

Section 6

Revisions to the Draft EIR

6.1 INTRODUCTION

This section consists of text changes to the Draft EIR either as a result of comments received on the Draft EIR or requests by City of Burlingame staff to correct any inaccuracies. These changes are made to revise or update information in the Draft EIR. The revisions are organized by section according to their order in the Draft EIR. The paragraphs with revisions are reproduced here as they appear in the Draft EIR, with new text underlined and deleted text denoted with ~~striketrough~~.

6.2 CHANGES TO DRAFT EIR SUMMARY

The following revision is made to page S-4 of the Draft EIR, first paragraph under Entitlements:

The Project would require the approvals from the City of Burlingame. The land use entitlements listed below are being requested from₂ and would need to be approved by₂ the City of Burlingame. Additionally, changes in the Bayfront Specific Plan land use designations, rezoning, and parcel mergers as noted below are proposed and would be required as a result of the Project. The Project Sponsor has applied for a development agreement.

The following revision is made to page S-5, second full paragraph and accompanying header:

Vesting Tentative Parcel Map

The 300 Airport Boulevard Site currently consists of two parcels: the former Burlingame Drive-In Theater site on 16.23 acres (Assessor's Parcel Number 026-350-130) and Airport Boulevard on the northern boundary of the 300 Airport Boulevard Site on 1.89 acres (Assessor's Parcel Number 026- 350-080). The Project would require a Vesting Tentative Parcel Map to adjust property lines and to realign the roadway through the 300 Airport Boulevard Site. The 300 Airport Boulevard Site would then consist of four parcels.

Draft EIR text on page S-18, Table S-3, under Improvement/Mitigation Measures is revised as follows:

Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		<p><i>AQ-5.1 Reduce Risk of Exposure During Construction.</i> If the childcare center is operational during the construction of Phase 2 of the Project, one of the following shall be implemented:</p> <ol style="list-style-type: none"> 1. <u>A Health Risk Assessment is conducted prior to commencement of construction of Phase II²⁴ that demonstrates, to the satisfaction of the BAAQMD, that impacts to the children at the childcare center are less than significant during Phase II construction or specific subphases of Phase II construction; or</u> 2. <u>Implement the following building design and operational restrictions.</u> <ol style="list-style-type: none"> a. The childcare center building shall be designed such that the air intake would be located at the far eastern edge of the building with the air intake facing east. b. A MERV 15 or higher rated filter shall be installed and operated for at least the duration of construction activities. The MERV 15 or higher rated filters have the potential to remove up to 85 percent of particles of 2.5 microns or greater thereby reducing interior levels of pollutants. c. All outdoor activities at the childcare center shall be suspended while construction activities are occurring. <p>If implementation of Mitigation Measure AQ-5.1 is infeasible, then the childcare center would be prohibited from operating during Phase II construction.</p>	

²⁴ Because the full details of construction activities during Phase II of the project are unknown, emissions were determined based on a conservative analysis of the aggregate for the entire development. Once a complete, detailed construction schedule is known, it is possible that impacts will be lower than anticipated in the conservative analysis.

Draft EIR text on page S-21, Table S-3, under Improvement/Mitigation Measures is revised as follows:

Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		<p>MITIGATION MEASURE. Implementation of Mitigation Measure AQ-1.1 for the 350 Airport Boulevard Project would require TDM as a project component. However, the amount of reduction for the 350 Airport Boulevard Project and the increase in VMT cannot be further <u>mitigated</u> for the 300 Airport Boulevard Project. <u>The combined effect of operation of 300 Airport Boulevard and 350 Airport Boulevard would result in significant and unavoidable cumulative impacts with respect to consistency with regional air quality plans.</u></p>	SU

Draft EIR text on page S-23, Table S-3, under Improvement/Mitigation Measures is revised as follows:

Table S-3			
Summary of Impacts, Mitigation Measures, and Improvement Measures			
Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		<p><i>CC-1.6 Water Conservation Measures.</i> The 300 Airport Boulevard Project shall implement <u>immediate</u> water conservation measures to reduce building water demand by 50 <u>33</u> percent. <u>Building water demand shall ultimately be reduced by 50 percent when the City's recycled water system is implemented.</u></p> <p><i>CC-1.7 Energy Efficiency beyond Title 24 Standards.</i> The 300 Airport Boulevard Project shall reduce building energy demand beyond the 2008 <u>2005</u> Title 24 Standards by 26 percent.</p> <p><i>CC-1.11 Pursue LEED Certification.</i> Future development of the 350 Airport Boulevard Site shall seek LEED Gold certification or equivalent for development per the recommendations of City Resolution No. 2006-013 <u>the City's Green Building Ordinance</u>. The Project Sponsor shall submit draft LEED or equivalent checklists to the City Sustainability Coordinator for review and consultation.</p>	

Draft EIR text on page S-25, Table S-3, under Improvement/Mitigation Measures is revised as follows:

Table S-3			
Summary of Impacts, Mitigation Measures, and Improvement Measures			
Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
CC-2 Conflict with Applicable Plans, Policies, or Regulations Regarding Reduction of GHG Emissions. The Project would conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. The Project would have a significant impact on GHG reduction plans, policies, and regulations.	S	<p><u>300 Airport Boulevard</u></p> <p>MITIGATION MEASURE. The 300 Airport Boulevard Project would exceed BAAQMD's threshold for operational GHG emissions, even with implementation of the mitigation measures identified under CC-1 above. Therefore, it would inhibit the City in meeting the short term and long term GHG reduction goals established in the Climate Action Plan. Implementation of the 300 Airport Boulevard Project would result in a significant and unavoidable impact to State and local <u>BAAQMD</u> GHG reduction plans, policies, and regulations.</p>	SU

Draft EIR text on page S-34 and S-35, Table S-3, under Improvement/Mitigation Measures is revised as follows:

Table S-3			
Summary of Impacts, Mitigation Measures, and Improvement Measures			
Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		<p><i>HY-7.1 Provide Flood Protection up to the 100-Year Flood Event plus Sea Level Rise for Underground Structures.</i> To protect underground structures from sea level rise flood risks, prior to approving grading and/or building permits the City shall ensure that the project design incorporates its floodplain development requirements into all applicable project features using a flood elevation of at least 41.6 <u>7.1</u> feet. All below-ground structures, including storm drains, sewers, equipment facilities, and others, shall be flood proofed and designed to withstand hydrostatic forces and buoyancy from water surface elevations up to 41.6 <u>7.1</u> feet in elevation. Certain portions of the shoreline open space may not be protected at the ultimate level of flooding, given proposed heights. However, developed areas of the Project would be protected. For the shoreline areas, an adaptive strategy would be implemented to address end-of-century conditions.</p>	

