06-0221-35) as provided under Title 49 U.S.C., Section 47104. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.”

The following Airport Influence Area policies (IP) shall apply to the CLUP.

**IP-1 AIRPORT INFLUENCE AREA A – REAL ESTATE DISCLOSURE AREA**

Area A is defined by the area overflown an average of at least once per day at altitudes of 10,000 feet or less above mean sea level (MSL) by aircraft flying to and from SFO. Figure 4-1 depicts the density of flight tracks over the Bay Area for all flights to and from SFO in 2017. The local terrain and the high volume of air traffic impose strict limits on the design and use of the airspace in the area. Thus, the overall pattern of aircraft approaches and departures at SFO is unlikely to change substantially over time. In fact, this flight track density pattern has remained essentially the same for years.\*

Figure 4-1 also depicts the proposed boundary for Area A. The boundary generally corresponds to the area overflown by 365 or more flights per year. It has been adjusted to follow major roads, section lines, and rancho lines to make it easier to identify and implement.

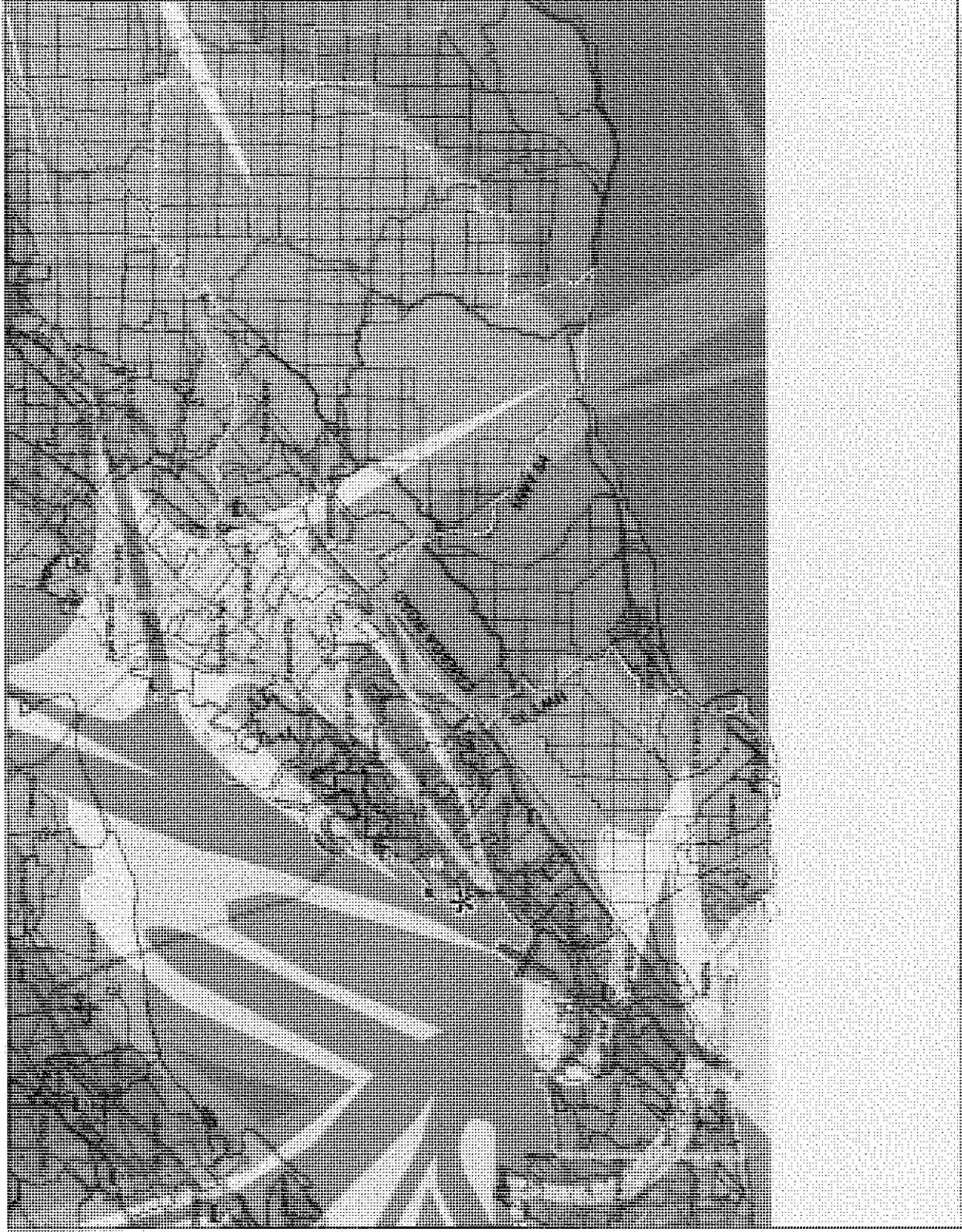
Within Area A, the real estate disclosure requirements of state law apply. Section 11010 of the Business and Professions Code requires people offering subdivided property for sale to disclose the presence of all existing and planned airports within two miles of the property.\*\* The law requires that, if the property is within an "airport influence area" designated by the airport land use commissioner, the following statement must be included in the notice of intention to offer the property for sale:

**NOTICE OF AIRPORT IN VICINITY**

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to these annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

\*As part of this analysis, flight track densities for 1999 were also examined. The pattern was substantially the same as shown on Figure 4-1.

\*\* California Business and Professions Code, Section 11010(b)(13).



**LEGEND**

- 3,651 or more flights per year  
(Average of 10 or more flights per day)
- 1,825-3,650 flights per year  
(Average of 5-10 flights per day)
- 366-1,825 flights per year  
(Average of 1-5 flights per day)
- 365 or less flights per year  
(Average of 1 or less flights per day)
- County Boundary
- City Boundary
- Rangel/Township/Backlot and  
Rancho Lines
- Freeways
- Roads
- Airport Influence Area A Boundary

Note: Data includes only flights to and from San Francisco International Airport at or below 10,000 feet above mean sea level.

Flight track density data source: SFO Noise Office, March 2009. Data for 2007 calendar year.



Figure 4-1  
**AIRPORT INFLUENCE AREA A**  
**REAL ESTATE DISCLOSURE AREA**  
 Competitive Airport Land Use Plan  
 For The Environs of San Francisco International Airport  
**C/CAG**  
 City/County Association of Governments  
 of San Mateo County, California

\* Location of Proposed Office/Life Science Campus Project - 300 Airport Boulevard

#### **IP-2 AIRPORT INFLUENCE AREA B – POLICY/PROJECT REFERRAL AREA**

Airport Influence Area B, depicted on Figure 4-2, is based on a combination of the outer boundary of the FAR Part 77 conical surface and the outer noise compatibility planning noise contour. As depicted on Figure 4-2, the Area B boundary has been adjusted to follow streets, highways, and corporate boundaries to make it easier to identify and implement.

Within Area B, the Airport Land Use Commission (the C/CAC Board) shall exercise its statutory duties to review proposed land use policy actions, including new general plans, specific plans, zoning ordinances, plan amendments and rezoning, and related land development proposals. The real estate disclosure requirements in Area A also apply in Area B. Portions of unincorporated San Mateo County and the following municipalities are located within Area B:

- Daly City – small part of the city in the Serranitos area
- South San Francisco – all but north and west sides of city
- San Bruno – all but northwest corner of the city
- Millbrae – all of city
- Burlingame – all of the city
- Hillsborough – the northern part of the town, north of Chama Drive
- Unincorporated San Mateo County: California Golf Club, Country Club Park, Burlingame Hills, and San Francisco International Airport

#### **4.3 NOISE COMPATIBILITY POLICIES**

The airport noise compatibility policies described in this section have a two-fold purpose:

1. To protect the public health, safety, and welfare by minimizing the exposure of residents and occupants of future noise-sensitive development to excessive noise.
2. To protect the public interest in providing for the orderly development of SFO by ensuring that new development in the Airport environs complies with all requirements necessary to ensure that the Airport's "noise impact area," as defined under state law, remains at zero (i.e., does not include incompatible land uses). By such action the Airport will continue to be in compliance with the State Noise Standards for airports (California Code of Regulations, Title 21, Sections 5012 and 5014).\*

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\*In 2002, the San Mateo County Board of Supervisors declared that the Airport had eliminated its "noise impact area," as defined under state law -- California Code of Regulations, Title 21, Sections 5012 and 5014.

**LEGEND**

- Boundary for Airport Influence Area B
- Composite of CHET Corridor, 2001 and 2006 NEMs
- PART 77 Critical Surface
- Airport Property
- ▲ BART Station
- CALTRAIN Station
- School
- ⊕ Place of Worship
- ⊕ Hospital
- Municipal Boundary
- Railroad
- Road
- Freeway
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space

Sources:  
 FAR Part 77 Surfaces: City and County of San Francisco,  
 Ricardo & Associates, Inc. 2007