Draft EIR text on page S-41, Table S-3, under Improvement/Mitigation Measures is revised as follows:

Table S-3			
Summary of Impacts, Mitigation Measures, and Improvement Measures			
Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
<p>UT-3 Wastewater Treatment Facilities. The Project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board or require or result in the construction of new wastewater treatment facilities. However, the Project would require the expansion and rehabilitation of existing wastewater infrastructure. Therefore, this impact would potentially significant.</p>	PS	<p>MITIGATION MEASURE. In order to reduce significant impacts to the City's wastewater conveyance and treatment system associated with the Project, the Burlingame Point Wastewater Study provides recommendations for mitigation measures. Adherence to <u>either of the two mitigation measures</u> identified below would reduce potential wastewater impacts associated with the Project to a less-than-significant level. (LTS)</p>	LTS

**Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures**

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		<p><i>UT-3.1 Upgrade Pump Capacity at the Existing 399 Rollins Road Pump Station and Reduce Inflow and Infiltration within the Wastewater System.</i> The Project Sponsor(s) shall contribute fair-share funds toward the upgrade of the 399 RRPS capacity to accommodate the increased PWWF that would result from implementation of the Project. Additionally, the Project Sponsor(s) shall rehabilitate the existing wastewater system, where necessary, to reduce inflow and infiltration that contributes to PWWFs at the WWTP in an amount concomitant with increases in flows contributed by the 300 Airport Boulevard Project.</p> <p><i>UT-3.2 Upgrade to the Existing Airport Boulevard Conveyance System Variant to Rollins Road Pump Station Upgrade.</i> The Project Sponsor(s) shall coordinate with the City of Burlingame Public Works Department to upgrade the capacity of the City's wastewater conveyance and treatment system to accommodate the increased PWWF that would result from implementation of development of the 300 and 350 Airport Boulevard Sites. Such measures could include, as necessary, installation of a new pump station within public right of way or other area near the Sanchez Channel Bridge on the Project Site, upgrade the capacity of the existing Airport Boulevard Pump Station, extension of wastewater lines across Sanchez Channel, via attachment to the Sanchez Channel Bridge, to tie into existing wastewater lines under Airport Boulevard west of the Project Site, and increasing, as required, the capacity of existing gravity lines between the Project Site and the Airport Boulevard Pump Station and existing force main between the Airport Boulevard Pump Station and the WWTP. The Project Sponsor shall construct the necessary improvements to serve the Project Site and one additional vacant property along Airport Boulevard that would connect to this sewer line.</p>	

Draft EIR text on page S-42, second bullet in first bullet list is revised as follows:

- Non-compliance with ~~the 2010 Climate Action Plan~~ BAAQMD GHG reduction plans, policies, and regulations;

Draft EIR text on page S-42, second bullet in second bullet list is revised as follows:

- Non-compliance with ~~the 2010 Climate Action Plan~~ BAAQMD, regional, and local GHG reduction plans, policies, and regulations;

Draft EIR text on page S-45, Table S-4, third line under Land Use is revised as follows:

Table S-4				
Comparison of Impacts among Project Alternatives for the 300 Airport Boulevard Project				
Environmental Issue	300 Airport Boulevard Project	No Project Alternative	Existing Zoning Alternative	Office/Hotel Alternative
Land Use				
Conflicts with Applicable Land Use Designations and Zoning	LTS	NI	NI	LTS
Conflicts with Bayfront Specific Plan Policies	LTS	SU	LTS	LTS
Cumulative Impacts	NI	SU	LTS <u>NI</u>	LTS <u>NI</u>

Draft EIR text on page S-45, Table S-4, second line under Climate Change is revised as follows:

Table S-4				
Comparison of Impacts among Project Alternatives for the 300 Airport Boulevard Project				
Environmental Issue	300 Airport Boulevard Project	No Project Alternative	Existing Zoning Alternative	Office/Hotel Alternative
Climate Change				
Result in Significant Emissions of Greenhouse Gases	SU	NI	SU	SU
Consistency with the Climate Action Plan <u>BAAQMD GHG Reduction Plans, Policies, and Regulations</u>	SU	NI	SU	SU
Cumulative Impacts	SU	NI	SU	SU

Draft EIR text on page S-47, Table S-5, third line under Land Use is revised as follows:

Table S-5			
Comparison of Impacts among Project Alternatives for the 350 Airport Boulevard Project			
Environmental Issue	350 Airport Boulevard Project	No Project Alternative	Existing Zoning Alternative
Land Use			
Conflicts with Applicable Land Use Designations and Zoning	LTS	NI	NI
Conflicts with Bayfront Specific Plan Policies	LTS	SU	LTS
Cumulative Impacts	NI	SU	LTS <u>NI</u>

Draft EIR text on page S-47, Table S-5, second line under Climate Change is revised as follows:

Table S-5			
Comparison of Impacts among Project Alternatives for the 350 Airport Boulevard Project			
Environmental Issue	350 Airport Boulevard Project	No Project Alternative	Existing Zoning Alternative
Climate Change			
Result in Significant Emissions of Greenhouse Gases	SU	NI	SU
Consistency with the Climate Action Plan <u>BAAQMD GHG Reduction Plans, Policies, and Regulations</u>	SU	NI	SU
Cumulative Impacts	SU	NI	SU

6.3 CHANGES TO DRAFT EIR SECTION 2, PROJECT DESCRIPTION

The following text is revised on page 2-7 of the Draft EIR first paragraph under Entitlements:

The Project would require the approvals from the City of Burlingame. The land use entitlements listed below are being requested from, and would need to be approved by, the City of Burlingame. Additionally, changes in the Bayfront Specific Plan land use designations, rezoning, and parcel mergers as noted below are proposed and would be required as a result of the Project. The Project Sponsor has applied for a development agreement.

The following revision is made to page 2-9, third full paragraph and accompanying header:

Vesting Tentative Parcel Map

The 300 Airport Boulevard Site currently consists of two parcels: the former Burlingame Drive-In Theater site on 16.23 acres (Assessor’s Parcel Number 026-350-130) and Airport Boulevard on the northern boundary of the 300 Airport Boulevard Site on 1.89 acres (Assessor’s Parcel Number 026- 350-080).