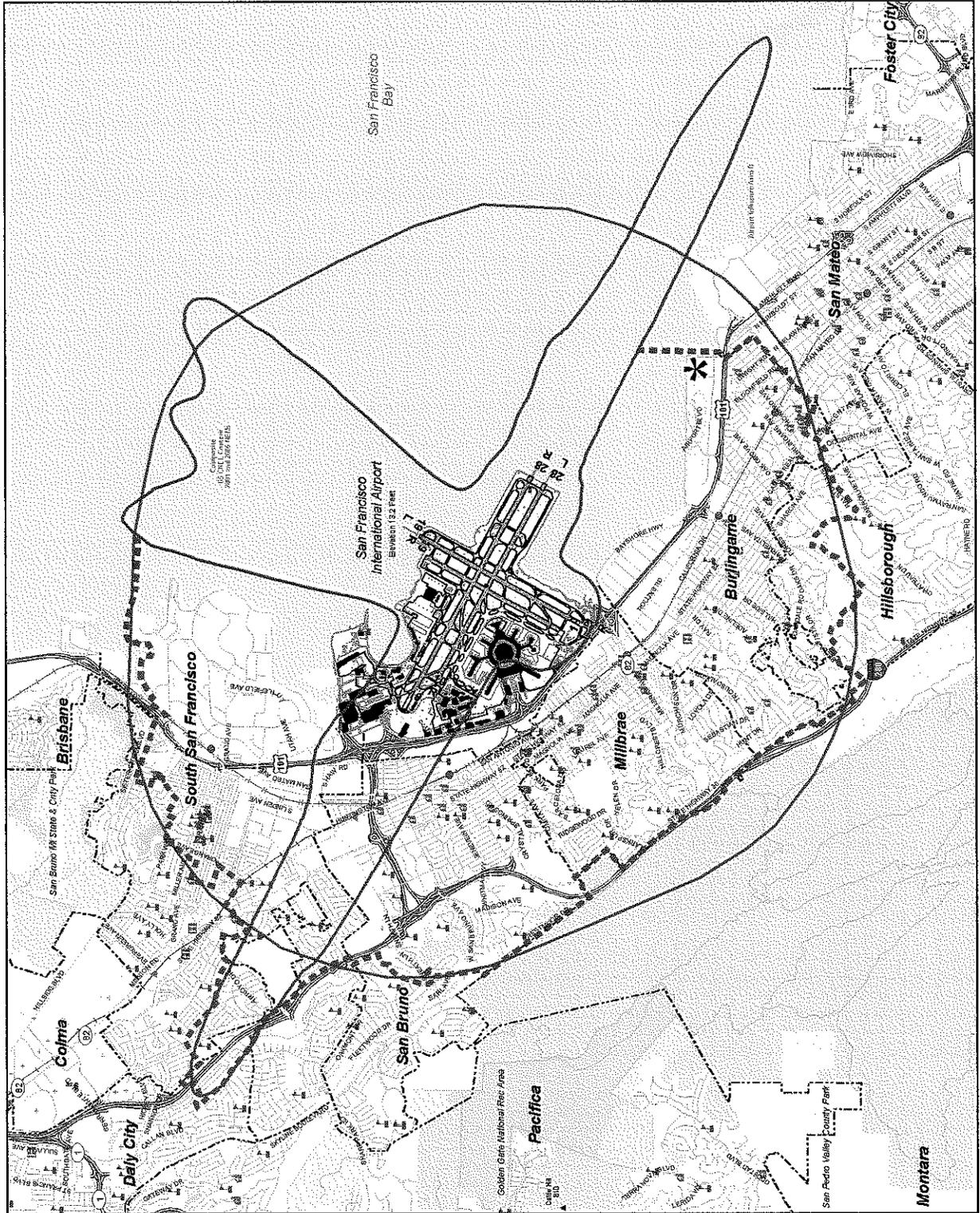
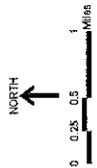


Figure 4-2  
**AIRPORT INFLUENCE AREA B**  
**-PROJECT REFERRAL AREA**  
 Comprehensive Airport Land Use Plan  
 For The Environs of San Francisco International Airport  
**C/CAG**  
 City/County Association of Governments  
 of San Mateo County, California

\* Location of Proposed Office/Life Science Campus Project - 300 Airport Boulevard

**LEGEND**

- Composite CNEL Contour, 2001 and 2016 NEiMs
- Alport Property
- BART Station
- CALTRAIN Station
- School
- Piece of Worship
- Hospital
- Municipal Boundary
- Railroad
- Freeway
- Road
- Planned Land Use Per General Plans:
  - Public
  - Multi-Family Residential
  - Single Family Residential
  - Meat Use
  - Transit Oriented Development
  - Commercial
  - Industrial, Transportation, and Utilities
  - Local Park, Golf Course, Cemetery
  - Regional Park or Recreation Area
  - Open Space
  - Planned use not mapped