The Project would require a Vesting Tentative Parcel Map to adjust property lines and to realign the roadway through the 300 Airport Boulevard Site. The 300 Airport Boulevard Site would then consist of four parcels.

Draft EIR text second bullet on page 2-23, second bullet is revised as follows:

On Airport Boulevard, provide a clearly marked shared 14-foot wide inside shared lane for on street bicycle travel (Class III Bike ~~Path~~ Route). Using a shared wide lane would reduce the incidence of “dooring” as well as wrong-way and sidewalk riding, and would help prevent motorists from forcing cyclists into the curb or parked cars.

Draft EIR text on page 2-36 after the third paragraph under the subheader “Federal Aviation Administration and/or City/County Association of Governments of San Mateo County, Airport Land Use Committee,” is added as follows:

However, since the Project is within the airport influence area boundary, the Project would be required to adhere to the real estate disclosure requirements of State law, as stated in ALUP Policy IP-1. Within Area A, Section 11010 of the Business and Professions Code requires people offering subdivided property for sale or lease 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 the airport influence area designated by the ALUC, a Notice of Airport in Vicinity must be included in the notice of intent to offer the property for sale.

In addition, any land use policy actions and related land development proposals must be referred to the Airport Land Use Commission in accordance with ALUP Policy IP-2. Within Area B, the ALUC shall exercise its statutory duties to review proposed land use policy actions, including plan amendments and rezoning, and related land development proposals. All of Burlingame is located within Area B, including the Project Site.

6.4 CHANGES TO DRAFT EIR SECTION 3, ENVIRONMENTAL ANALYSIS

Section 3.1, Environmental Analysis

Draft EIR text on page 3.1-4, third paragraph is revised and Table 3.1-1 is added as follows:

As indicated by the City, the cumulative analysis in this EIR considers 11 projects either recently constructed, under construction, or recently approved as of January 2011. These projects, which are outlined in Table 3.1-1, below, include residential, institutional, and commercial developments. It is important to note that all 11 projects are located south and east of US 101 and are not within the Bayfront Specific Plan area. ~~This is discussed further in t~~The appropriate sections of the Environmental Analysis discuss the cumulative project list as of

January 2011, which was prepared around the time of the release of the Notice of Preparation (NOP) for the Project.

**Table 3.1-1
Cumulative Project List**

<u>Project Address</u>	<u>Development Type</u>	<u>Description</u>	<u>Development Status^a</u>	<u>Distance from Project Site^b</u>
<u>556 El Camino Real</u>	<u>Residential</u>	<u>18-unit residential condominium zoned R-3. The project would demolish the existing 14 units and build 18 units.</u>	<u>Submitted in August 2006. Still in review</u>	<u>1.3 miles</u>
<u>1512-1516 Floribunda Avenue</u>	<u>Residential</u>	<u>9-unit residential condominium with below-grade parking, zoned R-3. Current structures (one single-family home and a four-unit multi-family building) would be demolished.</u>	<u>Construction completed</u>	<u>1.25 miles</u>
<u>1427 Chapin Avenue</u>	<u>Office</u>	<u>Remodel and addition to an existing building, zoned C-1, Subarea B1. Demolition of the accessory structures and remodel of the interior with a two-story addition (8,750 sf).</u>	<u>Construction completed</u>	<u>1.1 miles</u>
<u>1818 Trousdale Drive</u>	<u>Assisted Living (Residential)</u>	<u>Four-story, 79-unit assisted living facility with below-grade parking, zoned TW. There is currently a one-story vacant office building.</u>	<u>Approved in July 2006; construction is underway</u>	<u>2.7 miles</u>
<u>1840 Ogden Drive</u>	<u>Residential</u>	<u>Four-story, 45-unit residential condominium, zoned TW. Currently, the site contains a single-story office building, which would be demolished.</u>	<u>Approved July 2006; construction is underway</u>	<u>2.8 miles</u>
<u>1441-1445 Bellevue Avenue</u>	<u>Residential</u>	<u>Four-story, 20-unit residential condominium, zoned R-4. Currently, the site contains multi-family residential dwelling units with 18-units in five structures. The buildings would be demolished.</u>	<u>Approved July 2007; a building permit has not been issued</u>	<u>1.2 miles</u>

**Table 3.1-1
Cumulative Project List**

<u>Project Address</u>	<u>Development Type</u>	<u>Description</u>	<u>Development Status^a</u>	<u>Distance from Project Site^b</u>
<u>1800 Trousdale Drive</u>	<u>Residential</u>	<u>Seven-story, 25-unit residential condominium, zoned TW. Currently, the site contains a single-story office building, which would be demolished.</u>	<u>Approved April 2007; a building permit has not been issued</u>	<u>2.7 miles</u>
<u>1450 Rollins Road</u>	<u>Animal Shelter</u>	<u>Remodel of an existing building and construction of a new building, zoned RR. The site would be used by the Peninsula Humane Society and SPCA.</u>	<u>FEIR certified in June 2007; construction underway</u>	<u>1.8 miles</u>
<u>1226 El Camino Real</u>	<u>Residential</u>	<u>Construction of a 9-unit, 4-story residential condominium, zoned R-3. Currently, the site contains 12 apartment units in 4 separate buildings, which would all be demolished.</u>	<u>Approved May 2008; construction complete</u>	<u>1.7 miles</u>
<u>260 El Camino Real</u>	<u>Commercial</u>	<u>Construction of a new 13,755 sf commercial retail building, zoned C-1, subarea A. The existing gas station building would be demolished.</u>	<u>Approved January 2009; construction complete</u>	<u>1.2 miles</u>
<u>1450 Howard Avenue</u>	<u>Commercial</u>	<u>Replacement of the existing Safeway with a new 44,982 sf store with 6,865 sf mezzanine. New Two-story retail/office building with 13,332 sf of retail space a 5,407 sf of office. The existing Safeway and Walgreens would be demolished. Existing building at 249 Primrose would be remodeled.</u>	<u>Approved February 2010; under construction</u>	<u>1.1 miles</u>

Source: City of Burlingame, 2011.

Notes:

a. Development Status as of January 2011.

b. Distance measured to the center of the 300 Airport Boulevard Site. All cumulative projects are south and east of US 101; none are in the Bayfront Specific Plan area.