**Sources:**

- Noise Contour Data:
  - San Francisco International Airport Noise Exposure Map Update - September 17, 2011;
  - San Mateo County Planning & Building Department, 2007
- County Maps:
  - San Mateo County Planning & Building Department, 2007
- Local Plans:
  - Burlingame Bayfront Specific Area Plan, August 2006
  - Burlingame Downtown Specific Plan, January 2009
  - Burlingame General Map, September 1994
  - North Burlingame Rolling Road Specific Plan, February 2007
  - Colma Municipal Code Zoning Maps, December 2003
  - Daily City General Plan Land Use Map, 1997
  - Hillsborough General Plan, March 2005
  - Millbrae Land Use Plan, November 1999
  - Pacific General Plan, August 1996
  - San Bruno General Plan, December 2000
  - San Mateo County General Plan, 2007
  - San Mateo County Zoning Map, 1993
  - South San Francisco General Plan, 1988

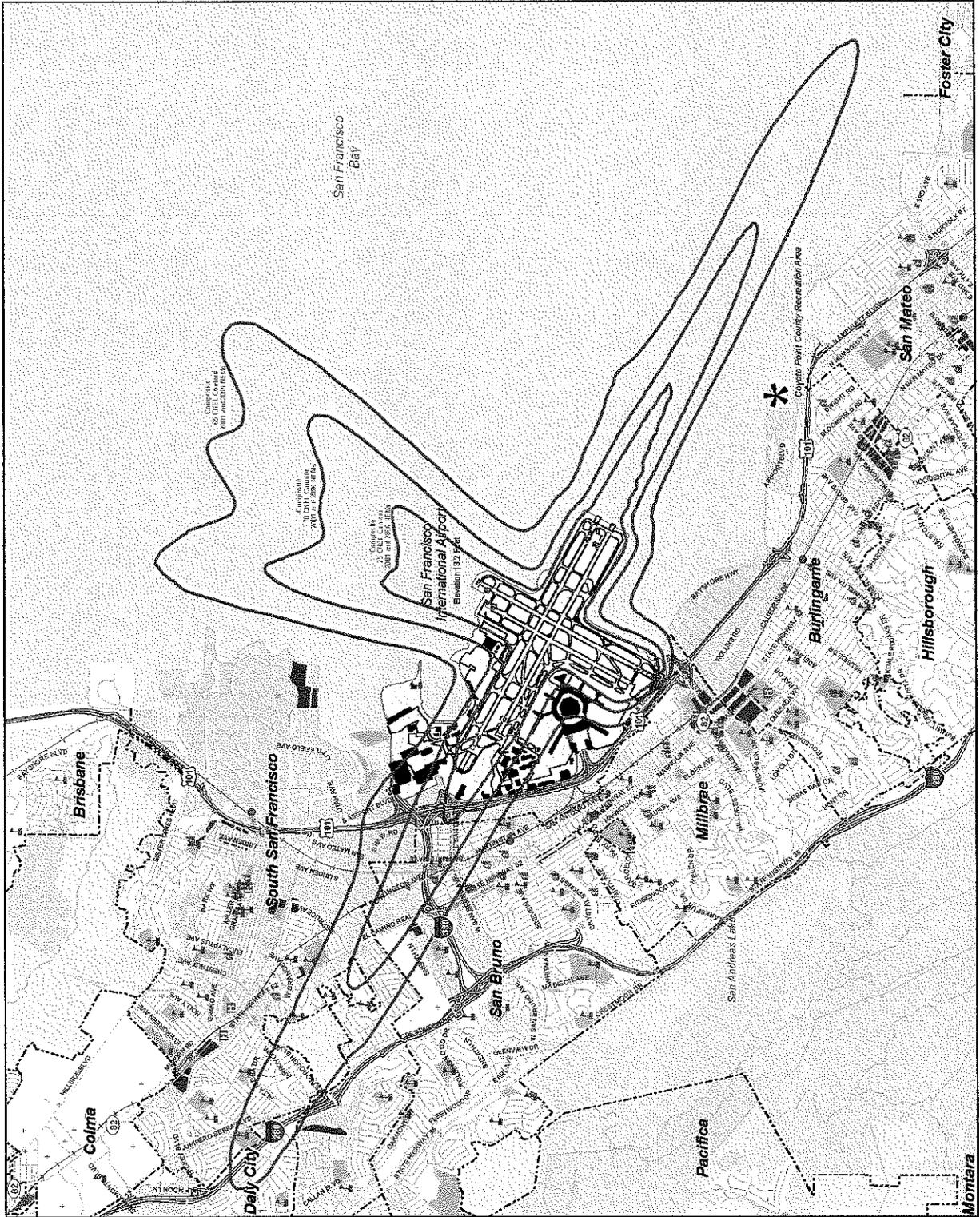
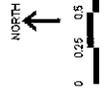


Figure 4-3  
**NOISE COMPATIBILITY ZONES**  
 Comprehensive Airport Land Use Plan  
 For The Environs of San Francisco International Airport  
**C/CAG**  
 City/County Association of Governments  
 of San Mateo County, California

\* Location of Proposed Office/Life Science Campus Project - 300 Airport Boulevard



10. **300 AIRPORT BOULEVARD, ZONED APN/APS – APPLICATION FOR ENVIRONMENTAL SCOPING AND DESIGN REVIEW STUDY FOR DEVELOPMENT OF A NEW OFFICE/LIFE SCIENCE CAMPUS ON AN 18.13 ACRE SITE; CONSISTING OF FOUR BUILDINGS (CONTAINING 5, 7 AND 8 STORIES) TOTALING 730,000 SQUARE FEET, A TWO-STORY AMENITIES BUILDING (37,000 SQUARE FEET), AND A FIVE-LEVEL PARKING STRUCTURE; PROJECT INCLUDES AMENDMENTS TO THE BAYFRONT SPECIFIC PLAN TO INCREASE THE ALLOWABLE FLOOR AREA RATIO FROM 0.60 TO 1.0, REZONING OF A PORTION OF THE SITE FROM APS TO APN, AMENDMENTS TO THE ZONING AND SIGN CODES TO CHANGE DEVELOPMENT STANDARDS, A CONDITIONAL USE PERMIT FOR DAY-CARE USE, AND COMMERCIAL DESIGN REVIEW (MILLENNIUM PARTNERS, APPLICANT; 350 BEACH ROAD LLC, PROPERTY OWNER; DES ARCHITECTS AND ENGINEERS, ARCHITECT) STAFF CONTACTS: MAUREEN BROOKS/RUBEN HURIN**
- 

Reference staff report dated December 13, 2010, with attachments. Community Development Director Meeker briefly presented the project description. There were no questions of staff.

Questions of staff:

- Requested clarification of the request for an increase in FAR from .6 to 1.0; is it based upon the parking structure? (Meeker – the majority of parking is below the podium structure, at a subterranean level; the massing of the buildings, as proposed based upon wind analyses, necessitates the request for an increase in FAR.)
- Asked if it would be possible to add residential condominiums to the project; if not, why? (Meeker – the Bayfront Specific Plan prohibits residential uses in the Bayfront area, including the subject site. The decision to prohibit this type of land-use was based, in part, upon the lack of availability of services that would be necessary to serve residential uses in the area.)

Vice-Chair Yie opened the public comment period.

Sean Jeffries, 735 Market Street, San Francisco and Tom Gilman, 399 Bradford Street, Redwood City; represented the applicant:

- Provided a comprehensive overview of the project.
- A pedestrian spine runs through the property allowing pedestrians to access the Bay edges.
- About 3.5 acres of new Bay edge park will be created, with about ½-mile of new Bay trail.
- About 60% of parking is in an underground garage; 30% in an above-ground structure; and 10% on the surface. (Commissioner – is there a bridge that crosses over Airport Boulevard? People use Airport Boulevard like a freeway.) Everything is at-grade; there will be pylon markers at crosswalks to show pedestrian crossings. The street has been designed to slow down traffic within the project. There will be markers and textured paving at the borders of the project to provide a sense that you are entering a special area. Street trees and median landscaping will help to define the character of the area.
- Will be opportunities for enhanced pedestrian activities at the ground level of the buildings; for example, café-type uses.
- Provided perspective views from various vantage points within the development, including Bay Trail improvements.
- Amenities center would include fitness center, café, and child-care; will have a direct visual connection to buildings within the development as well as to the Bay. Parking is adjacent within the parking structure.
- Are considering extending the subterranean parking under Airport Boulevard to promote circulation and air-flow. (Commissioner – will the parking be closed on weekends?) Not having fully evaluated

the operation of parking facilities, there may be gates present at the entries to the subterranean parking structures; though there would be surface parking available to persons on the site on the weekends.