Section 3.2, Land Use

Draft EIR Table 3.2-3 on page 3.2-30 is revised as follows:

**Table 3.2-3
Design at 300 Airport Boulevard Site: Proposed versus Allowed**

Building/Area	Proposed Under Project	Currently Allowed Under Zoning Code	Proposed Amendments to Zoning Code
<i>Front Setbacks</i>			
Building B1	78'0" to canopy		
Building B2	60'0" to canopy	Average of 15'0" with 40 percent of structure at maximum setback of 15'0"	Minimum of 10"0'
Building B3	10'-0"		
Building B4	40'0" to canopy		
Amenities Center	28'0"		
Parking Structure	78'0"		
<i>Side Setbacks</i>			
Building B1	62'10"		
Building B2	115'0"		
Building B3	n/a	10'0"	n/a – consistent
Building B4	n/a		
Amenities Center	11'9" 10'		
Parking Structure	17'4"		
<i>Rear Setbacks</i>			
Building B1	130'0" to canopy		
Building B2	90'0" to canopy		
Building B3	100'0"	10'0"	n/a – consistent
Building B4	130'0"		
Amenities Center	n/a		
Parking Structure	103'0"		
<i>Distance Between Buildings</i>			
Between B1 and B2	99'4"		
Between B3 and B4	101'0"	20'0"	n/a – consistent
Between B4 and Parking Structure	85'0"		
<i>Shoreline Setback</i>			
Building B1 (shoreline)	±222'5"	97'0"	75'0" from the San Francisco Bay and 65'0" from Sanchez Channel
Building B2 (shoreline)	±183'10"	97'0"	
Building B3 (Sanchez Channel)	±100'0"	129'0"	
Building B4 (Sanchez Channel)	±130'0"	143'0"	
<i>Airport Boulevard for Below-Grade Construction</i>			
East Campus	0'0"	15'0"	0'0"
West Campus	0'0"		
<i>Parking within Front Setback</i>			
Front Setback in East or West Campus	There are no parking spaces proposed within 10' of front setback in East or West Campuses	No parking spaces allowed within 10' of front setback	n/a - consistent
Setbacks Between Buildings and Lot Front	Parking proposed between Buildings B4 and the parking structure and along the eastern front of Airport Boulevard	Parking shall not be located between any structure and lot front, except for loading zones	Parking areas between buildings or at a lot front shall be separated from sidewalk by a landscape buffer of 10'0"

Source: DES Architects + Engineers, City of Burlingame, 2010.

Draft EIR text on page 3.2-36, first paragraph, is revised as follows:

The Project Site is approximately 2 miles southeast of SFO. The 300 Airport Boulevard Site currently ranges from 0.1 feet above sea level to 17.1 feet above sea level. However, the existing Airport Boulevard is at an average of ~~40~~ approximately 14 feet above sea level, which would be the likely base elevation of the 300 Airport Boulevard Project, after site grading and excavation. As such, the tallest building at the 300 Airport Boulevard Site would be 144 feet above the proposed Airport Boulevard and approximately ~~155~~ 158 feet above sea level.

Section 3.3, Visual Quality

The fourth sentence of the third full paragraph on page 3.3-25 of the Draft EIR is revised as follows:

The eastern and western shoreline revetment would also be repaired or reconstructed, as necessary, to maintain safety and stability of the shoreline area.

Section 3.4, Transportation

The sentence after the bulleted list on page 3.3-45 of the Draft EIR is revised as follows:

The results of the analysis are shown on Table 3.4-~~156~~.

The following table (Table 3.4-16) is added on page 3.4-46 of the Draft EIR:

Table 3.4-16
Cumulative Freeway Ramp Capacity Analysis

Ramp	Direction	Peak Hour	# of Lanes	Cumulative Conditions				
				Baseline	300 Airport Blvd		300 Airport Boulevard plus 350 Airport Boulevard	
				Capacity	Trips	% Capacity	Trips	% Capacity
US 101								
<u>I-380 to Millbrae Ave</u>	<u>NB</u>	<u>AM</u>	<u>5</u>	<u>11,500</u>	<u>110</u>	<u>1.0%</u>	<u>169</u>	<u>1.5%</u>
		<u>PM</u>	<u>5</u>	<u>11,500</u>	<u>174</u>	<u>1.5%</u>	<u>259</u>	<u>2.2%</u>
	<u>SB</u>	<u>AM</u>	<u>5</u>	<u>11,500</u>	<u>170</u>	<u>1.5%</u>	<u>262</u>	<u>2.3%</u>
		<u>PM</u>	<u>5</u>	<u>11,500</u>	<u>113</u>	<u>1.0%</u>	<u>167</u>	<u>1.5%</u>
<u>Millbrae Ave to Broadway</u>	<u>NB</u>	<u>AM</u>	<u>4</u>	<u>9,200</u>	<u>120</u>	<u>1.3%</u>	<u>185</u>	<u>2.0%</u>
		<u>PM</u>	<u>4</u>	<u>9,200</u>	<u>144</u>	<u>1.6%</u>	<u>213</u>	<u>2.3%</u>
	<u>SB</u>	<u>AM</u>	<u>4</u>	<u>9,200</u>	<u>140</u>	<u>1.5%</u>	<u>215</u>	<u>2.3%</u>
		<u>PM</u>	<u>4</u>	<u>9,200</u>	<u>123</u>	<u>1.3%</u>	<u>183</u>	<u>2.0%</u>

Table 3.4-16
Cumulative Freeway Ramp Capacity Analysis

Ramp	Direction	Peak Hour	# of Lanes	Cumulative Conditions				
				Baseline	300 Airport Blvd	300 Airport Boulevard plus 350 Airport Boulevard		
				Capacity	Trips	% Capacity	Trips	% Capacity
Broadway to Peninsula Ave	NB	AM	4	9,200	5	0.1%	8	0.1%
		PM	4	9,200	51	0.6%	76	0.8%
	SB	AM	4	9,200	50	0.5%	77	0.8%
		PM	4	9,200	5	0.1%	8	0.1%
Peninsula Ave to SR 92	NB	AM	4	9,200	280	3.0%	431	4.7%
		PM	4	9,200	133	1.4%	198	2.2%
	SB	AM	4	9,200	130	1.4%	200	2.2%
		PM	4	9,200	287	3.1%	426	4.6%
SR 92 to Whipple Ave	NB	AM	4	9,200	200	2.2%	308	3.3%
		PM	4	9,200	92	1.0%	137	1.5%
	SB	AM	4	9,200	90	1.0%	139	1.5%
		PM	4	9,200	205	2.2%	304	3.3%
Whipple Ave to County Line	NB	AM	3	6,900	150	2.2%	231	3.3%
		PM	3	6,900	72	1.0%	107	1.5%
	SB	AM	3	6,900	70	1.0%	108	1.6%
		PM	3	6,900	154	2.2%	228	3.3%
SR 92								
I-280 to US 101	WB	AM	2	4,600	100	2.2%	154	3.3%
		PM	2	4,600	103	2.2%	152	3.3%
	EB	AM	2	4,600	100	2.2%	154	3.3%
		PM	2	4,600	103	2.2%	152	3.3%

Source: Hexagon Transportation Consultants, Inc., 2011.

Note:

Bold denotes a significant impact.

Section 3.5, Air Quality

Draft EIR text on page 3.5-15, second full sentence of the first paragraph, is revised as follows:

Development of the 300 Airport Boulevard Site would result in a net new vehicle trip generation of ~~8,086~~ 8,215 trips per day.

Draft EIR text on page 3.5-16, second sentence of the third paragraph, is revised as follows:

The 350 Airport Boulevard Project would result in a net new vehicle trip generation of ~~2,952~~ 3,201 trips per day.

Draft EIR text on page 3.5-16, footnote 19, is revised as follows:

¹⁹ Using trip length assumptions from the 350 Airport Operational CARB URBEMIS 2007 model (Appendix D), the resulting regional increase in VMT would be 23,923 miles per day plus ~~64,629~~ 25,939 miles per day associated with 300 Airport Boulevard.

Draft EIR text on page 3.5-23, last sentence of the second full paragraph, is revised as follows:

Proposed development of the 300 Airport Boulevard Site would generate emissions of these pollutants during operation since it would include new buildings that would result in an increase of area source emissions and a net new trip generation of ~~8,086~~ 8,215 daily vehicle trips.

Draft EIR text on page 3.5-27, last sentence of the first paragraph, is revised as follows:

If construction activities for the 350 Airport Boulevard Site occurred within 1,000 feet of the childcare center while the childcare center is operational, a HRA would be required as part of the environmental review of the project to ensure the impacts to the childcare center would be less than significant.

Draft EIR text on page 3.5-31, second paragraph, is revised as follows:

AQ-5.1 Reduce Risk of Exposure During Construction. If the childcare center is operational during the construction of Phase 2 of the Project, one of the following shall be implemented:

3. A Health Risk Assessment is conducted prior to commencement of construction of Phase II²⁴ that demonstrates, to the satisfaction of the BAAQMD, that impacts to the children at the childcare center are less than significant during Phase II construction or specific subphases of Phase II construction; or

4. Implement the following building design and operational restrictions.

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

If implementation of Mitigation Measure AQ-5.1 is infeasible, then the childcare center would be prohibited from operating during Phase II construction.

²⁴ Because the full details of construction activities during Phase II of the project are unknown, emissions were determined based on a conservative analysis of the aggregate for the entire development. Once a complete, detailed construction schedule is known, it is possible that impacts will be lower than anticipated in the conservative analysis.

Draft EIR text on page 3.5-34, second and third full sentences of the second paragraph, are revised as follows:

MITIGATION MEASURE. Implementation of Mitigation Measure AQ-1.1 for the 350 Airport Boulevard Project would require TDM as a project component. However, the amount of reduction for the 350 Airport Boulevard Project and the increase in VMT cannot be further mitigated for the 300 Airport Boulevard Project. The combined effect of operation of 300 Airport Boulevard and 350 Airport Boulevard would result in significant and unavoidable cumulative impacts with respect to consistency with regional air quality plans. (SU)

Section 3.6, Climate Change

The first paragraph on page 3.6-15, under Impact CC-1, and Table 3.6-1 of the Draft EIR, is revised as follows:

BAAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, BAAQMD does recommend that lead agencies quantify and disclose GHG emissions from construction. Further, lead agencies are encouraged to incorporate BMPs to reduce GHG emissions during construction, as applicable. The 300 Airport Boulevard Project would generate GHG emissions during the construction period from operation of construction equipment. Construction of the 300 Airport Boulevard Project could be implemented as a single phase or as two separate phases. As shown in Table 3.6-1, the ~~single phase~~ sum of the multi-phase construction scenario would generate less GHG emissions than the ~~sum of the multi-phase~~ single phase construction scenario. However, the difference in GHG emissions is negligible.

**Table 3.6-1
Comparison of Construction-Related GHG Emission**

Multi-Phase Construction Scenario		Single Phase Construction Scenario
Phase 1 GHG Emissions (MT CO2e/year)	Phase 2 GHG Emission (MT CO2e/year)	GHG Emission (MT CO2e/year)
1,538.64	2,393.63	4,774.63
Totals		4,774.63
3,932.28		

Source: Atkins, 2011 based on URBEMIS 2007, Version 9.2.4.

Note: Result has been converted from short tons (as presented in URBEMIS) to metric tons, refer to Appendix F for further detail.

The second sentence in the first paragraph on page 3.6-18 of the Draft EIR is revised as follows:

The 300 Airport Boulevard Project would incorporate water and wastewater conservation measures, such as low-flush toilets and drought tolerant landscaping. In addition, the 300 Airport Boulevard Project would design landscaping and irrigation to maximize the use of recycled water to the greatest extent feasible, and if possible, achieve a ~~400~~ 10 percent reduction in the use of potable water for irrigation.

Mitigation Measure CC-1.6 on page 3.6-20 of the Draft EIR is revised as follows:

CC-1.6 Water Conservation Measures. The 300 Airport Boulevard Project shall implement immediate water conservation measures to reduce building water demand by ~~50~~ 33 percent. Building water demand shall ultimately be reduced by 50 percent when the City’s recycled water system is implemented.