- Though much of the landscaped area is on top of the podium structure; it will be designed in a manner that landscaping can be installed much like would occur in a non-podium area. Bermed areas will provide a smooth transition from the Bay Trail to the interior of the site. Seating that could be provided along the Bay Trail will be wind-protected by the berms.
- Trying to provide opportunities for as much laboratory spaces along the perimeter spaces of the interior of the buildings to promote natural light; with interior spaces for offices.
- The facades of the buildings are formed by the wind and exposure to the natural light; trying to be as sustainable as possible.
- Provided an overview of potential exterior finishing materials.
- Provided views from the amenities center. (Commissioner – is there parking connected to the amenities center for the child-care use?) Parking occurs immediately adjacent to the building; including drop-off location and dedicated parking.
- LEED Gold standard (or equal) anticipated. Designing a state-of-the-art office/life-science campus; looking at solar, rainwater harvesting, day-lighting, energy-efficient skins, recycled water use for irrigation, drought-tolerant landscaping, and low water usage.

#### Commission comments:

- Asked about the location of food service; is it strictly in the amenities building? (Gilman – would be in the amenities building initially, but in the long-term, could be food service for employees within the individual buildings.) For the most part, the buildings will be office uses.
- Will the amenities building and its uses be open to the public? (Gilman – would likely be opened to the general public as well as to the project tenants. Would provide opportunities for others already in the area to use the amenities.)
- Asked if wind studies have been done? Most wind is from the northwest; how will wind surfers be affected? There is a wind-shadow in the area already. (Gilman – have worked in a wind tunnel with various models in an effort to minimize wind-surfing impacts. Anticipate that they will be in the wind-tunnel again in order to fine-tune the wind affects. Has been their intent to live up to the community wind standard from the original project on the site.)
- Noted that a wind turbine was approved for a nearby site; are other such features being considered? (Gilman – are considering various sustainability features that may be incorporated into the design.)
- Spoke to traffic circulation to and from the site; there is no access to the site from the south. Broadway is really the only way to the site. (Gilman – a traffic study will be prepared as part of the EIR, additionally Fehr and Peers study has been used to inform the formulation of the project.)
- Encouraged shuttles into and out of the project to BART. (Gilman – will provide a TDM plan, initially with a minimum 10% trip reduction goal. Will consider shuttle connectivity between BART and CalTrain.)
- Will there be bike racks? (Gilman – yes, will be near Sanchez Channel.)
- What does Millennium think of housing in the area? (Jeffries – to get the services necessary for residential development; the magnitude of development that would be necessary support the needed services would be significant. Looked at noise from the airport and the freeway as well. The density that would be required on the site would be problematic.)
- The developer is operating on the direction of the City that housing is not allowed. However, can easily imagine a scenario where if housing were provided; persons living there would drive their children to existing schools. The City is missing an opportunity by prohibiting housing in the area.

- This is a great opportunity to imagine a future where young professionals are living and working in the area. Mixed-use is called for in the Bayfront Plan.
- Are taking the specific plan that was worked on previously is being gutted; we're not getting mixed-use, but are now encouraging corporate campus, more height and increased FAR.
  - We encouraged internalized parking, but now we have an office park with a lot of surface parking.
  - When thinking of an office campus, thinking of a place that one would wish to be, rather than just office buildings with nice buildings.
  - The City has an affordable housing issue; condominiums could be a means of providing affordable housing.
  - Couldn't Airport Boulevard be depressed with a pedestrian element that is separated from the traffic. (Meeker – referenced initial meetings with developer that included Commissioners Terrones and Vistica that encouraged bring the street to the same level as pedestrians to provide a pedestrian experience.)
  - Recalled encouraging a more pedestrian-oriented frontage for buildings with uses on the ground floor that would be mixed use and create a sense of a neighborhood in the area.
  - Encouraged uses on the ground-floor that promoted pedestrian use and a more pedestrian oriented use.
  - Look at the supportability of the additional office space and impacts upon other office uses in the area. (Jeffries – confirmed that the uses are supportable.)
  - If we are creating a corporate campus that has an attraction, the area needs to be lively enough to be an attraction for the area and be distinctly different from other office developments in the Bayfront area.
  - Referenced the illustration contained within the specific plan that seemed to represent a more campus-oriented development; feels the proposal is more of an office park.
  - Haven't created a reason to stop in the area; there is nothing compelling cause one to stop in the area. If there was retail lining either side of the street it would be more of a reason to stop in the area. As designed will only be vibrant during the day.
  - Would be nice to have more attractions for Burlingame residents.
  - There are a few businesses in the area that are frequented by City residents; the development has a feel that may be like a ghost-town on the weekends, similar to Redwood Shores. Give people a reason to slow-down and visit the area.
  - The site is a southern gateway to the City; with the proposed plan, the shoreline is self-contained by the development; reduces its appeal to residents and visitors.
  - This is a pioneer project; currently, people can live out their lives and not know that they live on the Bay.
  - The Bayfront has been given over to the hotels, now it would be given over to an office development; it is not the bayfront that could be.
  - The surface parking is shown on the water side, could be on the other side; walkways could be widened as well as the Bayfront portion of the site.
  - Nicely designed, but seems to be an island where people will work, but won't be utilized by anyone else in Burlingame.
  - Excited about the sustainability features and the LEED Gold goal for the design.

Public comments:

Jim McGrath, 2301 Brussel Street, Berkeley (representing San Francisco Board-Sailing Organization); Pat Giorni, 1445 Balboa Avenue; and Anna Shimko (representing adjacent property owner), 1 Market Plaza, San Francisco; spoke:

- Appreciated that the developer is going to look at wind velocity and turbulence.

- Is a complicated project.
- Shorelines with areas where wind comes close enough to the shore are rare; Coyote Point is one of few prime areas in the Bay Area.
- Since the original plan was considered by the City, the BCDC amended its Bay Plan in 2006; consistency with adopted plans is a hallmark for determining significant impact (on Plan Map 6); with respect to Coyote Point the Bay Plan says to preserve and improve wind-surfing and provide opportunities for non-motorized small boats. Are actively used in the area.
- Features within designated waterfront parks that provide optimal conditions for specific water-based recreational uses should be preserved. There is a framework of policy that recognizes recreation. Need to provide a high-degree of transparency; want to see the full results of the wind model analysis of impacts; including a robust array of alternatives. Encouraged the City to conduct a workshop to fully discuss the approach.
- Should take into account various levels of sea-level rise during the lifetime of the project.
- Define clear thresholds of significance so that clear mitigation measures can be developed.
- The area was always the cash-cow for the City; specifically designed for recreation and hotels; no housing is supported in the area.
- The hotels have provided services that all cities on the Peninsula have been envious of.
- Will fight to keep housing from being in the area; is a lousy place to live. (Commissioner – is a great opportunity for housing in the area.)
- With respect to bicycles; the roadway design will provide better buffering from wind; but will not truly slow down traffic due to the wide lanes; there are no bike-lanes shown, there should be. Provide area for bike lanes, not bike paths. Reduce the median a bit to accommodate this change and encourage bicycle commuting.
- Noted the narrowing of the street near the southeast corner of the site; will likely be widened at some point in the future; will still encourage vehicles to speed through the site.
- The bicycle parking tends to be minimal with this type of development. Provide racks that encourage use and opportunities for weather-protected bicycle areas.
- Provide shower facilities within the buildings and amenities building to allow areas for bicyclists to clean up before work.
- Consider bicycle-sharing program; could broaden to allow use by other businesses in the area.
- Notice and staff report indicate the changes that would affect not only changes that will affect not only 300 Airport Boulevard and the adjacent 350 Airport Boulevard. It is expected that the EIR will evaluate the higher level of development that could occur on both properties.
- Are somewhat behind Millennium Partners in the development process; expect to have a decision whether or not they wish to proceed with development on their site in the upcoming months.
- The EIR should ensure that sufficient infrastructure capacity (water, sewer, traffic, etc.), ingress/egress is provided and all proposed amendments will be provided to 350 Airport Boulevard and evaluation occurs based the sites' highest permitted levels of development. Clarified that the adjacent site is roughly 9-acres.

There were no other comments from the floor and the public hearing was closed.

*No action was required by the Commission. This item concluded at 11:05 p.m.*

## **X. COMMISSIONERS' REPORTS**

There were no Commissioner's Reports.

## **XI. DIRECTOR'S REPORT**



San Francisco International Airport

P.O. Box 8007  
San Francisco, CA 94128  
Tel 650.821.5000  
Fax 650.821.5005  
www.flysfo.com

December 9, 2010

Maureen Brooks  
Planning Manager  
City of Burlingame  
Community Development Department  
501 Primrose Road  
Burlingame, CA 94010

AIRPORT  
COMMISSION  
CITY AND COUNTY  
OF SAN FRANCISCO

**Subject: 300 Airport Boulevard EIR, Notice of Preparation of Draft  
Environmental Impact Report – City of Burlingame**

GAVIN NEWSOM  
MAYOR

Dear Ms. Brooks:

LARRY MAZZOLA  
PRESIDENT

Thank you for notifying San Francisco International Airport (the Airport) of the preparation of a Draft Environmental Impact Report for the 300 Airport Boulevard Project (Project). We appreciate this opportunity to coordinate with the City of Burlingame (the City) in considering and evaluating potential land use compatibility issues that this and similar projects may pose.