Table 3.6-3 on page 3.6-19 of the Draft EIR is revised as follows:

Source of Emissions	Unmitigated GHG Emission (MT CO ₂ e/year)	Mitigated GHG Emissions (MT CO ₂ e/year)
Transportation	10,858.2 ^a	9,484.31
Area Sources	1.14	1.14
Electricity	3,609.30	2,379.30
Natural Gas	1,097.20	812.0
Water and Wastewater	125.73	62.10 ^b
Solid Waste	2,337.22	2,103.50
Agriculture	0.00	0.00
Off-Road Equipment	0.00	0.00
Refrigerants	0.00	0.00
Sequestration	N/A	0.00
Emission Credits	N/A	0.00
Totals	18,028.79	14,842.35

Source: Atkins, 2011 based on BAAQMD Greenhouse Gas Model (BGM), Version 1.1.9 Beta.

Notes:

- a. This value was derived by increasing the transportation sector GHG emissions by 13 percent to reflect operation of the 300 Airport Boulevard Project without the TDM program. This was done manually because, as described above, the inputs used in BGM to generate estimated operational GHG emissions incorporated the TDM program.
- b. This emissions value assumes a 50 percent reduction in building water demand that will be achieved when the City’s recycled water system is implemented. As described in Mitigation Measure CC-1.6, the Project will achieve an immediate 33 percent reduction in water demand, resulting in water-related GHG emissions of 87.04 MT CO₂e/year.

Table 3.6-4 on page 3.6-21 of the Draft EIR is revised as follows:

**Table 3.6-4
Summary of Operational GHG Emissions for the 350 Airport Boulevard Site**

Source of Emissions	Unmitigated GHG Emissions (MT CO ₂ e/year)	Mitigated GHG Emissions (MT CO ₂ e/year)
Transportation	3,798.44 ^a	3,304.64
Area Sources	0.23	0.23
Electricity	2,085.14	1,374.67
Natural Gas	462.06	342.24
Water and Wastewater	62.10	31.05 ^b
Solid Waste	1,230.68	1,107.61
Agriculture	0.00	0.00
Off-Road Equipment	0.00	0.00
Refrigerants	0.00	0.00
Sequestration	N/A	0.00
Emission Credits	N/A	0.00
Totals	7,638.65	6,160.44

Source: Atkins, 2011 based on Bay Area Air Quality District, GHG Model (BGM), May 3, 2010.

Notes:

- a. This value was derived by decreasing the transportation sector GHG emissions by 13 percent to reflect operation of the 350 Airport Boulevard Project with a TDM program similar to that described for the 300 Airport Boulevard Project. This was done manually because, as described above, the inputs used in BGM to generate estimated operational GHG emissions did not incorporate a TDM program.
- b. This emissions value assumes a 50 percent reduction in building water demand that will be achieved when the City's recycled water system is implemented. As described in Mitigation Measure CC-1.6, the Project will achieve an immediate 33 percent reduction in water demand, resulting in water-related GHG emissions of 42.90 MT CO₂e/year.

Mitigation Measure CC-1.7 on page 3.6-20 of the Draft EIR is revised as follows:

CC-1.7 Energy Efficiency beyond Title 24 Standards. The 300 Airport Boulevard Project shall reduce building energy demand beyond the ~~2008~~ 2005 Title 24 Standards by 26 percent.

Mitigation Measure CC-1.11 on page 3.6-22 of the Draft EIR is revised as follows:

CC-1.11 Pursue LEED Certification. Future development of the 350 Airport Boulevard Site shall seek LEED Gold certification or equivalent for development per the recommendations of ~~City Resolution No. 2006-013~~ the City's Green Building Ordinance. The Project Sponsor shall submit draft LEED or equivalent checklists to the City Sustainability Coordinator for review and consultation.

Draft EIR text on page 3.6-23, Draft EIR text on page 3.6-23, first full paragraph and second paragraph are revised as follows:

However, because the 300 Airport Boulevard Project would exceed BAAQMD's threshold for operational GHG emissions, even with implementation of the mitigation measures identified under CC-1 above. ~~Therefore, it would inhibit the City in meeting the short-term and long-term GHG reduction goals established in the Climate Action Plan.~~ operation of the 300 Airport Boulevard Project would not comply with BAAQMD's interpretation of the AB 32. Implementation of the 300 Airport Boulevard Project would result in a significant and unavoidable impact to ~~State and local~~ BAAQMD GHG reduction plans, policies, and regulations. (SU)

350 Airport Boulevard

As described under Impact CC-1 above, at this time, a development proposal for the 350 Airport Boulevard Site has not been submitted. ~~Without a development proposal, assumptions as to a future project's compliance with the City's Climate Action Plan would be speculative at best.~~ However, based on the GHG estimates provided above, operation of potential development at the 350 Airport Boulevard Site, both independently and when combined with the 300 Airport Boulevard Project, would result in the generation of GHG emissions above the allowable BAAQMD threshold. As described under Impact CC-1 above, even with implementation of Mitigation Measures CC-1.9 through CC-1.11, the 350 Airport Boulevard Project would result in significant and unavoidable operational GHG emissions; and therefore, would have a significant and unavoidable impact on State and local GHG reduction plans, policies, and regulations. (SU)

Section 3.9, Hydrology and Water Quality

Draft EIR text in Mitigation Measure HY-7.1, page 3.9-33 of the Draft EIR is revised as follows:

HY-7.1 Provide Flood Protection up to the 100-Year Flood Event plus Sea Level Rise for Underground Structures. To protect underground structures from sea level rise flood risks, prior to approving grading and/or building permits the City shall ensure that the project design incorporates its floodplain development requirements into all applicable project features using a flood elevation of at least ~~41.6~~ 7.1 feet. All below-ground structures, including storm drains, sewers, equipment facilities, and others, shall be flood proofed and designed to withstand hydrostatic forces and buoyancy from water surface elevations up to ~~41.6~~ 7.1 feet in elevation. Certain portions of the shoreline open space may not be protected at the ultimate level of flooding, given proposed heights. However, developed areas of the Project would be protected. For the shoreline areas, an adaptive strategy would be implemented to address end-of-century conditions.

Section 3.11, Parks and Wind Effects

The following revision is made to page 3.11-7 of the Draft EIR, fourth paragraph:

Wind Effects. In order to preserve the wind resource for recreational windsurfers and to improve the wind environment ~~[MB1]~~ on the Bay Trail, pedestrian pathways and in useable open spaces and parking lots near large buildings, standards should be applied to evaluate changes in wind speed caused by new construction.