LINDA S. CRAYTON  
VICE PRESIDENT

CARYL ITO

With regard to the Project description statement provided in your letter, the Airport has no comments at this time. Airport staff members understand that within the project area, the City's General Plan and Bayfront Specific Plan establishes allowable land uses and building height limitations, which are based on Federal Aviation Regulations (FAR) Part 77, *Objects Affecting Navigable Airspace*. As additional details of the Project become available, the Airport requests the opportunity to again review the proposal.

ELEANOR JOHNS  
RICHARD J. GUGGENHIME

The Airport appreciates your consideration. If I can be of assistance as the City considers airport land use compatibility as they relate to this project or future projects, please do not hesitate to contact me at (650) 821-7867 or at [john.bergener@flysfo.com](mailto:john.bergener@flysfo.com).

JOHN L. MARTIN  
AIRPORT DIRECTOR

Sincerely,

John Bergener  
Airport Planning Manager  
San Francisco International Airport  
Bureau of Planning and Environmental Affairs

cc: Nixon Lam, SFO, Manager of Environmental Affairs

**DEPARTMENT OF TRANSPORTATION**

111 GRAND AVENUE  
P. O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 622-5491  
FAX (510) 286-5513  
TTY 711



*Flex your power!  
Be energy efficient!*

December 7, 2010

SM101466  
SM-101-15  
SCH#2010122012

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

Dear Ms. Brooks:

**300 Airport Boulevard Project – Notice of Preparation**

Thank you for including the California Department of Transportation (Department) in the environmental review process for the 300 Airport Boulevard project. As the lead agency, the City of Burlingame (City) is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. The following comments are based on the Notice of Preparation (NOP).

***Community Planning***

In order to lessen potential traffic impacts on the state highways, please consider various measures for reducing the motorized vehicle trip generation from this project. These measures could include improving public transit, bicycling, and pedestrian facilities; instituting a Transportation Demand Management (TDM) Program in which employees at the project site can receive transit passes at a reduced rate in lieu of free parking; and reducing the parking requirements.

Please consider developing and applying pedestrian, bicycling and transit performance or quality of service measures and modeling pedestrian, bicycle and transit trips that your project will generate so that impacts and mitigation measures can be quantified. In addition, please analyze secondary impacts on pedestrians and bicyclists that may result from any traffic impact mitigation measures. Please describe any pedestrian and bicycle mitigation measures and safety countermeasures that would therefore be needed as a means of maintaining and improving access to transit facilities and reducing traffic impacts on state highways.

### ***Traffic Impact Fees***

Please identify traffic impact fees. Development plans should require traffic impact fees based on projected traffic and/or based on associated cost estimates for public transportation facilities necessitated by development. Please refer to the California Office of Planning and Research (OPR) 2003 *General Plan Guidelines*, page 163, which can be accessed on-line at the following website: <http://www.opr.ca.gov/index.php?a=planning/gpg.html>

Scheduling and costs associated with planned improvements on Departmental ROW should be listed, in addition to identifying viable funding sources correlated to the pace of improvements for roadway improvements, if any. Please refer to the state OPR's 2003 *General Plan Guidelines*, page 106.

### ***Traffic Impact Study***

We encourage the City to coordinate preparation of the Traffic Impact Study (TIS) with our office, and we would appreciate the opportunity to review the scope of work. Please include the information detailed below in the TIS to ensure that project-related impacts to state roadway facilities are thoroughly assessed. The Department's "*Guide for the Preparation of Traffic Impact Studies*" should be reviewed prior to initiating any traffic analysis for the project; it is available at the following website:  
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

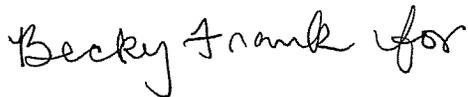
The TIS should include:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby state roadways. Ingress and egress for all project components should be clearly identified. State right of way (ROW) should be clearly identified.
2. The maps should also include project driveways, local roads and intersections, parking, and transit facilities.
3. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.
4. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all significantly affected roadways, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. *The analysis should clearly identify the project's contribution to area traffic and degradation to existing and cumulative levels of service. Lastly, the Department's LOS threshold, which is the transition between LOS C and D, and is explained in detail in the Guide for Traffic Studies, should be applied to all state facilities.*
5. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.

6. The project site building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and the San Mateo County Congestion Management Agency's Congestion Management Plan should be evaluated.
7. *Mitigation should be identified for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic.* The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should also be fully discussed for all proposed mitigation measures.

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

Sincerely,



LISA CARBONI  
District Branch Chief  
Local Development – Intergovernmental Review

c: State Clearinghouse