Draft EIR text on page 3.11-11, first full paragraph is revised as follows:

Because there is currently no project application for development of the 350 Airport Boulevard Site, the 350 Airport Boulevard Site was modeled based on a potential for development consistent with the revised Bayfront Specific Plan and zoning designations proposed for the Project. The wind study prepared for the Project included a program level analysis of the potential wind effects associated with development of the 350 Airport Boulevard Site. As shown in Figure 3.11-3, the wind shadow that would result from development of both the 300 Airport Boulevard Site and the 350 Airport Boulevard Site would extend farther north and east into the Bay compared to the wind shadow associated with the 300 Airport Boulevard Project alone. However, because there is no a project application for the 350 Airport Boulevard Site the configuration, height, and bulk of building on the site is speculative, and the associated wind shadow effect could change depending on the ultimate development proposal. Therefore, the 350 Airport Boulevard Project could result in a potentially significant impact to windsurfing recreation resources at Coyote Point Recreation Area.

Section 3.12, Utilities and Service Systems

The following paragraph is added after the second paragraph on page 3.12-19 of the Draft EIR:

In addition to the existing sewer line which connects to the 399 Rollins Road pump station, there is an existing 8-inch to 10-inch sewer line located in the Airport Boulevard right-of-way which extends to Sanchez Channel just west of the Project Site, and connects to a pump station located within the Airport Boulevard right-of-way adjacent to 620 Airport Boulevard. The sewer line continues from the pump station to the WWTP. Therefore, a variant to upgrading the 399 Rollins Road pump station would be to provide sewer service to the Project Site through the Airport Boulevard sewer line. The Project Site would include, as necessary, installation of a new pump station within public right of way or other area near the Sanchez Channel bridge, new sewer line extended across Sanchez Channel, via attachment to the Bridge, to the existing line in Airport Boulevard, and, where appropriate, resizing the existing Airport Boulevard gravity sewer line, pump station, and force main to accommodate the development at 300 and 350 Airport Boulevard as well as one additional vacant property along Airport Boulevard that would connect to this sewer line. These improvement would address potentially significant impacts from increased wastewater flows from the Project Site.

Draft EIR text on page 3.12-20, last paragraph, is revised as follows:

MITIGATION MEASURE. In order to reduce significant impacts to the City's wastewater conveyance and treatment system associated with the Project, the Burlingame Point Wastewater Study provides recommendations for mitigation measures. Adherence to either of the two mitigation measures identified below would reduce potential wastewater impacts associated with the Project to a less-than-significant level. (LTS)

The following paragraph is added after the first paragraph on page 3.12-21 of the Draft EIR:

UT-3.2 Upgrade to the Existing Airport Boulevard Conveyance System Variant to Rollins Road Pump Station Upgrade. The Project Sponsor(s) shall coordinate with the City of Burlingame Public Works Department to upgrade the capacity of the City's wastewater conveyance and treatment system to accommodate the increased PWWF that would result from implementation of development of the 300 and 350 Airport Boulevard Sites. Such measures could include, as necessary, installation of a new pump station within public right of way or other area near the Sanchez Channel Bridge on the Project Site, upgrade the capacity of the existing Airport Boulevard Pump Station, extension of wastewater lines across Sanchez Channel, via attachment to the Sanchez Channel Bridge, to tie into existing wastewater lines under Airport Boulevard west of the Project Site, and increasing, as required, the capacity of existing gravity lines between the Project Site and the Airport Boulevard Pump Station and existing force main between the Airport Boulevard Pump Station and the WWTP. The Project Sponsor shall construct the necessary improvements to serve the Project Site and one additional vacant property along Airport Boulevard that would connect to this sewer line.

6.5 CHANGES TO THE DRAFT EIR SECTION 4, OTHER CEQA CONSIDERATIONS

Draft EIR text on page 4-1, second bullet in first bullet list is revised as follows:

- Non-compliance with ~~the 2010 Climate Action Plan~~ BAAQMD GHG reduction plans, policies, and regulations;

Draft EIR text on page 4-1, second bullet in second bullet list is revised as follows:

- Non-compliance with ~~the 2010 Climate Action Plan~~ BAAQMD GHG reduction plans, policies, and regulations;

6.6 CHANGES TO THE DRAFT EIR SECTION 5, ALTERNATIVES

Draft EIR text on page 5-2, second bullet is revised as follows:

- Non-compliance with ~~the 2010 Climate Action Plan~~ BAAQMD GHG reduction plans, policies, and regulations;

Draft EIR text on page 5-3, second bullet is revised as follows:

- Non-compliance with ~~the 2010 Climate Action Plan~~ BAAQMD GHG reduction plans, policies, and regulations;

The following revision is made to page 5-10 of the Draft EIR, first paragraph under the heading “Existing Zoning Alternative”:

The Existing Zoning Alternative would meet the ~~majority~~ several of the Project Sponsor objectives. The Existing Zoning Alternative would still develop the 300 Airport Boulevard Project, but to a lesser extent than the Project as proposed. This alternative would develop a waterfront corporate campus of multiple office buildings with an amenities center. Since the alternative would be in the same location at 300 Airport Boulevard, the campus would still be located in a prominent location proximate to major transportation corridors. The Existing Zoning Alternative would be Leadership in Energy & Environmental Design (LEED) certified or equivalent and designed in a sustainable manner. ~~In addition, Airport Boulevard would be realigned to bisect the site and adequate parking would be provided to meet the demand. Further, this alternative would allow public access to the shoreline along the Bay and Sanchez Channel by extending and rehabilitating the existing Bay Trail.~~

The following paragraph is added after the first paragraph on page 5-11 of the Draft EIR:

The Existing Zoning Alternative would also not meet the objectives of the Project Sponsors because it would not realign Airport Boulevard through the site. Since the zoning and parcel would remain the same under this alternative, Airport Boulevard would not be realigned to provide the traffic-calming benefits of the realignment included in the Project. Additionally, it is not certain that the Existing Zoning Alternative would include the Bay Trail extension through the site or rehabilitate the existing shoreline to the same extent as the Project.

Page 5-19 of the Draft EIR, first full paragraph, is revised as follows:

Cumulative Impacts. The Existing Zoning Alternative, in combination with other reasonably foreseeable probable future development in the area, would have ~~a less than significant~~ no cumulative impact on overall existing or planned land uses in the vicinity of the 300 Airport Boulevard Site. Similarly, the 300 Airport Boulevard Project would not contribute to a cumulative land use conflict. (~~LTS~~ NI)

Page 5-18 of the Draft EIR, last sentence of the second full paragraph, is revised as follows:

In addition, ~~less than significant~~ no cumulative impacts would occur.

Draft EIR text on page 5-31, first paragraph is revised as follows:

Consistency with ~~the Climate Action Plan~~ BAAQMD GHG Reduction Plans, Policies, and Regulations. As described above, the Existing Zoning Alternative would result in potentially significant GHG emissions. Because the Existing Zoning Alternative would potentially exceed the BAAQMD threshold for operation GHG emission it would ~~inhibit the City in meeting the short term and long term GHG reduction goals established in the City's Climate Action Plan (CAP). Therefore, implementation of the Existing Zoning Alternative would result in significant and unavoidable impacts to local and state GHG reduction plans, policies, and regulations.~~ not be consistent with BAAQMD's GHG reduction plans, policies, and regulations. (SU)

Draft EIR text on page 5-31, third paragraph is revised as follows:

The Existing Zoning Alternative for the 350 Airport Boulevard Project would result in fewer direct emissions from area and mobile sources, and fewer indirect emissions from electricity generation, water and wastewater demand, and solid waste when compared to the 350 Airport Boulevard Project, due to the relative size of the buildings included in the Existing Zoning Alternative. Although the Existing Zoning Alternative would result in substantial reductions to GHG emissions due to smaller overall building area and fewer employees (and fewer associated vehicle trips), the Existing Zoning Alternative would still result in significant and unavoidable impacts to GHG emissions. As such, under the Existing Zoning Alternative, the 350 Airport Boulevard Project would ~~inhibit the City in meeting the short term and long term GHG reduction goals established in the City's CAP. Further, because the Existing Zoning Alternative would~~ potentially exceed BAAQMD's threshold of significance for project-level, operational GHG emissions, ~~the 350 Airport Boulevard Project and~~ would be result in a cumulatively considerable impact on GHG emissions. Implementation of the 350 Airport Boulevard Project under the Existing Zoning Alternative would result in significant and unavoidable GHG impacts. (SU)

Draft EIR text on page 5-38, last paragraph, is revised as follows:

Wind Effects. Development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. ~~However, the winds in this area would be comparably affected. These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights, because the buildings proposed for the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project).~~

~~However, the winds in this area would be less affected than under the 300 Airport Boulevard Project because the buildings would be between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet. The 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; and therefore, it was determined that the 300 Airport Boulevard Project would result in a less-than-significant impact to windsurfing recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. ~~Because the Existing Zoning Alternative would result in buildings with less height and bulk, the effect on wind speeds would be minimized and this alternative would also have a less than significant effect on nearby windsurfing recreational resources.~~-(LTS)~~

Page 5-42 of the Draft EIR, second full paragraph, is revised as follows:

Cumulative Impacts. The Office/Hotel Alternative, in combination with other reasonably foreseeable probable future development in the area, would have ~~a less than significant~~ no cumulative impact on overall existing or planned land uses in the vicinity of the 300 Airport Boulevard Site. Similarly, the 300 Airport Boulevard Project would not contribute to a cumulative land use conflict. ~~(LTS NI)~~

Draft EIR text on page 5-49, third paragraph is revised as follows:

Consistency with ~~the Climate Action Plan~~ BAAQMD GHG Reduction Plans, Policies and Regulations. As described above, the Office/Hotel Alternative would result in significant GHG emissions. Because the Office/Hotel Alternative would potentially exceed the BAAQMD threshold for operation GHG emission it would ~~inhibit the City in meeting the short term and long term GHG reduction goals established in the City's Climate Action Plan (CAP).~~ Therefore, implementation of the Office/Hotel Alternative would result in a significant and unavoidable impact to ~~local and state~~ BAAQMD GHG reduction plans, policies, and regulations GHG reduction plans, policies, and regulations. (SU)

The following edit is made to page 5-56 of the Draft EIR, Table 5-9, third line under Land Use:

**Table 5-9
Comparison of Impacts among Project Alternatives for the 300 Airport Boulevard Project**

Environmental Issue	300 Airport Boulevard Project	No Project Alternative	Existing Zoning Alternative	Office/Hotel Alternative
Land Use				
Conflicts with Applicable Land Use Designations and Zoning	LTS	NI	NI	LTS
Conflicts with Bayfront Specific Plan Policies	LTS	SU	LTS	LTS
Cumulative Impacts	NI	SU	LTS <u>NI</u>	LTS <u>NI</u>

Draft EIR text on page 5-56, Table 5-9, second line under Climate Change is revised as follows:

**Table 5-9
Comparison of Impacts among Project Alternatives for the 300 Airport Boulevard Project**

Environmental Issue	300 Airport Boulevard Project	No Project Alternative	Existing Zoning Alternative	Office/Hotel Alternative
Climate Change				
Result in Significant Emissions of Greenhouse Gases	SU	NI	SU	SU
Consistency with the Climate Action Plan <u>BAAQMD GHG Reduction Plans, Policies, and Regulations</u>	SU	NI	SU	SU
Cumulative Impacts	SU	NI	SU	SU

The following edit is made to page 5-58 of the Draft EIR, Table 5-10, third line under Land Use:

**Table 5-10
Comparison of Impacts among Project Alternatives for the 350 Airport Boulevard Project**

Environmental Issue	350 Airport Boulevard Project	No Project Alternative	Existing Zoning Alternative
Land Use			
Conflicts with Applicable Land Use Designations and Zoning	LTS	NI	NI
Conflicts with Bayfront Specific Plan Policies	LTS	SU	LTS
Cumulative Impacts	NI	SU	<u>LTS</u> <u>NI</u>

Draft EIR text on page 5-58, Table 5-10, second line under Climate Change is revised as follows:

**Table 5-10
Comparison of Impacts among Project Alternatives for the 350 Airport Boulevard Project**

Environmental Issue	350 Airport Boulevard Project	No Project Alternative	Existing Zoning Alternative
Climate Change			
Result in Significant Emissions of Greenhouse Gases	SU	NI	SU
Consistency with the Climate Action Plan <u>BAAQMD GHG Reduction Plans, Policies, and Regulations</u>	SU	NI	SU
Cumulative Impacts	SU	NI	SU

6.7 CHANGES TO THE DRAFT EIR APPENDIX C, TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Page 6 of Appendix C, Transportation Demand Management Program, second sentence is revised as follows:

~~South San Francisco's~~ The City of Burlingame's bikeways are classified as Class I, Class II, and Class III facilities, as follows and shown to the right: