



# City of Burlingame

BURLINGAME CITY HALL  
501 PRIMROSE ROAD  
BURLINGAME, CA 94010

## Meeting Minutes Planning Commission

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Monday, August 22, 2022

7:00 PM

Online

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- b. 1200-1340 Bayshore Highway, zoned BFC - Environmental Scoping to solicit input on a Notice of Preparation (NOP) for an Environmental Impact Report (EIR) for redevelopment of a 12 acre site with three, 11-story life science/office buildings totaling 1.46 million square feet with two, 10-story parking structures each with two levels of below grade parking. (DivcoWest, Burlingame Venture LLC, applicant and property owner; WRNS Studio, architect) (31 noticed) Staff Contact: Kelly Beggs/Catherine Keylon

*All Commissioners have visited the project site. Senior Planner Keylon provided an overview of the staff report.*

*Chair Gaul opened the public hearing.*

*Seth Bland and Virginia Calkins, represented the applicant and answered questions regarding the project.*

*Public Comments:*

> *Leslie Flint: I'm a member of Sequoia Audubon Society which is the San Mateo County chapter of the National Audubon Society. We have approximately 1,400 members in San Mateo County. I wanted to speak about two issues; one is dealing with bird safety building practices. I wanted to mention that there are 136 species of birds that have been documented along the Bay Trail in Burlingame. Most during the winter months and during the spring and fall migration. It's to be noted that birds attempt to reach shelter, food and migratory paths through reflected glass and it has been shown that over 100 million birds die annually from striking buildings with reflective transparent materials that cause collisions. I'm looking at the plans for these buildings and you do have a plan for treated and untreated glass on the surfaces. However, it wasn't exactly clear what the proportions would be. And so, it would be important to perhaps engage a qualified ornithologist to help you figure out how best to achieve bird friendly design as Burlingame's General Plan has indicated. One of the agencies that Burlingame has suggested to other developers look at as guidance is the San Francisco's bird safe standards and they require no more than ten percent of untreated glazing beginning at the grade and upwards for 60 feet. This project seems to have a lot more than ten percent glass but it's not clear how much so, it would be good to have that defined. I would also like to see more stringent requirements for those areas facing the Bay and Easton Creek. The second is lighting. I know you've talked about lighting in the last project you've discussed but it's important for birds because they are attracted to light at night. I did notice you did indicate downward facing lighting on the outside of the building which is good, but we would encourage you to have this building lights out program from dusk or 10:00 p.m. to dawn, having window blinds in areas requiring light at night and motion sensors to light only areas being actively used at night. Those are my suggestions and I encourage you to take a look at whatever cities in the bay area have done for bird safe building practices. Thank you.*

> *Geta Dev: Good evening, I'm with the Sierra Club Loma Prieta chapter. I also wanted to bring up some impacts that I hope the EIR can look into. These might be a bit unusual, but from the aesthetic point of view, I would like to be reassured about the parking garages that are blocking views of the Bay. I'm wondering if there's something that can be done to make them not as offensive as they might end up being? I don't think when we envisioned additional buildings along the Bayfront that we envisioned multi-story parking garages. So I'm wondering if there's a way the parking garages can be treated so they present more green surfaces, that they are not lit at night and they only light up when somebody moves*

through them. It also brings up the issue of complete streets and bike lanes. This is yet another example of why it is important that Bayshore become a complete street for all the buildings that are going to go up along here. Another item I would like to bring up once again is the BSL levels. There are safety issues in the biological section, these are extremely sensitive habitats along the Bay. In the event of liquefaction and seismic events, this is all on uncompacted bay fill, the building structures can fail and certainly the buried infrastructure can fail. If we have BSL-3 where we have extremely infectious airborne diseases such as anthrax for example. If the systems were to fail and we don't have positive pressure, then these are extremely important emergencies that we need to plan for. Therefore, once again, transparency for the biosafety levels of the laboratories that are incorporated is really important for all of us. The third item is the trees. From an environmental point of view, for the bird safety, it's important not to have trees along the Bayfront where predators can perch while birds are feeding. So I just urge you in your landscape design to look at the environmental impact of putting all those trees along the waterfront. And lastly, I'm somewhat concerned, I realized you have talked to the Sierra Club about the one hundred foot setback and I'm concerned I don't really see the extent of the ecotone levies on the bay shore side of the levies, so I'm wondering about the natural adaptation. Thank you.

> Public comment sent via email by Jane: Burlingame resident for 35 years. EGADS!! No, No, No to the proposed development of 1.5 million square feet of new building at the intersection of Broadway, Highway 101, and Bayshore Highway. Eleven and ten story buildings. Are you crazy to allow this to even be in review? We went thru this at the new Facebook development and it is still too big at 6 stories. Please, please, please consider our community and not the tax dollars. The City of Burlingame does not need this huge development for some of the following reasons:

Traffic, Traffic, Traffic - Broadway is already too busy and we will never be able to handle the traffic from the scale of this development.

Utilities - Where is all the water, sewer, electric, etcetera going to come from? We are in a drought and do not have enough now to meet our needs. The sewer treatment plant is at capacity and sometimes flows into the Bay. This is going to aggravate the problem.

Environmental - Impacts to the Bay and beyond with more carbon emissions, Bay pollution from all the activity, cars and people at this development. Damage to the creek flows that drain into the Bay through this site at two locations. These creeks should be opened up and expanded as environmental features not buried in the concrete.

Earthquake Impacts - This area is all landfill and we know what happened in 1989 when the Hyatt crashed into the lobby of the hotel. The area is sinking and no more development of this scope will only make it worse.

Scenic - Views will be obstructed of the Bay for many, many folks.

Community Character - The scale and scope of this development is not in keeping with the character for the City of Burlingame. It will only be a modern monstrosity that will deflect from the historic character of our community. Please do not approve this development. The City of Burlingame does not need this project now or ever! Thank you.

> Public comment sent via email by Robert Mead: Please do not approve this project. The city of Burlingame and surrounding areas do not have available housing for the workers that would be employed there. Furthermore, this will aggravate the traffic jams on highway 101. We already have the new 500,000 sq ft Facebook development at Coyote Point to somehow accommodate. Burlingame doesn't need this. It needs to be located in an area where reasonably priced housing can be provided and the associated traffic won't be a problem. Build some housing there instead. Thank you for listening.

> Public comment sent via email by Mark Goan: May I start off by saying I think this is a very well designed and beneficial project for the city. One concern I have that I'd like to see the EIR address is the integration of solar/renewables. Looking at the renderings I don't see any obvious solar installation. I'd like the project to possibly consider shaded solar on the parking garages such as the city of Millbrae Alexandria life sciences campus project is having installed. I feel if we are to really embrace these projects and there benefits it is only right where possible we try and offset the demand on the electricity grid. Thanks.

> *Public comment sent via email by Joan Renson: Greetings, I just want to voice my opinion on this huge proposed new building at the Bayfront at Broadway. I say "NO" to this building and I just have a few reasons: That area is already heavily congested and a mess at peak commute times, and this building will just put it over the top. The current infrastructure does not support this size of a building at this location. The Train Tracks at Broadway are a joke and already and I can't even imagine the traffic at lunch time if anyone from this building wants to go to lunch. Broadway can't take this kind of traffic, car or people. There are also multiple buildings proposed for that road down the street anyway. Burlingame is not geared for such fast big building development and we just don't want to lose our town to these big developers who don't care a less about the rest of us who have to live and get around here. If we already do not have enough water for the current population, we certainly do not have the extra water to accommodate this buildings needs not to mention the load this will put on our sewer system. Taking it down to 3 stories would be a much better idea for this location  
No, No, No, No, No and No thank you!*

> *Public comment sent via email by Athan Rebelos: As I mentioned earlier tonight, I'm excited about the new development along Bayshore Highway. My asks for this project are similar but more significant than those for item 9A. Because of its location and scale, I expect lots of engaging outdoor space. Many large-scale public arts and publicly accessible amenities for community meetings, a cafe, and a full-service restaurant - bar. This development will displace some well-known and loved Burlingame businesses, and I ask that they be provided an opportunity to reopen at this new development. This location is reachable by pedestrians and bicyclists from the Broadway Caltrain Station, the shopping and dining district, and the surrounding neighborhoods. We need attractive, pedestrian-scale lighting and wide sidewalks with shade trees along the street (uplit trees would be great). The developer should submit a proposed plan to encourage bicycles with protected bicycle facilities. Of course, I strongly encourage a method for enhanced shuttle service between the facility, the Caltrain Stations, Broadway, and Burlingame Ave. Thank you.*

> *Public comment sent via email by Nina Goodale: Thank you Commissioners for this opportunity to participate. I'm a Sierra Club Loma Prieta Chapter member involved in environmental conservation as a vital way for all to enjoy nature. It's great that the Bayfront Commercial zoning district includes as its purpose the enjoyment of nature and public access to the bay. In that regard, I'd like to note that the applicant met with a number of us some time ago and expressed a willingness to collaborate to protect the wetlands ecosystem by eliminating the bridge shown as Site Feature 4 in Volume 2 of the project design plans. Perhaps the fact that this bridge remains in the current project plans is simply an oversight. Therefore, it would be great to see this bridge eliminated as an essential environmental protection and conservation measure. Thanks again for your consideration and dedicated public service.*

> *Public comment sent via email by Zack: Hello Commissioners, I am excited about the enhancements to the bay trail. The area is already one of my favorite parts of our city and I love the new public spaces. A few things stick out about the 1200-1340 Bayshore project: Parking; 2 10-story parking garages seems excessive for how much office space there is. I'm not sure what the standard ratio is, but this is a lot of space right next to our beautiful bay trail being used for car storage. This location is very close to Broadway station, which already has a commute.org shuttle stop from Millbrae. Maybe some of the money going towards parking can instead go towards increased service for another shuttle from Millbrae? Or perhaps they can share some parking with the nearby hotels. Bay Trail Maintenance;  
More people enjoying the Bay Trail is certainly a good problem, but I think it would be a small drop in the bucket for the developer to help this financially and would go a long way for our city.  
This project specifically is right on a patch of the bay trail with a discontinuation of the trail where some improvements could be made. Jobs/Housing Imbalance: These projects are adding a lot of high-paying jobs to our area and increasing demand for housing in an area without considering how it will affect the already-worsening housing affordability crisis. I understand we can't currently build residences on east of 101, but think we need to address housing supply as we're adding demand for housing. Thank you for your time.*

Chair Gaul closed the public hearing.

*Commission Discussion/Direction:*

- > Study impacts on creek habitat, design to reflect and mitigate any impacts.
- > Regarding traffic, look at impacts on Broadway, consider connection to Bayside Park if that will just be on the surface or a pedestrian walkway/bridge and incorporate this into TIA.
- > Concerned about the water demand of the building. Study if we have adequate water allocation for a project of this size.
- > I would find it important to look into the liquefaction risk given that this is fill. I would like to know about the wind effect. These are really tall buildings, so the wind effect generally and then on the recreational area, a few people asked me specifically about the baseball field, how the wind patterns might or might not affect the baseball games or whatever is happening over there. I would also like to ask about the view corridor. The plans show view corridors as they look towards the Bay, I'm wondering, isn't there a study of the view from the Bay to the mountain and the opposite direction. So I would find that important because I think there's blockage there more than what we have now.
- > I see there's historical and cultural in the vicinity of Broadway, there was a Chinese fishing village, probably some Indian fishing villages there and there are documents from the county, if the applicant would like to have a reference. I think that would be important and perhaps something should be called out in your project if it goes ahead that these activities happened there. Additionally, there is a Hyatt theater and around, the building probably would no longer qualify as historic because it has been changed a lot but it should be looked into. It's cultural, it has the same importance as an architect, and it was an effort to bring some culture and activity to Burlingame in the Peninsula and sort of a trend of having something available to tourist from SFO and at the time we didn't have much around here in the way of restaurants and entertainment, so I would like that at least looked into.
- > I understand, we're not supposed to talk about parking but there's a crossover. There are 20 spots called out for Bay Trail visitors. I'm not understanding how the flow and everything will work. I don't want to go the wrong direction on that.
- > Shadow patterns. These are very large buildings and they are close to the trails that you are completing and so I wanted to ask what those patterns are exactly during the day?
- > I see that you're suggesting some benefits, which we're not talking about that right now, but it mentions that this is a phased project. So I'm curious with the things that you're planning, how does that work in a phased project, if it's taking three years to complete this, is there a way to phase it so we get some benefits, to have a real program in the case that this would only be partially realized. I don't know if that's right way to put it, but thank you for being patient with my questions.
- > I would like to include, if there will be piles driven on this project or how the foundation is going to be done. I remember at the Facebook project, I got comments from the neighbors businesses about how long that had been going on, so if we can look at that.
- > Gardiner: There is one thing I want to mention for the public, this will come back for design review at a later date and ultimately for action when the EIR is completed. We do want to emphasize that we're in the midst of a comment period for the EIR. That comment period ends on September 12th at 5:00 p.m. So, if people do want to submit comments related to the EIR scope, they have up until 5:00 p.m. on September 12th. Information can be found in the staff report as well as on the project page on the city's website.
- > Spansail: Director Gardiner, just to add to that, this is the comment period for the NOP, the Notice of Preparation, and there will be an additional public comment period when the draft EIR comes out.
- > Gardiner: Important to clarify that the EIR hasn't been produced yet.



# Project Application - Planning Division

**Type of Application:**  Accessory Dwelling Unit  Conditional Use/Minor Use Permit  
 Design Review  Hillside Area Construction Permit  Minor Modification  
 Special Permit  Variance  Other

**Project Address:** 1200-1340 Old Bayshore Highway **Assessor's Parcel #:** See below **Zoning:** BFC

### Project Description:

The Project would consist of three office/life science buildings totaling approximately 1.46 million gsf, two parking structures, various amenities including ~3.5 acres of public open space and sea level rise infrastructure, and 5,000 square feet of cafe/restaurant in the southernmost building, at APNs 026113470, 026113330, 026113480, 026113450, 026142110, 026142070, 026142140, 026142150, 026142160, 026142170, 026142020, 026142030, 026142180. (See supplemental environmental evaluation materials for a more detailed project description)

### Applicant

**Name:** \_\_\_\_\_  
**Address:** See attachment.  
**Phone:** \_\_\_\_\_  
**E-mail:** \_\_\_\_\_

### Property Owner

**Name:** \_\_\_\_\_  
**Address:** See attachment, applicants are the property owners.  
**Phone:** \_\_\_\_\_  
**E-mail:** \_\_\_\_\_

### Architect/Designer

**Name:** Ben K. Mickus, AIA  
**Address:** WRNS Studio  
501 2nd Street, #502  
San Francisco, CA 94107  
**Phone:** 415-510-5538  
**E-mail:** bmickus@wrnsstudio.com

**Authorization to Reproduce Project Plans:**  
 I hereby grant the City of Burlingame the authority to post plans submitted with this application on the City's website as part of the Planning approval process and waive any claims against the City arising out of or related to such action.  
 \_\_\_\_\_ (Initials of Architect/Designer)

**Burlingame Business License #:** 933301 \* Architect/Designer must have a valid Burlingame Business License.

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

**Applicant's signature:** See attachment. **Date:** \_\_\_\_\_

**Property Owner:** I am aware of the proposed application and hereby authorize the above applicant to submit this application to the Planning Division.

**Property owner's signature:** N/A **Date:** \_\_\_\_\_

**Date Application Received (staff only):** \_\_\_\_\_

August 29, 2022

Catherine Keylon, Senior Planner  
Planning Division, Community Development Department  
City of Burlingame  
501 Primrose Rd, Burlingame, CA 94010

RE: Peninsula Crossing Project – Project Application with Updated Applicant and Property Owner Information

Dear Ms. Keylon,

I am writing to update the Project Application form for the Peninsula Crossing Project located at 1200-1340 Old Bayshore Highway (the “Project”) to correct the entity names for both the owner and applicant. The Project is owned by three related but legally separate entities, and each should be identified as a co-applicant. The original application incorrectly identified DW Burlingame Venture, LLC as both the applicant and landowner. Enclosed with this letter is a completed and signed Project Application form by each owner, which we request be used to replace the original submittal. Further, as this is a clerical correction, we request that the original submittal date be retained.

If you have any questions, please feel to contact me at

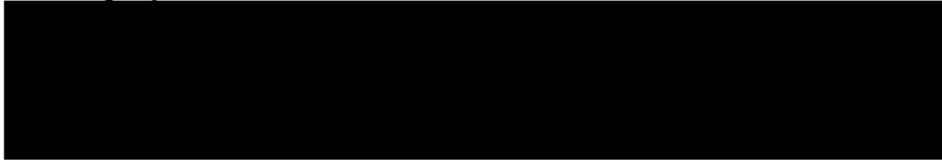
Virginia Calkins

**Project Applicants, Property Owner Information, and Signatures**

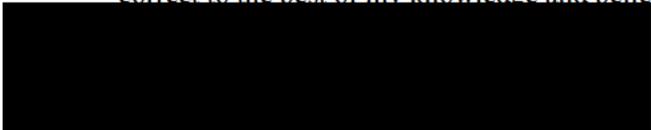
Co-Applicant and Property Owner: DW Burlingame I Owner, LLC

Property Addresses: 1288, 1290, 1300, 1308, 1310, 1338, and 1340 Old Bayshore Highway

Property APNs: 026-113-330, -450, -470, and -480 and 026-142-070 and -110.



I hereby certify under penalty of perjury that the information given in the Project Application is true and correct to the best of my knowledge and belief.



Name: Michael Carp

Co-Applicant and Property Owner: DW Burlingame II Owner, LLC:

Property Addresses: 1250 Old Bayshore Highway

Property APNs: 026-142-140 and -150



I hereby certify under penalty of perjury that the information given in the Project Application is true and correct to the best of my knowledge and belief.

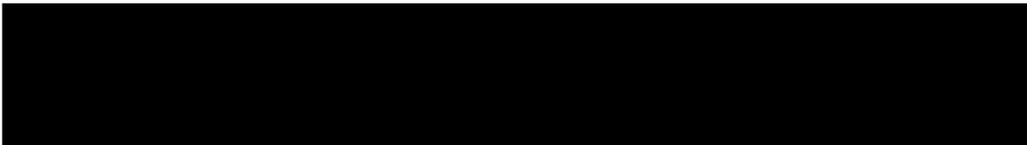


Name: Michael Carp

Co-Applicant and Property Owner: DW Burlingame III Owner, LLC:

Property Addresses: 1200 and 1240 Old Bayshore Highway

Property APNs: 026-142-020, -030, -160, -170, and -180



I hereby certify under penalty of perjury that the information given in the Project Application is true and correct to the best of my knowledge and belief.

Sign 

Name: Michael Carp



## City of Burlingame Commercial Application

1. Proposed use of the site: Commercial - Office and Research and Development and Cafe/Restaurant
2. Days and hours of operation: Primary hours of operation: Monday to Friday, 8:00am to 5:00pm
3. Number of trucks/service vehicles to be parked at site (by type): \_\_\_\_\_  
None anticipated, delivery and service trucks will use loading docks to serve building tenants.

4. Current and projected maximum number of employees (including owner) at this location:

	At Opening/Existing		In 2 Years		In 5 Years	
Hours of Operation	Before 5:00 pm	After 5:00 pm	Before 5:00 pm	After 5:00 pm	Before 5:00 pm	After 5:00 pm
<b>Weekdays</b>	1,598	0	5,163	0	5,163	0
<b>Weekends</b>	0	0	0	0	0	0

5. Current and projected maximum number of visitors/customers who may come to the site:

	At Opening/Existing		In 2 Years		In 5 Years	
Hours of Operation	Before 5:00 pm	After 5:00 pm	Before 5:00 pm	After 5:00 pm	Before 5:00 pm	After 5:00 pm
<b>Weekdays</b>	40	40	40	40	40	40
<b>Weekends</b>	40	40	40	40	40	40

6. What is the maximum number of people expected on site at any one time (include owner, employees and visitors/customers): Approximately 5,200
7. Where do/will the owner and employees park? On-site parking is provided in two parking structures.
8. Where do/will the customers/visitors park? 40 public spaces provided on-site in South Parking Garage
9. Present or most recent use of site: Commercial uses, offices, hotels, restaurants, and on-site parking.
10. List other tenants on property, their number of employees, hours of operation (attach a list if more room is needed): After demolition during Phase 1 of the Project, there will be no other tenants on the property.



## City of Burlingame Special Permit Application – Building Height

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The Planning Commission is required by law to make findings as defined by the City's Ordinance (Chapter 25.78). Your answers to the following questions can assist the Planning Commission in making the decision as to whether the findings can be made for your request. Refer to the end of this form for assistance with these questions.

**1. Explain how the proposed modification to standards respects and preserves the character of the neighborhood in which the project is located.**

The proposed project includes 5 new structures (3 office/life science buildings, 2 parking garages) and new sitework and landscaping for the entirety of the site around the buildings. The new office buildings are generally consistent with large hotels and commercial buildings in the neighborhood. They are somewhat taller than nearby structures, but their massing and scale is broken down to be similar to the frontage widths of surrounding buildings. Buildings are rotated on the site so their broad faces are perpendicular to Old Bayshore Highway, resulting in an increase in pedestrian view corridor width toward the bay, compared to existing conditions. Each of the buildings is also subdivided into several distinct massing "segments" with architectural reveals, plane changes, and balconies separating one massing segment from the next. The spacing between buildings is such that sunlight hits the ground for a substantial area between buildings for much of the year. The site design and landscaping includes a variety of public paths for both pedestrians and cyclists.

**2. Explain how the proposed modification to standards results in a project that is designed and arranged to provide adequate consideration to ensure the public health, safety, and general welfare, and to prevent adverse effects on neighboring properties.**

The project is designed to increase public health, safety and general welfare compared to the existing conditions that the project will be replacing. The project includes robust sea level infrastructure, contributing to long term flood protection and sea level rise resiliency for the community at large. The project features an extensive network of pedestrian and bicycle improvements including a new Bay Trail segment, supporting recreation and health for visitors and residents. New and improved crosswalks over Old Bayshore Highway will benefit users of the property, but also adjacent users, visitors, and the broader public. In the public health category, the project will provide a central, dedicated indoor garbage, recycling and composting facility in each building, regularly serviced by building maintenance. A comprehensive stormwater management plan will be provided as part of the project, balancing water that flows to the bay with water that flows into city infrastructure. Water and sewer services will follow all applicable codes and regulations. Any hazardous materials brought to the site as part of building operations will follow all applicable codes and regulations. For public safety, the project will include approved automatic fire sprinkler and fire alarm systems and emergency responder radio communication systems. Site lighting and site access will be dramatically improved with clear indications of pathways, directions to the bay trail, and signage throughout for intuitive wayfinding.

**3. Explain how the additional development capacity is consistent with General Plan goals and policies.**

Please see attached details on the project consistency with the General Plan.

## **1200-1340 Old Bayshore Highway – Special Use Permit, Project Consistency with the General Plan**

### Explain how the additional development capacity is consistent with General Plan goals and policies

The General Plan land use map designates the project site as Bayfront Commercial (BFC), which allows a maximum FAR of 3.0. Permitted uses in the BFC designation include restaurants, retail, and higher intensity office uses. Development in the BFC designation should prioritize public access to the waterfront. The Bayfront neighborhood covers approximately 2.5 linear miles of frontage along the Bay. It is characterized by the Bayfront, recreation and open space resources, office buildings, hotel, and restaurants that benefit from their proximity to San Francisco International Airport. The vision for the Bayfront is to be a regional recreation and business destination, with industrial and office uses as preferred uses. The Project's uses are consistent with the BFC designation, with an average FAR of approximately 2.79 across the Project site, below the allowable 3.0 in the General Plan.

The Project will make major contributions to City and regional efforts to combat sea level rise-related policies in the General Plan. The Project has been designed to account for sea level rise, consistent with policies CC-6.7, CS-5.3, HP-5.10, IF-4.3. It will maintain an adequate setback from the Bay, and building and shoreline infrastructure will have a sufficient elevation to account for future sea level rise conditions. The Project also proposes a variety of major shoreline improvements to address sea level rise and flooding both on the project site and beyond, such as enhancing the existing tidal marsh, creating a "soft" or "living" shoreline where feasible, and the construction of earthen berms, sea walls, flood walls, and riprap slopes.

The Project's office space and life science uses are designed to be world-class facilities that will help transform the Bayfront neighborhood into a business destination and economic engine, increasing the number of local jobs and the fiscal impact of new business growth. Specifically, the Project will advance economic development goals and policies, including Goal ED-1 to maintain a diversified economic base that provides a wide range of business and employment opportunities capable of ensuring a healthy and prosperous economy for generations to come. The Project will further Policy ED-1.1, which calls for the City to encourage development of new office, research, and technology spaces to diversify the types of businesses in Burlingame, specifically focusing on the Bayfront. Similarly, the Project will support Policy ED-2.10, which seeks to position the Bayfront area as a location for larger office-based and research and development businesses as a complement to the hospitality business. Consistent with Policy ED-1.6, the Project will provide numerous community benefits to the City, while also expanding the City's economic base.

The Project will construct a critical missing segment of the Bay Trail, creating continuous public access along the Bay from SFO to Redwood Shores, and will provide new and enhanced open spaces, increasing access to the Bay and recreation opportunities for all community members, consistent with Policies CC-5.4, HP-1.3, and

HP-4.12. The proposed landscaping for the Project is native, drought-resistant, climate appropriate, and sustainably designed, consistent with Policy IF-2.13. Additionally, the Project has been designed to increase the pedestrian view corridor width toward the Bay, compared to existing conditions, consistent with Policy CC-6.1 regarding ensuring that new development preserves public views to the waterfront.

The Project will include features and programs to advance the City's transportation goals and policies, including a robust TDM program and increased shuttle system consistent with Goal M-5 and Policies CC-1.5, M-1.2, M-4.7, M-5.1, and M-8.2. The project will develop local transit and bicycle connections consistent with Policy ED-2.3. The project will expand pedestrian and bicycle access to the Bayfront, including the extension of the Bay Trail, consistent with Policies CC-6.5, M-2.1, and M-14.2. The Project also proposes intersection improvements that will increase pedestrian and bicycle safety, consistent with Policy M-1.3. The project will provide wayfinding signage and support facilities for bicyclists, consistent with Policies M-3.5, M-3.6, and M-14.4. The project will provide electric vehicle parking spaces and infrastructure, consistent with Policy M-8.1.



## City of Burlingame Special Permit Application – Community Benefits

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The Planning Commission is required by law to make findings as defined by the City's Ordinance (Chapter 25.78). Your answers to the following questions can assist the Planning Commission in making the decision as to whether the findings can be made for your request. Refer to the end of this form for assistance with these questions.

**A. Explain how the value of the community benefits provided is proportional to the value derived from the additional development capacity provided in Tiers 2 and 3.**

The project includes a wide variety of community benefits including, but not limited to the following: a) Public plazas: open area for public use at the intersection of Airport Blvd. The area includes various seating options, an amphitheater, convenience outlets and water to support a wide variety of public programming; b) Park space: the project includes over 3.5 acres of public park with native species and a range of recreation options; c) off-site streetscape improvements including street trees and improved pedestrian and bicycle safety options along Old Bayshore Highway, the Bay trail, and throughout the site; d) Sea Level Rise infrastructure: the project includes 17' crest elevation berms and sea walls along the Bay and 16' crest elevation infrastructure along Easton creek, engineered to provide sea level rise protection with a 100 year time horizon.

**B. Explain how the additional development capacity will not pose adverse impacts on the public health, safety, and general welfare, nor on neighboring properties in particular.**

The project proposes a density below the allowable density in the General Plan, which included environmental evaluation of the impacts of density on neighboring properties. Furthermore, the project proposes significant improvement to transportation infrastructure including reconfiguring of lanes and modified or new signal equipment at multiple intersections; new pedestrian crosswalks; new bike lane and sidewalk along Old Bayshore Highway; a new Bay Trail for bikes and pedestrians; and many new ancillary pathways. In addition, the project's sea level rise infrastructure contribute to flood protection and resilience on a regional scale.

**C. Explain how the additional development capacity is consistent with General Plan goals and policies.**

Please see attached document regarding General Plan consistency.



# ENVIRONMENTAL INFORMATION FORM

(to be completed by applicant when Negative Declaration or Environmental Impact Report is required)

026113470, 026113330, 026113480, 026113450,  
026142110, 026142070, 026142140, 026142150,  
026142160, 026142020, 026142030, 026142180,  
026142170

## GENERAL INFORMATION

Project Address: 1200-1338 Old Bayshore Highway Assessor's Parcel Number: \_\_\_\_\_

DW Burlingame Venture, LLC

DW Burlingame Venture, LLC



Permit applications required for this project (special permit, variance, subdivision map, parcel map, condominium permit, building permit, etc.):

~~Environmental review under CEQA, Commercial Design Review, Tentative and Parcel Map, Building Permit, Special Permit (height and FAR), Master Sign Program, removal & replacement, demo, grading, & encroachment permits, Development Agreement, approval of offsite improvements~~

Related permits, applications and approvals required for this project by City, Regional, State and Federal Agencies: FAA, BCDC, SFO Airport Land Use Commission, all applicable permits related to creek and waterways including RWQCB, Army Corps of Engineers, Department of Fish and Wildlife, BAAQMD, Caltrans, ABAG

## SITE INFORMATION

Site size: 11.97 Acres and (521,468 sf) Square Feet Existing Zoning: BFC

Existing use(s) of property: Office, Retail, Restaurant, Hotel, Commercial, Vacant

Total Number of Existing Parking Spaces<sup>1</sup>: 550 Number of Compact Spaces<sup>1</sup>: 0

Number of Existing Structures and Total Square Footage of Each: 8 existing structures. See table on Page 6.

Will any structures be demolished for this project?  Yes  No

Size and use of structures to be demolished: All

Number and size of existing trees on site<sup>2</sup> 63 trees. See ENT -L-001

Will any of the existing trees be removed?  Yes  No

If Yes, list number, size and type of trees to be removed: 63 trees to be removed, 17 of which are large enough to qualify as protected. Types include red ironbark gum, bushy yate, Bailey's acacia, Ngiaio, windmill palm & others.

Are there any natural or man-made water channels which run through or adjacent to the site?

Yes  No If Yes, where? Easton Creek, between 1290 and 1300 Old Bayshore Hwy  
Unnamed remnant tidal channel at 1200 Old Bayshore Hwy

<sup>1</sup> City of Burlingame minimum standard parking space size is 9'x20'. The minimum size for compact parking spaces is 8'x17'. Refer to City of Burlingame Zoning Ordinance C.S. 25.70 for parking requirements for particular uses.

<sup>2</sup> Refer to the City of Burlingame's Urban Reforestation and Tree Protection Ordinance (C.S. 11.06) for tree removal permit and tree planting requirements.

City of Burlingame Planning Department 501 Primrose Road P(650) 558-7250 F(650) 696-3790 [www.burlingame.org](http://www.burlingame.org)

Describe in general the existing surrounding land uses to the:

North One Bay Plaza office building and associated parking lots

South Airport Boulevard and Highway 101

East San Francisco Bay

West Old Bayshore Highway and commercial and industrial development

**PROPOSED PROJECT**

Project Description:

The proposed Project includes three buildings of commercial development designed to accommodate Office / Life Science and accessory uses, loading, circulation, access components, and cafe/restaurant. Two parking structures (above and below-grade) will be integrated with the architectural and site design. The proposed site includes shoreline improvements, public open space and landscaped areas, pedestrian and bicycle infrastructure throughout, and a resilient sea level rise strategy along the shore and creek. Foundation systems will include auger cast piers.

**Residential Projects:**

Number of Dwelling Units: 0

Size of Unit(s): N/A

Household size (number of persons per unit) expected: N/A

**Commercial/Industrial Projects:**

Type and square footage of each use: Office/Life Science - 1,455,000 gsf; Cafe/restaurant - 5,000 gsf  
Structured Parking - 3525 stalls

Estimated number of employees per shift: 4,171 to 5,309

Will the project involve the use, disposal or emission of potentially hazardous materials (including petroleum products)? X Yes        No

If Yes, please describe: Use and disposal of hazardous materials during construction and during office and life sciences operation will follow industry guidelines and comply with all applicable regulations.

**Institutional Projects (public facilities, hospitals, schools):**

Major function of facility: N/A

Estimated number of employees per shift: N/A

Estimated Occupancy: N/A

**For all Projects:**

**Flood Hazard:** Is this site within a special flood hazard area? X (Partial) Yes        No

**Land Use:** If the project involves a conditional use permit, variance or rezoning application, please explain why the applications are required<sup>3</sup>: A special permit is required to allow the proposed building heights and floor area ratio (FAR).

<sup>3</sup> Please fill out and submit the appropriate application form (variance special permit, etc.)

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Building gross square footage: Existing: 119,000 gsf Proposed: 1,460,000 gsf  
Number of floors of construction: Existing: 1-3 stories Proposed: 11 stories

**Traffic/Circulation:** Standard and compact off-street parking spaces provided:

Existing: Standard 550 Proposed: Standard 3399  
Compact \_\_\_\_\_ Compact 126  
Total 550 Total 3525

**Grading:** Amount of dirt/fill material being moved (check one):

\_\_\_\_\_ 0-500 cubic yards \_\_\_\_\_ 5,000-20,000 cubic yards  
\_\_\_\_\_ 500-5,000 cubic yards  Over 20,000 cubic yards(indicate amount) 129,436

Note: If fill is being placed over existing bay fill, provide engineering reports which show the effect of the new fill on the underlying bay mud.

**Storm water runoff:** Indicate area of site to be covered with impervious surfaces (parking lot paving, etc.): 216,329 sf (less than 424,000 sf under existing conditions)

Is the area with impervious surfaces less than 200 feet away from a wetland, stream, lagoon or bay?  
 Yes \_\_\_\_\_ No

**Noise:** Describe noise sources and timing of activity generated by your project during construction: \_\_\_\_\_  
Heavy equipment (jackhammers, demo, excavators, auger drilling, concrete pumps and trucks), crane safety horns & equipment back up safety notification, Steel framing hammering & shot pins, metal cutting. No pile driving.

Noise sources generated during operation of facility: Noise generated during facility operation will be consistent with industry best practices. All noise sources will be constructed and shielded per applicable regulations.

**Vibration:** Will the proposal cause vibration that may affect adjacent properties? Describe any potential sources of vibration: No.

**Exterior Lighting:** Please describe any proposed exterior lighting of the facility<sup>4</sup>: \_\_\_\_\_  
Street lighting, site/landscape lighting, building entrance lighting, building identification/signage lighting

**Water:** Expected amount of water usage:

Domestic \_\_\_\_\_ gal/day Peak use \_\_\_\_\_ gal/min  
Commercial 186,000 gal/day Peak use 520 gal/min  
Expected fire flow demand \_\_\_\_\_ gal/min

As per the C.3 regulations set forth by the California Regional Water Quality Control Board, please respond to the following questions:

1. Would the proposed project result in an increase in pollutant discharges to receiving waters?  
No. With implementation of required C.3 stormwater treatment measures, the proposed project would treat stormwater prior to discharge, thus reducing pollutant discharges. The project would also include bioretention areas and reduce the amount of impervious surfaces from existing conditions.

<sup>4</sup> Refer to City of Burlingame Exterior Illumination Ordinance (No. 1477) regarding requirements which limit exterior illumination in both residential and commercial zones.

City of Burlingame Planning Department 501 Primrose Road P(650) 558-7250 F(650) 696-3790 [www.burlingame.org](http://www.burlingame.org)

2. Would the proposed project result in significant alteration of receiving water quality during or following construction? No. Project will implement construction best management practices from the SWPPP and post construction stormwater treatment measures so as not to impact receiving water quality.

3. Would the proposed project result in increased impervious surfaces and associated increased runoff? No. The project will decrease impervious area and implement detention measures so that runoff will not be increased.

4. Would the proposed project create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates volumes? No.

5. Would the proposed project result in increased erosion in its watershed? No. The improvements to the shoreline will reduce the chance of future erosion on the project site.

6. Is the project tributary to an already impaired water body, as listed on the Clean Water Action Section 303(d) list? If so will it result in an increase in any pollutant for which the water body is already impaired? Project is tributary to the Lower San Francisco Bay. Project will be reducing the amount of impervious areas and treating stormwater runoff from all proposed impervious areas, so increased discharge of pollutants is not expected.

7. Would the proposed project have a potential significant environmental impact on surface water quality, to marine, fresh, or wetland waters? No. Surface water quality will not be impacted compared to existing conditions since all stormwater runoff will be treated prior to discharging from site, as required by C.3 regulations.

8. Would the proposed project have a potentially significant adverse impact on ground water quality? No.

9. Will the proposed project cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses? No. Surface water and ground water will be managed and properly treated per the project SWPPP.

10. Will the project impact aquatic, wetland, or riparian habitat? Two pedestrian/bike bridges and one boardwalk will cross over aquatic, wetland and/or riparian habitats, but will be designed to span across all protected habitats without touching down within them. The project will obtain all necessary regulatory permits.

**Sewer:** Expected daily sewer discharge 177,000 gallons per day

Source of wastewater discharge on site (i.e. restrooms, restaurants, laboratory, material processing, etc.) Office/Life Science Buildings. Wastewater will be generated by restrooms and laboratories, and potentially tenant kitchens and cafeterias, and the proposed 5,000 sf of cafe/restaurant uses.

**General:**

Are the following items applicable to the project or its effects? Provide attachment to explain nature of all items checked 'yes'. Please refer to following page for explanation of all 'YES' responses below.

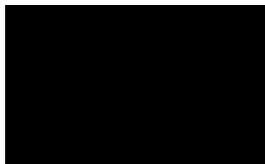
Change in existing features of any bays, tidelands, beaches, or hills, or substantial alteration of ground contours.	YES	
Change in scenic views or vistas from existing residential areas or public lands or roads.	YES	_____
Change in pattern, scale or character of general area of project.	YES	_____
Significant amounts of solid waste or litter.		NO
Change in dust, ash, smoke fumes or odors in vicinity.		NO
Change in bay, lagoon, stream, channel or groundwater quality or quantity, or alteration of existing drainage patterns.	YES	_____
Substantial change in existing noise or vibration levels in the vicinity (during construction and/or during operation).		NO
Site on filled land or on slope of 10 % or more.	YES	_____
Use or disposal of potentially hazardous materials, such as toxic substances, flammable materials or explosives.	YES	_____
Substantial change in demand for municipal services (police, fire water, sewage)		NO
Substantial increase in fossil fuel consumption (oil, natural gas, etc.).		NO
Relationship to a larger project or series of projects.		NO

**CERTIFICATION**

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Date 3/24/2022

Signature



Michael Carp

**ENVIRONMENTAL INFORMATION FORM**  
**Appendix**

from Page 2:

**Site Information**

Square Footage of Existing Structures:

<u>Address/Description</u>	<u>SF</u>	<u>Stories</u>	<u>Total SF</u>	<u>Use</u>
1338 & 1340 Bayshore Highway	11,963	1	11,963	Office
1310 Bayshore Highway	9,177	2	18,354	Mixed Restaurant/Office
1300 & 1308 Bayshore Highway	37,307	2	74,614	Mixed Restaurant/Office
1290 Bayshore Highway	9,030	2	18,060	Office
1250 Bayshore Highway	24,791	3	74,373	Hotel
1250 Bayshore Highway	7,322	1	7,322	Restaurant
1288 Bayshore Highway	1,598	1	1,598	Office
1240 Bayshore Highway	8,200	3	24,600	Office

**Explanations for 'YES' items from Page 5:**

**Change in existing features of bays, tidelands, beaches, or substantial alteration of ground contours: YES**

The project will alter ground contours, raising parts of the site and new Bay Trail as part of sea level rise and resilience strategies.

**Change in scenic views or vistas from existing residential areas or public lands or roads: YES**

Refer to sheet AS-151 in the Entitlement set for a view corridor comparison between existing and proposed. The proposed project will increase scenic vistas from Old Bayshore Highway.

**Change in pattern, scale or character of general area of project: YES** The existing site is characterized by several low-rise buildings and extensive surface parking lots, with minimal landscape area. The proposed project will have fewer, taller buildings (approx. FAR 2.50), creating views in between buildings. Parking will be consolidated in 2 above-grade structures, which will create a significant amount of site area for landscaping and public access. Increasing density for office/life science uses, while simultaneously creating more ground level open space for public use are both consistent with Burlingame policy objectives for the area as described in the General Plan and BFC Zoning Ordinance.

**Change in bay, lagoon, stream, channel or groundwater quality or quantity, or alteration of existing drainage patterns: YES**

The project will improve existing drainage patterns by reducing impervious surface area compared to existing conditions and will add bioretention areas. Furthermore, the project will comply with SWPPP requirements and C.3 regulations. Overall, the project is designed to not negatively affect water quality.

**Site on filled land or on slope of 10 % or more: YES**

Refer to preliminary geotechnical reports, which indicate the presence of fill throughout much of the site.

**Use or disposal of potentially hazardous materials: YES**

As mentioned on Page 2, hazardous materials used during construction and during office and laboratory operation will follow industry guidelines and comply with all applicable regulations.

**Additional explanations for 'NO' items from Page 5:**

**Significant amounts of solid waste or litter: NO**

The project will generate waste amounts consistent with other projects of this size and program. The project will follow applicable guidelines and regulations for waste management and reduction.



## City of Burlingame Climate Action Plan Consistency Checklist for New Development

The purpose of this Checklist is to ensure that development projects comply with Burlingame’s 2030 Climate Action Plan Update (CAP) and may be eligible for streamlining the greenhouse gas (GHG) analysis for California Environmental Quality Act (CEQA) review.

The Checklist applies to projects 10,000 sq. ft. and larger and/or six units or more. To be considered consistent with Burlingame’s CAP, projects must comply with the land use designations in Burlingame’s General Plan and implement at minimum the required CAP measures listed in the Checklist. Projects may then rely on the City’s CAP and related environmental review for the impact analysis of GHG emissions, as allowable under CEQA.

The Checklist contains measures from the CAP that pertain to new development. Each measure is noted as either required or voluntary. Required measures are mandated by local or state ordinances. The voluntary measures represent goals of the City and projects are encouraged to address them.

Proposed project that require a General Plan amendment or rezoning and/or do not address the required measures may have to prepare a project-specific GHG analysis and identify appropriate mitigation measures.

Burlingame’s Climate Action Plan: <https://www.burlingame.org/departments/sustainability/>

Burlingame’s General Plan: <https://www.burlingame.org/departments/planning/>

Burlingame’s Reach Codes: [www.burlingame.org/reachcode](http://www.burlingame.org/reachcode)

For questions regarding this Checklist or the CAP, please contact Sigalle Michael, Sustainability Coordinator at [smichael@burlingame.org](mailto:smichael@burlingame.org)

### **Contact Information**

Project Name: [1200-1340 Old Bayshore Highway](#)

Property Address: [1200-1340 Old Bayshore Highway, Burlingame, CA 94010](#)

If a consultant was used to complete this checklist, please provide their contact information:

Consultant Name & Company: [WRNS Studio, Contact: Ben Mickus](#)

Consultant Phone & Email: [415-510-5538](tel:415-510-5538) [bmickus@wrnsstudio.com](mailto:bmickus@wrnsstudio.com)

### **Project Information**

Proposed land use (residential, commercial, industrial, mixed use, or other): [Commercial](#)

Brief project description: [\(3\) Office/Life Science Buildings, 2 structured parking garages, 5+ acres of new public open space](#)

Project size (sq. ft. and/or unit size): [1,460,000 gsf](#)

Is the proposed project seeking a General Plan amendment or rezoning?  Yes  No

If yes, briefly explain why: \_\_\_\_\_

Climate Action Plan Measure	Project Compliance
<b>REQUIRED MEASURES</b>	
<p><b>Green Building Practices and Standards (CAP Measure 11):</b> Support, enforce, and expedite green building practices and standards.</p> <p>Burlingame’s reach codes:  <a href="http://www.burlingame.org/reachcode">www.burlingame.org/reachcode</a></p>	<p><b><u>Required Measure</u></b>  Does the project comply with the City’s green building requirements in the reach codes? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Will the project request any exceptions? If so, briefly explain. <b>No exceptions are necessary. See attached clarification summarizing an earlier discussion with the City confirming the project’s consistency with the reach codes.</b></p>
<p><b>Alternatively-Powered Residential Water Heaters (CAP Measure 15):</b> Support transition from traditional to solar and electrically powered water heaters.</p> <p>Burlingame’s reach codes:  <a href="http://www.burlingame.org/reachcode">www.burlingame.org/reachcode</a></p>	<p><b><u>Required Measure</u></b>  Does the project include a solar or electrically powered water heater as required in the reach code?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p><b>Solar Power (CAP Measure 14):</b> Encourage installation of photovoltaic systems.</p> <p>Burlingame’s reach codes:  <a href="http://www.burlingame.org/reachcode">www.burlingame.org/reachcode</a></p>	<p><b><u>Required Measure</u></b>  Does the project include a photovoltaic system as required by CALGreen and/or the City’s reach code?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No  <b>Per Reach Code section 110.10.a.4, only nonresidential buildings with fewer than 3 stories need to comply.</b></p>
<p><b>Electric Vehicle Infrastructure and Initiatives (CAP Measure 6):</b> Support the electric vehicle (EV) network by incentivizing use of EVs and installations of charging stations.</p> <p>Burlingame’s reach codes:  <a href="http://www.burlingame.org/reachcode">www.burlingame.org/reachcode</a></p>	<p><b><u>Required Measure</u></b>  Does the project comply with the City’s EV charging requirements in the reach code? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>List total number and type of EV chargers to be installed:  <b>353 Level-2 EVCS installed on Day-1 (10% of 3525 parking stalls on the project) . Based on 100% office occupancy.</b></p>
<p><b>Zero Waste (CAP Measure 18):</b> Reduce organic and recyclable materials going to the landfill and achieve the City’s diversion goals.</p>	<p><b><u>Required Measure</u></b>  Does the project include facilities for collecting recycling and composting?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Describe any composting and recycling strategies used in the project :  <b>Each building will include loading docks with centralized roll-off collection containers for recycling and compost.</b></p>

<p><b>Transportation Demand Management (TDM) (CAP Measure 2):</b> The City shall require new multi-unit residential developments of 10 units or more and commercial developments of 10,000 sq. ft. or more to incorporate TDM strategies that reduce trip generation rates below the standard rate published in the latest Institute of Transportation Engineers (ITE) Trip Generation Manual (10<sup>th</sup> edition), or other reputable source. TDM measures may include but are not limited to: shuttles, carpool, transit incentives, and car and/or bike share programs. Residential projects of 100 units or more and commercial projects of 100,000 sq. ft. or more shall have a designated TDM coordinator and provide a report to city staff annually on the effectiveness of the TDM plan.</p> <ul style="list-style-type: none"> <li>▪ GreenTRIP: <a href="http://www.transformca.org/landing-page/greentrip">http://www.transformca.org/landing-page/greentrip</a></li> <li>▪ City/County Association of Governments of San Mateo County, <a href="http://ccag.ca.gov/programs/transportation-programs/transportation-demand-management/">http://ccag.ca.gov/programs/transportation-programs/transportation-demand-management/</a></li> </ul> <p>City of San Francisco TDM Tool, <a href="https://sfplanning.org/resource/transportation-demand-management-tdm-tool">https://sfplanning.org/resource/transportation-demand-management-tdm-tool</a></p>	<p>1. Will the project have a TDM program that meets the 20% reduction in trip generation rates when compared to standard ITE trip generation rates?</p> <p>■ Yes <input type="checkbox"/> No</p> <p>2. Briefly describe the project’s TDM Plan: <a href="#">The TDM plan will include a range of strategies, which will be further developed in coming months. In addition, we will further refine with future tenants. The plan will include a range of strategies, including carpool ridematching, transit subsidies and passes, and a funded (free to riders) shuttle from the site to Millbrae Caltrain and BART station. The project will partner with Commute.org to ensure the shuttle operates on time intervals of 15 minutes or less during peak commute hours, ensuring convenient and free connectivity to mass transit. With further development of the TDM plan, the project is aiming to exceed the 20% reduction.</a></p>
<p><b>Parking Pricing, Parking Requirements, and Creative Parking Approaches (CAP Measure 7):</b> Implement parking reduction strategies including, but not limited to, parking lifts, shared parking, and unbundling of parking costs.</p>	<p><b><u>Required Measure</u></b> Does the project meet the parking requirements in the zoning code or TDM plan as applicable?</p> <p>■ Yes <input type="checkbox"/> No <input type="checkbox"/> NA</p> <p>Describe any parking reduction strategies used in the project: <a href="#">By including a TDM plan, the project is incorporating the allowable 20% reduction of required parking. Refer to sheet G-002 for parking ratios at each building.</a></p>
<b>VOLUNTARY MEASURES</b>	
<p><b>Peninsula Clean Energy ECO100 (CAP Measure 13):</b> Increase enrollment in PCE’s standard option, ECOplus, for 100% GHG free energy; or PCE’s premium option, ECO100 for 100% renewable energy.</p> <p><a href="https://www.peninsulacleanenergy.com/opt-up/">https://www.peninsulacleanenergy.com/opt-up/</a></p>	<p><b><u>Voluntary Measure</u></b> Will the project enroll in PCE? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p><a href="#">The project team cannot commit to this at this time, not knowing the future tenant(s) who would be responsible for enrolling and paying.</a></p> <p>Which PCE option, ECOplus or ECO100?</p>

<p><b>Complete Streets (CAP Measure 3):</b> Develop a network of complete streets that support pedestrian and bicycle accessibility.</p>	<p><b><u>Voluntary Measure</u></b>  Does the project include on-site pedestrian, transit, or cycling improvements, such as enclosed bike storage or employee showers?</p> <p>■ Yes <input type="checkbox"/> No <input type="checkbox"/> NA</p> <p>What is the project’s walkscore (<a href="http://www.walkscore.com">www.walkscore.com</a>)?  Walkscore – 42  Bikescore – 73</p> <p>Describe any pedestrian/bicycle friendly measures used in the project:  New segment of the Bay Trail, new pedestrian paths throughout the site, new bike lanes, new pedestrian and bike wayfinding signage, new public bike parking racks, new secure interior bike storage for employees, new showers for employees.</p>
<p><b>Burlingame Shuttle Service (CAP Measure 8):</b> Increase awareness and use of local shuttles.</p> <p>Burlingame shuttle map:  <a href="https://www.burlingame.org/departments/sustainability/shuttles.php">https://www.burlingame.org/departments/sustainability/shuttles.php</a></p>	<p><b><u>Voluntary Measure</u></b>  Is the project located near a shuttle station?</p> <p>■ Yes <input type="checkbox"/> No</p> <p>How will shuttle information be distributed to occupants?  The tenant companies will help distribute information to the occupants, collaborating with Commute.org.</p>
<p><b>Water Conservation for New Residential Developments (CAP Measure 17):</b> Implement water conservation elements beyond CALGreen requirements, such as efficient landscaping and Energy Star rated appliances.</p> <p>Water Conservation Resources,  <a href="https://www.burlingame.org/departments/public_works/water_conservation/index.php">https://www.burlingame.org/departments/public_works/water_conservation/index.php</a></p>	<p><b><u>Voluntary Measure</u></b>  Does the project use Energy Star® rated dishwashers and clothes washers or go beyond CALGreen?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No ■ NA</p> <p>Describe any water conservation elements in the project:  Low-flow plumbing fixtures throughout  Project-wide stormwater management program</p>
<p><b>Construction Best Management Practices (CAP Measure 10):</b> Require projects to implement the Air District’s Best Practices for Construction; and use electrically-powered construction equipment as available and feasible.</p>	<p><b><u>Voluntary Measure</u></b>  Will the project use any electric off-road construction equipment?</p> <p>■ Yes <input type="checkbox"/> No</p>

If yes, describe what electric construction equipment will be used: [Man lifts and tower cranes will be electric. Gator vehicles will be electric.](#)

**Increase the Public Tree Population (CAP Measure 20):**  
Increase the number of trees in Burlingame.

**Voluntary Measure**  
Will the project be adding new trees?  Yes  No  NA  
  
How many trees will be planted in the public right-of-way (like sidewalks)?  
[26 trees in the public right-of-way.](#)  
How many trees will be planted on private property?  
[236 trees on private property.](#)

City of Burlingame ♦ Community Development Department ♦ 501 Primrose Road ♦ P (650) 558-7250 ♦ [www.burlingame.org](http://www.burlingame.org)



## City of Burlingame Pre-Application Development Agreement Form

A pre-application Planning Commission study session is required for all proposed Development Agreements (Burlingame Municipal Code Section 25.104.040). The information requested on this form will help facilitate the processing of a Pre-Application for Development Agreement.

Please indicate which of following will function as the contact person for the Pre-Application:

(Select Only One):  Applicant/Developer  Property Owner

**Applicant/Developer Name** See Attachment A. Note, property owners are also project applicants.

Company/Firm \_\_\_\_\_

Address \_\_\_\_\_ Unit/Space Number \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Email \_\_\_\_\_ Phone \_\_\_\_\_

**Property Owner Name** <sup>1</sup> See Attachment A.

Company/Firm \_\_\_\_\_

Address \_\_\_\_\_ Unit/Space Number \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Email \_\_\_\_\_ Phone \_\_\_\_\_

If the property is owned by more than one person, attach a separate page that references the application case number and lists the names, mailing addresses, and phone numbers of all persons having an interest in the real property or properties involved in this application.

<sup>1</sup> *Property owner must sign the "Owner Certification" on page 4.*

**Date Pre-Application Received (staff only):** \_\_\_\_\_

City of Burlingame ■ Pre-Application Development Agreement Form

**PROPERTY INFORMATION**

Property Address/Location: 1200, 1240, 1250, 1288, 1290, 1300, 1308, 1310, 1338, and 1340 Old Bayshore Highway

Assessor's Parcel Number(s): APNs 026-113-330, -450, -470, and -480 and 026-142-020, -030, -070, -110, -140, -150 -160, -170, and -180

Property Gross Acreage/Net Acreage: 12 acres

Current General Plan & Zoning Designation:

General Plan: Bayfront Commercial; Zoning: Bayfront Commercial Zoning District

**PROJECT INFORMATION**

1. Provide project title (if applicable) and identify the type and size of development that would be covered and the requested duration of the Development Agreement.

Project title: Peninsula Crossing Project.

The project proposes to construct three office and research and development buildings totaling approximately 1.42 million gross square feet and two parking structures with a total of 3,425 parking stalls. The project includes 5,000 total sq. ft. of cafe/restaurant use that would be divided between two of the office and research and development buildings. The project would also construct off-site improvements, sea level rise infrastructure, a segment of Bay Trail, and provide approximately 237,751 sq. ft. of landscaped area and open space.

The requested term for the Development Agreement is 20 years subject to the following proposed milestones: an initial 5 year extension at the end of year 10 if the first building is substantially completed along with certain community benefits; and a second 5 year extension at the end of year 15 if the second building is substantially completed along with community benefits related to that building.

2. Identify related projects filed in conjunction with this request (Is this part of a larger project?).

N/A.

*City of Burlingame ■ Pre-Application Development Agreement Form*

3. Describe how the Development Agreement is consistent with the objectives, policies, general land uses and programs specified in the General Plan.

See Attachment B.

4. Describe how the Development Agreement is consistent with the zoning and land use regulations applicable to the property.

See Attachment B.

5. Identify the public benefit that will result in excess of what can be obtained under existing policies and regulations.

See Attachment B.

6. Please attached any documents that you feel are necessary to support your request for a Development Agreement.

*City of Burlingame ■ Pre-Application Development Agreement Form*

**OWNER CERTIFICATION**

I CERTIFY UNDER THE PENALTY OF THE LAWS OF THE STATE OF CALIFORNIA THAT I AM THE PROPERTY OWNER OF THE PROPERTY THAT IS THE SUBJECT MATTER OF THIS APPLICATION AND THAT THE INFORMATION PROVIDED ABOVE IS CORRECT.

See Attachment A.

\_\_\_\_\_  
Printed Name of Owner

\_\_\_\_\_  
Signature of Owner

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name of Owner

\_\_\_\_\_  
Signature of Owner

\_\_\_\_\_  
Date

If the property is owned by a Corporation, Partnership, or Limited Liability Company (“LLC”), provide documentation that the individual signing is authorized to sign on behalf of the Corporation, Partnership, or LLC.

Written authorization from the legal property owner is required. An authorized agent for the owner must attach a notarized letter of authorization from the legal property owner.

If the property is owned by more than one person, attach a separate page that lists the names, mailing addresses, and phone numbers of all persons having an interest in the real property or properties involved in this application.

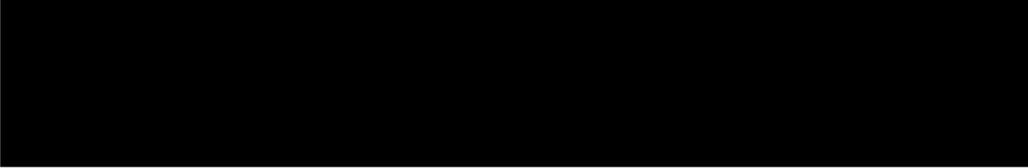
**Attachment A**

**Applicants, Property Owner Information, and Owner Certification**

Co-Applicant and Property Owner: DW Burlingame I Owner, LLC

Property Addresses: 1288, 1290, 1300, 1308, 1310, 1338, and 1340 Old Bayshore Highway

Property APNs: 026-113-330, -450, -470, and -480 and 026-142-070 and -110.



I certify under the penalty of the laws of the State of California that I am the property owner of the property that is the subject matter of this application and that the information provided above is correct.

DW Burlingame I Owner, LLC,

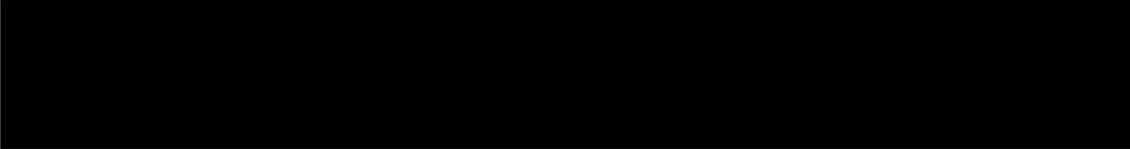
Signature: \_\_\_\_\_

Name: Michael Carp

Co-Applicant and Property Owner: DW Burlingame II Owner, LLC:

Property Addresses: 1250 Old Bayshore Highway

Property APNs: 026-142-140 and -150



I certify under the penalty of the laws of the State of California that I am the property owner of the property that is the subject matter of this application and that the information provided above is correct.

DW Burlingame II Owner, LLC,

Signature: \_\_\_\_\_

Name: Michael Carp

Co-Applicant and Property Owner: DW Burlingame III Owner, LLC:

Property Addresses: 1200 and 1240 Old Bayshore Highway

Property APNs: 026-142-020, -030, -160, -170, and -180



I certify under the penalty of the laws of the State of California that I am the property owner of the property that is the subject matter of this application and that the information provided above is correct.

DW Burlingame III Owner, LLC,

Signature: \_\_\_\_\_

Name: Michael Carp

## Attachment B Development Agreement Pre-Application Form – Questions 3, 4, and 5

### 3. Describe how the Development Agreement is consistent with the objectives, policies, general land uses and programs specified in the General Plan.

The Development Agreement (the “DA”) will help to achieve a number of the City’s General Plan principles, goals, and objectives. In particular, the DA would advance the following General Plan Principles:

- Principle 1: Balanced and Smart Growth. The DA would facilitate development of an innovative and vibrant office and research and development (“R&D”) campus in the Bayfront neighborhood east of Highway 101 in an area with existing physical and community infrastructure that would be enhanced by the project.
- Principle 3: Connectivity. The DA would support the construction of the project’s Bay Trail segment, connecting paths, and other multimodal and traffic improvements that would improve both pedestrian and vehicle connections within the Bayfront neighborhood and to the rest of the City. The DA would also provide funding for the Commute.org shuttle with a stop adjacent to the project site to improve first-mile and last-mile connections to and from transit stations.
- Principle 4: Economic Diversity and Vitality. The DA advances the City’s goal of accommodating a mix of businesses to maintain a stable tax base and revenue stream for the City. The project would attract both regional and national businesses in the fields of life sciences, biotechnology, and other industries.
- Principle 5: Healthy People, Healthy Places. The DA would facilitate the construction of publicly accessible parks and plazas, the Bay Trail segment, and other recreation areas while also preserving natural resources along the Bay and Easton Creek.

Further, the Peninsula Crossing project is consistent with the General Plan’s land use designation for the project site, which is Bayfront Commercial. High-intensity office and life science uses are allowed within the Bayfront Commercial designation, and development should prioritize public access to the waterfront. The DA is an important vehicle for achieving this public access by ensuring early delivery of the Bay Trail and a number of outdoor amenities along the Bayfront.

The DA would also advance the City’s vision for the Bayfront neighborhood as both a regional business and recreation destination with enhanced parks, natural open spaces, and other recreational amenities. The DA would ensure the project’s various components are constructed as proposed, many of which satisfy the City’s objectives for the Bayfront neighborhood, including (1) ensuring that new development preserves public views to the waterfront (CC-6.1: View Preservation); (2) encouraging high-quality infill development on surface parking lots (CC-6.3: Infill Development); (3) improving pedestrian and bicycle access to the Bayfront across Highway 101 and along the Bay Trail (CC-6.5: Pedestrian and Bicycle Access); and (4) requiring new development along the Bayfront to address sea level rise (CC-6.7: Sea Level Rise). The project’s proposed sea level rise infrastructure is also consistent with the City’s overall goal of protecting vulnerable areas and critical infrastructure from sea level rise (Goal

CS-5) and objective CS-5.3, which calls for continuing to require development that is susceptible to sea level rise to have appropriate building setback and elevation requirements.

The DA would also advance important City economic development objectives such as encouraging development of new office and research and technology spaces with a focus on the Bayfront neighborhood (ED-1.1: Diverse Building Types and Sizes) and positioning the Bayfront as a location for larger office and R&D businesses to complement hospitality businesses (ED-2.10: Bayfront Office and Research and Development).

The DA would also be consistent with the General Plan's mobility objectives, specifically enhancing pedestrian and bicycle access to the Bayfront (M-2.1: Pedestrian Amenities and Access), constructing complete street improvements for Old Bayshore Highway (M-14.1: Old Bayshore Highway and Airport Boulevard), and constructing multimodal paths to complete gaps in the Bay Trail (M-14.2: Bay Trail). The project's construction of a new, 1,475-foot Bay Trail segment would connect the current dead-ends in the trail on either side of the project site, completing the Bay Trail from SFO to Redwood Shores, thereby advancing City objective HP-4.11: San Francisco Bay Trail and Bayfront, which calls for working with private property owners to close gaps in the Bay Trail and improving public access and recreation opportunities along the Bayfront.

The DA would also advance the General Plan's sustainability objectives, including CC-1.2: Mixed Use, Transit-Oriented Infill Development, CC-1.3: Walkable Streets and Neighborhoods, CC-1.5: Transportation Demand Management, and CC-1.14: Bird-friendly Design. The project is located on an infill site and near transit, and as noted above, would construct a number of pedestrian and multimodal improvements to improve pedestrian travel in the vicinity of the project site. The project would also contribute to the Commute.org shuttle program, proposes a robust TDM program, and incorporates bird-safe measures into building designs. The DA would ensure that the project would implement and, in many instances, surpass these General Plan sustainability objectives.

#### **4. Describe how the Development Agreement is consistent with the zoning and land use regulations applicable to the property.**

The project site is zoned Bayfront Commercial Zoning ("BFC") District. The purpose of the BFC District is to provide opportunities for office and R&D uses with an emphasis on prioritizing views of, and public access to, the Bayfront where residents, employees, and visitors can work, shop, eat, bike and walk, and enjoy nature. The DA would advance this purpose by facilitating the development of a premier office and R&D campus that includes constructing a segment of the Bay Trail and multiple access paths and points to the Bay Trail and Bayfront. Other amenities would also enhance public access to the waterfront and include a natural playground, shoreline discovery area, outdoor fitness area, public restrooms, bike parking, and a bike repair kiosk and share station. The project would also include at least 5,000 sq. ft. of café/restaurant use open to the public. The DA would provide assurances to the City that these amenities, which advance the purpose of the BFC District, are developed as part of the project. In order to prioritize Bayfront views, the project's buildings are strategically sited to provide view corridors to the Bay. The DA is also consistent with the BFC District because the project is

designed to be consistent with applicable BFC District land use regulations and development standards without any exceptions or variances, and the DA would ensure that the community benefits being offered to qualify for Tier 3 development standards would be provided.

**5. Identify the public benefit that will result in excess of what can be obtained under existing policies and regulations.**

As shown in the accompanying Matrix of Community Benefits (**Exhibit 1**) and Community Benefits Summary (**Exhibit 2**), the project will provide numerous public benefits materially in excess of what otherwise would be required under existing policies and regulations. The Project will deliver, in a thoughtful and cohesive Master Plan, a valuable component of the City's Bayfront vision by improving more than 12 acres of significantly underutilized land with resilient new sea level rise protection and integrated Bay Trail connectivity where none currently exists, made possible by world-class office and R&D facilities designed to attract high-growth biotechnology companies and similar businesses hoping to thrive in the City. The project will greatly enhance the region's Bayfront experience by creating more than five acres, over 40% of the entire project site area, of publicly accessible plazas and park space and constructing, with its first phase, 1,475 feet of connected Bay Trail plus hundreds of feet of new public access paths from Old Bayshore Highway. Other public amenities which emphasize access to the Bayfront include a natural playground, shoreline discovery area, outdoor fitness area, public restrooms, bike parking, and a bike repair kiosk and share station. By embracing the City's vision for long-term community resiliency, the project will further ensure these valuable new public assets are protected by robust sea level rise infrastructure which meaningfully exceeds current requirements, and will serve as an early exemplar of the City's forward-planning.

In addition to the DA, the project is requesting a special permit for Tier 3 Development Standards. Tier 3 projects must satisfy at least three of the thirteen Community Benefits categories listed under City Code Section 25.12.040(C), and as indicated in the accompanying exhibits, the project is satisfying no fewer than ten of these categories. In addition to the referenced public plazas, publicly accessible park spaces, recreational amenities, master-planned Bay Trail (plus connecting paths), and above-code sea level rise infrastructure in their respective categories, the Project will provide Community Benefits in: Cultural Arts and Community Spaces; Off-site Streetscape Improvements; Land Dedication for Community Facilities; Habitat Restoration; and Climate Change measures. By striving to satisfy more than the minimum three Community Benefit categories, the project proposes to provide a greater positive contribution to the City and the region upon completion of this thoughtfully integrated master-planned project, and in exchange is requesting a DA to ensure the project's successful creation and maintenance over time. The City has a right to expect, and the project is prepared to deliver, a cohesive project under a DA that is both comprehensive and beneficial for all parties involved.

**Exhibit 1**  
**Peninsula Crossings – Matrix of Community Benefits**

Community Benefit Category from Municipal Code (25.12.040)	Description of Community Benefit in Project	Meets BMC Requirement?
<p>1. Public Plazas. The project includes public plaza(s) that comply with this subsection.</p> <p>a. The minimum area of any public plaza shall be 5,000 square feet and shall be measured as one single open space.</p> <p>b. The public plaza shall be owned, operated, and maintained by the developer or property manager in accordance with an approved maintenance plan to be reviewed and approved by the Community Development Director.</p> <p>c. Each part of the public plaza shall be accessible from other parts of the open space without leaving the open space area.</p> <p>d. The public plaza shall be on the ground level and directly accessible from the sidewalk and be accessible to persons with disabilities.</p> <p>e. The public plaza shall be open to the public, without charge, each day of the year, except for temporary closures for necessary maintenance or public safety.</p> <p>f. At a minimum, the following elements shall be included: trees and landscaping, seating, bicycle racks, trash and recycling receptacles, and signage that include hours of operation.</p>	<ul style="list-style-type: none"> <li>• Plaza at corner of Airport Boulevard and Old Bayshore Highway approx. 7,800 sf, exceeding 5,000 sf minimum.</li> <li>• Plaza at the intersection also includes lighting, curb cut access for food trucks, electrical hook-ups, and water connections, all designed to support a variety of events.</li> <li>• Bay overlooks, designed to bring people close to the Bay to enjoy views and breezes. Two overlooks each have seating, trash receptacles, lighting for safety, and other features to support diverse user groups.</li> </ul>	<p>Yes</p>
<p>2. Publicly Accessible Park Space. The project provides a contribution towards the provision of public parks in the BFC or I-I zones as applicable. Contribution can be in the form of dedication of land, provisions of improvements, or payment of fee in excess of that under Chapter 25.46 (Public Facilities Impact Fees).</p>	<ul style="list-style-type: none"> <li>• Generous public open space (approx. 5 ½ acres), which is made possible by strategy of maximizing below grade and structured parking</li> <li>• Nature playground / discovery area for children **</li> <li>• Shoreline exploration and gravel beach area</li> <li>• Outdoor Fitness Area</li> <li>• Public open space amenities include: <ul style="list-style-type: none"> <li>○ Public restrooms</li> <li>○ Public seating</li> <li>○ Wayfinding signage</li> <li>○ Over 200 new trees on site</li> <li>○ Public bike parking (Over 100 spaces, far exceeding code requirement)</li> <li>○ Public bike share</li> <li>○ Public bike repair kiosk</li> <li>○ Drinking fountains</li> <li>○ Blue phones</li> </ul> </li> </ul>	<p>Yes</p>
<p>4. Cultural Arts and Community Events Spaces. The project includes space for visual arts, performing arts, community events, and other activities that support arts and culture.</p>	<ul style="list-style-type: none"> <li>• South Wetland amphitheater with natural boulder seating for public events &amp; everyday use</li> </ul>	<p>Yes</p>

Community Benefit Category from Municipal Code (25.12.040)	Description of Community Benefit in Project	Meets BMC Requirement?
	<ul style="list-style-type: none"> <li>• Picnic plaza / event lawn</li> <li>• Public restaurants</li> <li>• Airplane viewing platform</li> <li>• Public art</li> <li>• Interpretive/Educational signage</li> <li>• Event infrastructure at gathering area near wetland and at picnic lawn (electrical/AV support; lighting; water hook-ups)</li> </ul>	
<p>5. Off-Site Streetscape Improvements. The project includes off-site streetscape improvements and amenities; these provisions do not include improvements along the frontage of a development site that would normally be required. Examples of amenities include:</p> <ol style="list-style-type: none"> <li>a. Enhanced pedestrian and bicycle-oriented streetscapes.</li> <li>b. Protected bicycle lanes and pedestrian pathways, improved bicycle and pedestrian crossings/signals, bicycle racks/shelters.</li> <li>c. New pedestrian and bicycle connections to transit facilities, neighborhoods, trails, commercial areas, etc.</li> <li>d. Removal of existing pedestrian and bicycle barriers (e.g., dead-ends and cul-de-sacs).</li> <li>e. Upgrading traffic signals to enhance pedestrian and bicycle safety.</li> <li>f. Monetary contribution to streetscape projects within the BFC and/or I-I Districts.</li> </ol>	<p>Improvements in line with aspects of the Old Bayshore Highway vision plan, exceeding current code minimum requirements, including:</p> <ul style="list-style-type: none"> <li>• Redesigned intersection (off ramp of 101) to improve throughput and safety</li> <li>• New intersection (entrance to north parking garage) reducing the overall number of curb cuts along Old Bayshore highway, increasing safety throughout. New layout also improves access to adjacent hotel</li> <li>• High-visibility crosswalks, including to access adjacent public transit stops</li> <li>• Airport Blvd Intersection Improvements including optimized timing</li> <li>• Resurfaced roadways</li> <li>• Protected Bike Lane along length of project frontage on Old Bayshore Highway</li> <li>• Pedestrian Streetlighting</li> <li>• Broad public sidewalks and planter strips, enabled by public access easements</li> </ul>	Yes
<p>7. Land Dedication for Community Facilities. Land dedication to accommodate community facilities such as public safety or educational facilities.</p>	<p>Items listed with ** indicate where a public access easement will be dedicated to the City to guarantee public access to these new community facilities. These land dedications include:</p> <ul style="list-style-type: none"> <li>• Bay Trail</li> <li>• Bay Trail access paths</li> <li>• Nature play / discovery area</li> <li>• Layby drop-offs</li> <li>• Bay Trail public parking</li> </ul>	Yes

Community Benefit Category from Municipal Code (25.12.040)	Description of Community Benefit in Project	Meets BMC Requirement?
<p>8. Habitat Restoration. The project incorporates habitat restoration features at appropriate locations.</p>	<ul style="list-style-type: none"> <li>• Establish native habitat along Easton Creek, including at the mouth of the creek, determined to be particularly valuable for native species</li> <li>• Establish native habitat at the South Wetland</li> <li>• Bird-safe facade design, exceeding City code requirement.</li> <li>• Dark Sky lighting design</li> </ul>	<p>Yes</p>
<p>11. Climate Change Measures. Additional measures incorporated physically or operationally into the project that contribute significantly to reduction of its carbon footprint and/or provide resilience to sea level rise and storms.</p>	<ul style="list-style-type: none"> <li>• LEED Gold target; project includes diverse sustainability focused features including robust bicycle facilities, heat island reduction, rainwater management, enhanced commissioning, building product disclosures, enhanced indoor air quality, low-emitting materials, and indoor water use reduction, among others.</li> <li>• (Note that building is also designed with all-electric heating &amp; cooling, which results in 73% reduction in GHG emissions relative to gas equivalent)</li> </ul>	<p>Yes</p>
<p>12. Sea Level Rise Infrastructure. For properties with frontage on San Francisco Bay, Anza Lagoon, Burlingame Lagoon, the Bay Front Channel, and creeks within the Sea Level Rise Overlay Area indicated on the current Map of Future Conditions (Map) described in Section 25.12.050.B, the project includes substantial sea level rise infrastructure meeting the requirements of Section 25.12.050.I.</p>	<p>The Project's sea level rise infrastructure will exceed the requirements of Section 25.12.050.I, providing both the Project and the community with state of the art protection from rising seas. The following are some ways that the sea level rise infrastructure will exceed City requirements:</p> <ul style="list-style-type: none"> <li>• Raised grade will exceed City standards such that FEMA will certify that the entire site is no longer in the flood plain</li> <li>• Code requires building entries at El. 13' vs. Project providing entries at El. 16'</li> <li>• Code requires minimum necessary width to achieve shoreline protection at El. 17' vs. Project providing 300' section at El. 17', which means that shoreline infrastructure is less subject to failure or maintenance issues</li> <li>• Public open space is also protected from flooding by being raised to El. 17', i.e., open space is treated as</li> </ul>	<p>Yes</p>

Community Benefit Category from Municipal Code (25.12.040)	Description of Community Benefit in Project	Meets BMC Requirement?
	<p>worthy of being protected, just like a building</p> <ul style="list-style-type: none"> <li>• Area subject to below grade earthquake settlement protection is extended from just the building footprints to include the Bay Trail and the open space, i.e., a larger area Day-1 seismically stabilized shoreline infrastructure to 17'</li> <li>• Creek flood protection infrastructure to 16'</li> <li>• Erosion protection up to 14'</li> <li>• Flexible shoreline infrastructure consisting of supported earthen berms and not reliant on vertical flood walls allows for future adaptation</li> </ul>	
<p>13. Flexible Significant Community Benefit. Other currently undefined community benefits that are significant and substantially beyond normal requirements. Examples include funding for City programs such as contribution to business improvement programs, community-serving transportation services, or subsidy of retail facilities that would be beneficial to the community but not otherwise commercially viable.</p>	<ul style="list-style-type: none"> <li>• Bay Trail: <ul style="list-style-type: none"> <li>○ Fully connected Bay Trail across the entire site, with access provided upon completion of first phase, earlier than could otherwise be required **</li> <li>○ Bike/Ped bridge over Easton Creek to enhance Bay Trail experience</li> <li>○ Extensive access paths to Bay Trail **</li> <li>○ 40 parking spaces dedicated for Bay Trail and public retail users</li> </ul> </li> <li>• Commute.org shuttle funded at frequent increment</li> <li>• Layby drop-offs **</li> <li>• Purple piping for irrigation</li> </ul>	<p>Yes</p>

# Peninsula Crossing

Community Benefits Summary

January, 2023

WRNSSTUDIO 

## Community Benefits: Overview

Public Plaza

Public Parks

Cultural, Art & Events

Off-Site Streetscape &  
Infrastructure

Flexible Significant &  
Bay Trail

Sea Level Rise  
Infrastructure

Habitat Restoration

Climate Change

Land Dedication

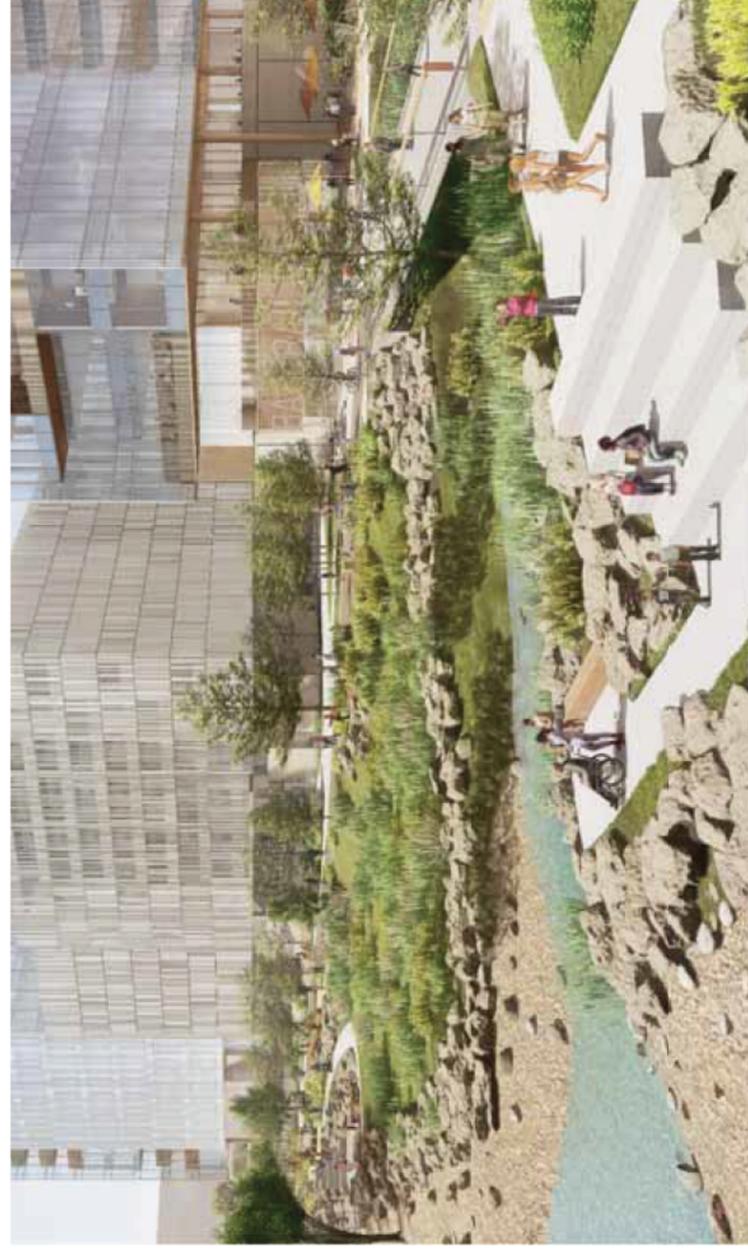
# PUBLIC PLAZA | SOUTH GATEWAY PLAZA & BAY OVERLOOKS

The proposed site plan includes a publicly accessible Plaza with views to the Bay, opportunities to sit and gather, and space and infrastructure to support market tents and food trucks. The plaza includes:

- Public Plaza of approximately 7,800 SF
- Public Plaza accessible from the public sidewalk and the Bay Trail
- Generous public seating areas
- Curb cut for event vehicle access
- Lighting throughout the Plaza and landscape spaces, including feature lighting in the Plaza
- Drought-tolerant native and climate-adapted planting.
- Shade trees at Plaza and seating areas
- Electrical service for markets, food trucks and small events
- Bay overlooks, designed to bring people close to the Bay to enjoy views and breezes. Two overlooks each have seating, trash receptacles, lighting for safety, and other features to support diverse user groups.

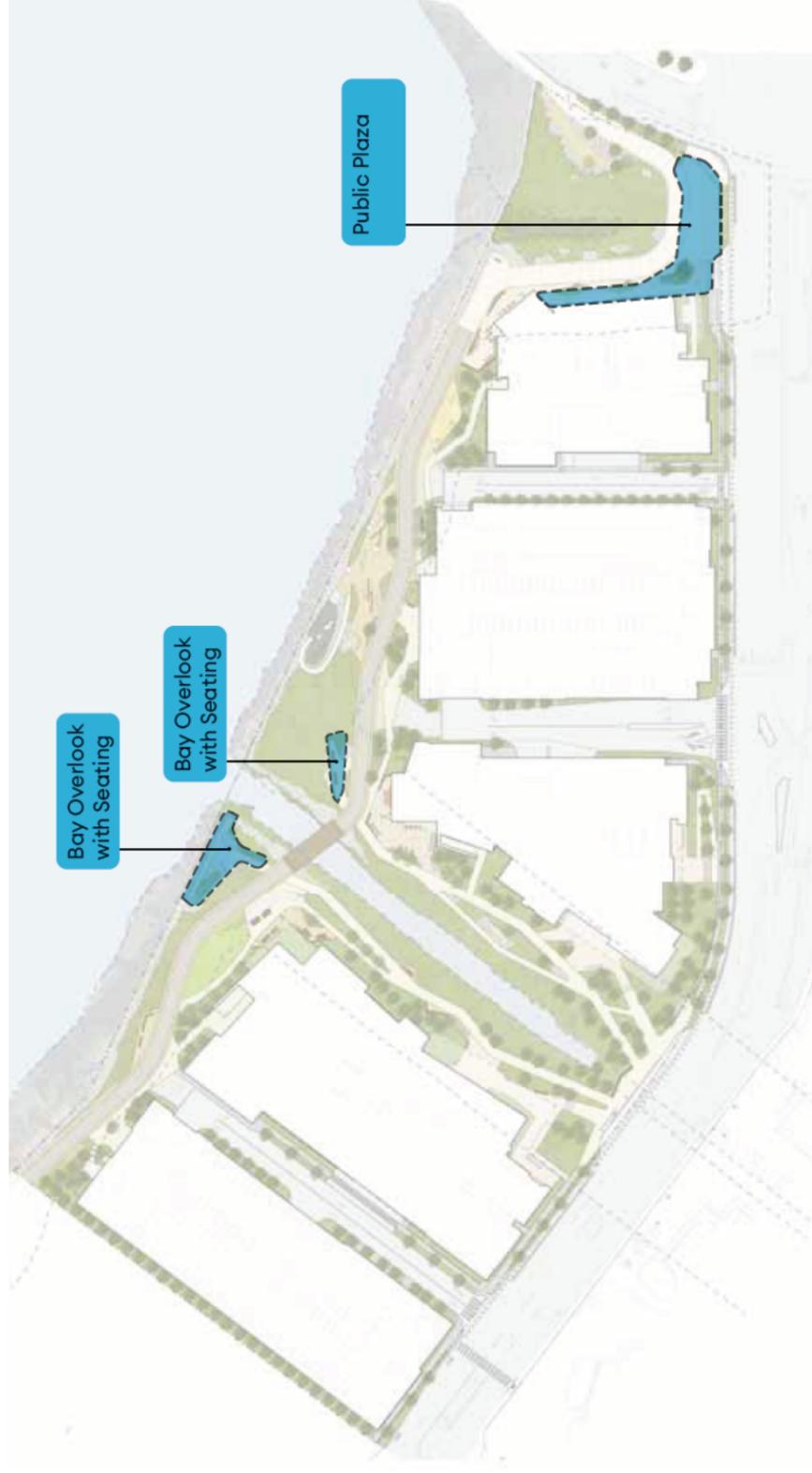


View of South Plaza with event



View of Bay Overlook where Easton Creek meets the Bay

Peninsula Crossing



Site Plan - South Wetland Plaza

## PUBLIC PARKS | PUBLIC OPEN SPACE AND AMENITIES

The proposed plan includes 5-1/2 acres of contiguous public open space along the Bay shore and Easton Creek with a diverse array of uses and amenities. Features of the public open space include:

- Generous public open space , made possible by strategy of maximizing below grade and structured parking public seating
- Nature discovery & playground area with seating & play surface
- Shoreline exploration and gravel “beach” area
- Outdoor fitness area
- Over 200 new trees
- Public restrooms
- Public Seating
- Wayfinding Signage
- Over 100 Public bike parking spaces
- Public bike share station
- Public bike repair kiosk
- Drinking fountains
- Blue phones at public garage entries



View of natural play area and Bay Trail



View of outdoor fitness area along Bay Trail



Site Plan - Public Open Space Area

# CULTURAL, ART & EVENTS | SOUTH WETLAND AMPHITHEATER & NORTH PICNIC/EVENT LAWN

The proposed project includes gathering spaces that will support community events, performing arts, and casual everyday use.

- At the south wetland area a performance and gathering space of approximately 2500 sf includes the following features:
- Stepped terrace seating area overlooking the wetland and Bay
  - Open area in front of seating area that will support performances, outdoor educational activities, wildlife-watching, and casual gatherings
  - Infrastructure (electric, AV, water hook-ups) for small events
  - Interpretive signage
  - Trees, landscaping, seating, and trash and recycling receptacles

North of Easton Creek, the Picnic Plaza area includes:

- Public picnic tables and seating
- Flexible lawn space for small events and gatherings
- Terraced bleacher-style seating area with Bay views
- Trees, landscaping, seating, and trash and recycling receptacles
- Infrastructure (electric, AV, water hook-ups) for small events



View of gathering space and performance area at south wetland and plaza area



View of public picnic plaza, gathering space, and event lawn



Site plan showing location of performance area and community gathering spaces

## CULTURAL, ART & EVENTS | PUBLIC RESTAURANTS

The proposed project includes two public-serving restaurants, one located in the South Building adjacent to the South Wetland, and the other located in the Center Building adjacent to Easton Creek. Both restaurants include the following features:

- Indoor and outdoor dining options, with a design that promotes indoor and outdoor connectivity
- Seating plazas situated between the restaurants and the Bay Trail
- Public seating available for visitors not dining in the restaurant
- Large-scale signage integrated with the building facades for easy wayfinding
- Additional restrooms available inside each restaurant
- Kitchen exhaust and grease waste systems built into the core-shell building design to reduce tenant fit-out cost & complexity



Public restaurant along the south wetland adjacent to the Bay Trail

Peninsula Crossing



Public restaurant along Easton Creek, accessible from the Bay Trail and the Easton Creek paths



Site Plan - Restaurants at Easton Creek and the south wetland

WRNSSTUDIO CMG

## CULTURAL, ART & EVENTS | AIRPLANE VIEWING PLATFORM

The proposed project includes an Airplane Viewing Platform as a family and community-focused amenity on the top level of the South Parking Structure. The viewing platform includes the following features:

- Convenient access directly from the public parking spaces, also located in the same South Parking Structure
- Signage and wayfinding leading visitors from their ground level arrival to the elevators and to the roof level viewing area
- The viewing platform contains multiple seating configurations for visitors of diverse ages and abilities
- Interpretive signage along the guardrail focused on aviation and Bay Area landmarks visible from the platform
- Binocular viewers for close-up viewing of airplanes and the surrounding shoreline



Airplane viewing platform looking southeast



Airplane viewing platform looking north towards SFO



Site Plan - Viewing platform on top level of South Parking Structure

# CULTURAL, ART & EVENTS | PUBLIC ART AND INTERPRETIVE SIGNAGE

The proposed project includes plans for interpretive signage and public art that will enrich understanding of local history, ecology, and culture. The public art and interpretive signage program will include:

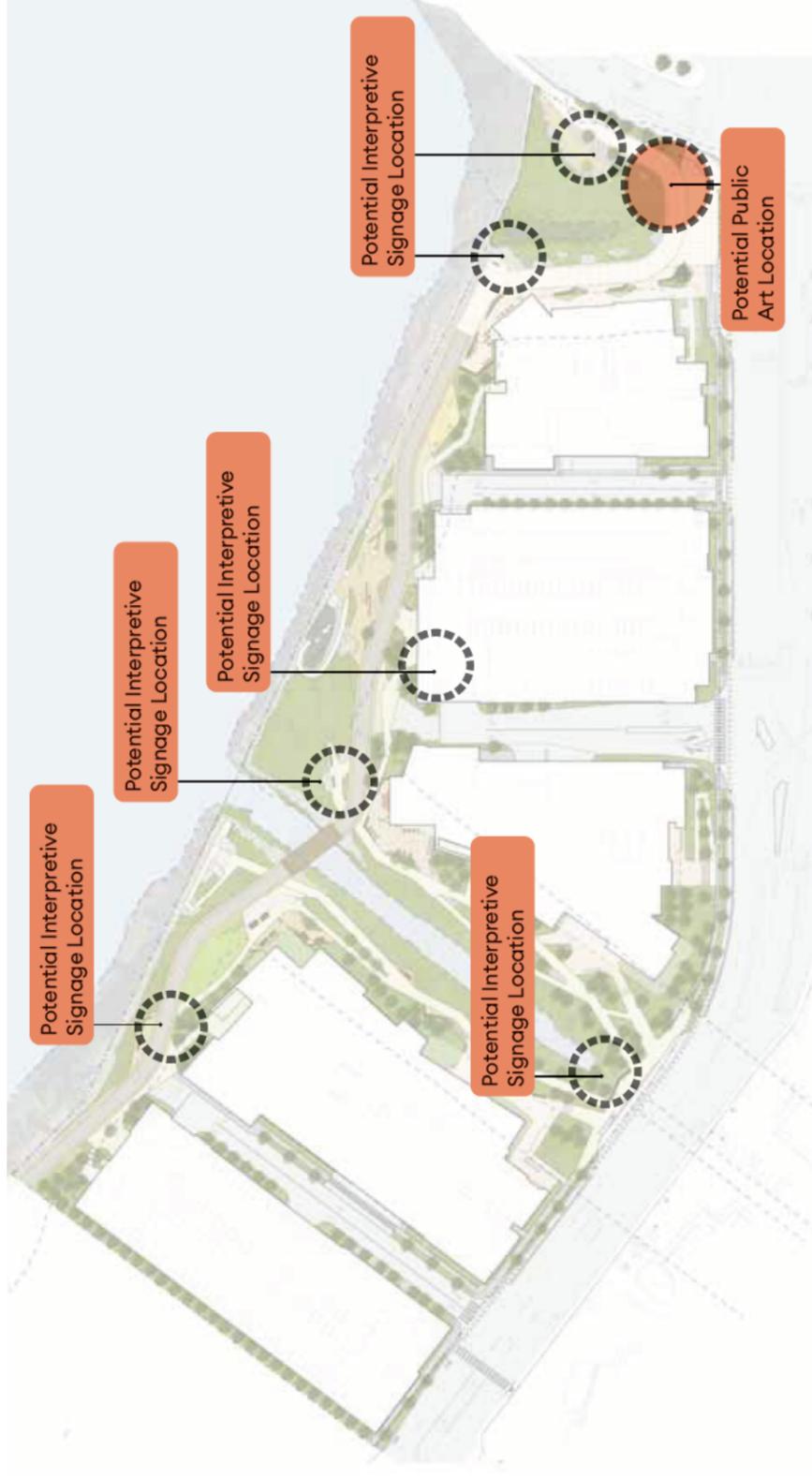
- Prominent public art highlighting key public open space and integrated into landscape design
- Interpretive/educational signage, distributed throughout the site, focused on Bay and wetland ecology, site history, and/or local culture



Public art examples



Interpretive signage examples

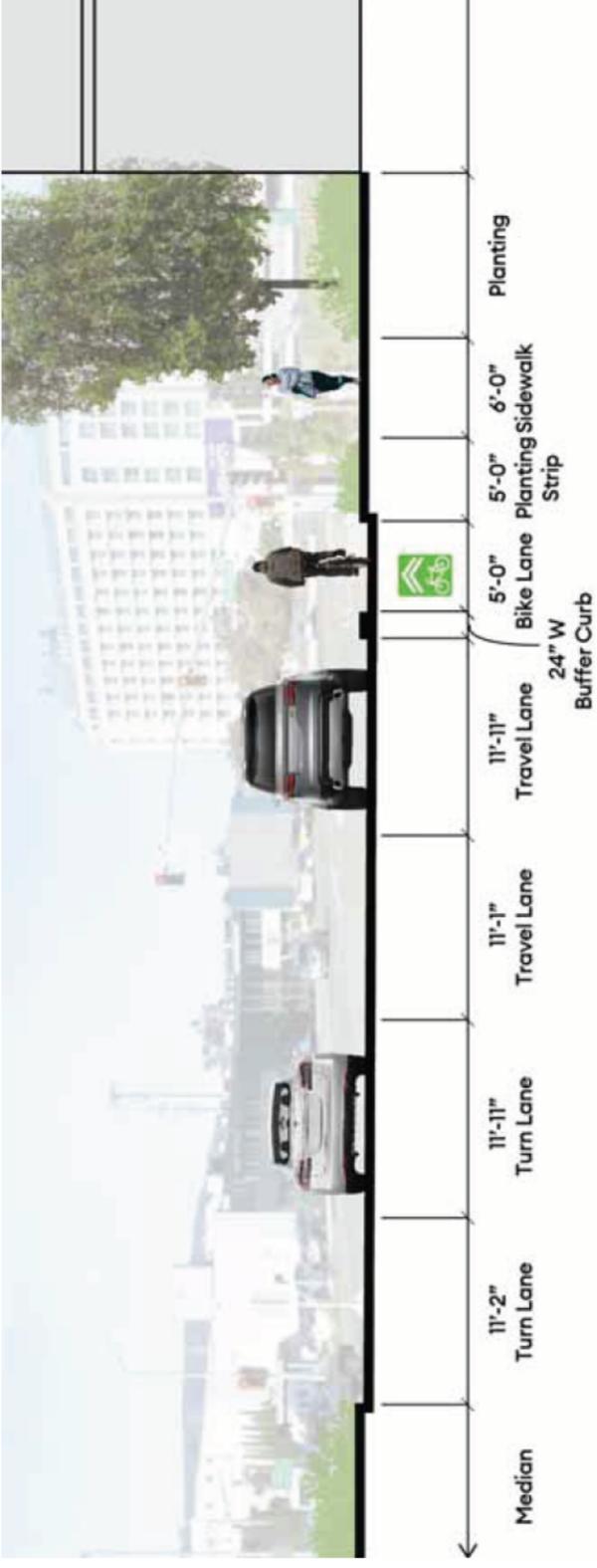


Site plan showing potential location for public art and interpretive signage

# OFF-SITE IMPROVEMENTS | ROADWAY IMPROVEMENTS

The proposed project includes substantial roadway and intersection improvements within the public right-of-way, including:

- Redesigned intersection at the Highway 101 off/on ramps at Old Bayshore Highway, with additional medians, traffic lights and crosswalks
- New intersection and crosswalk on Old Bayshore Highway between North Parking and Hyatt Regency to improve safety and pedestrian connectivity to the shore
- Improved intersection at Airport Boulevard and Old Bayshore Highway
- High visibility crosswalks to access public transit stops
- Resurfaced roadways

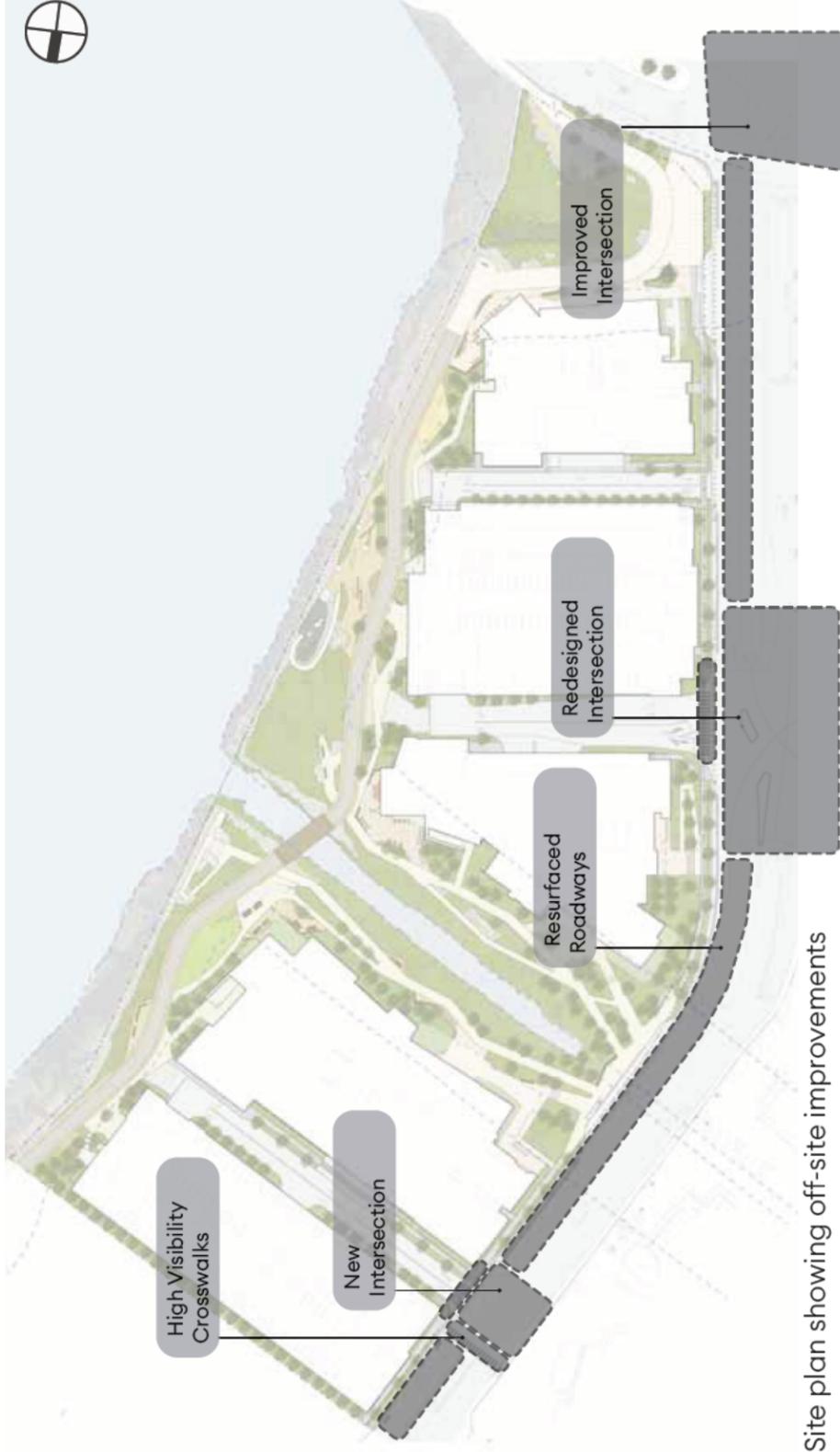


Proposed roadway section with protected bike lane



View of Old Bayshore Highway at Airport Blvd.

Peninsula Crossing



Site plan showing off-site improvements

WRNSSTUDIO CMG

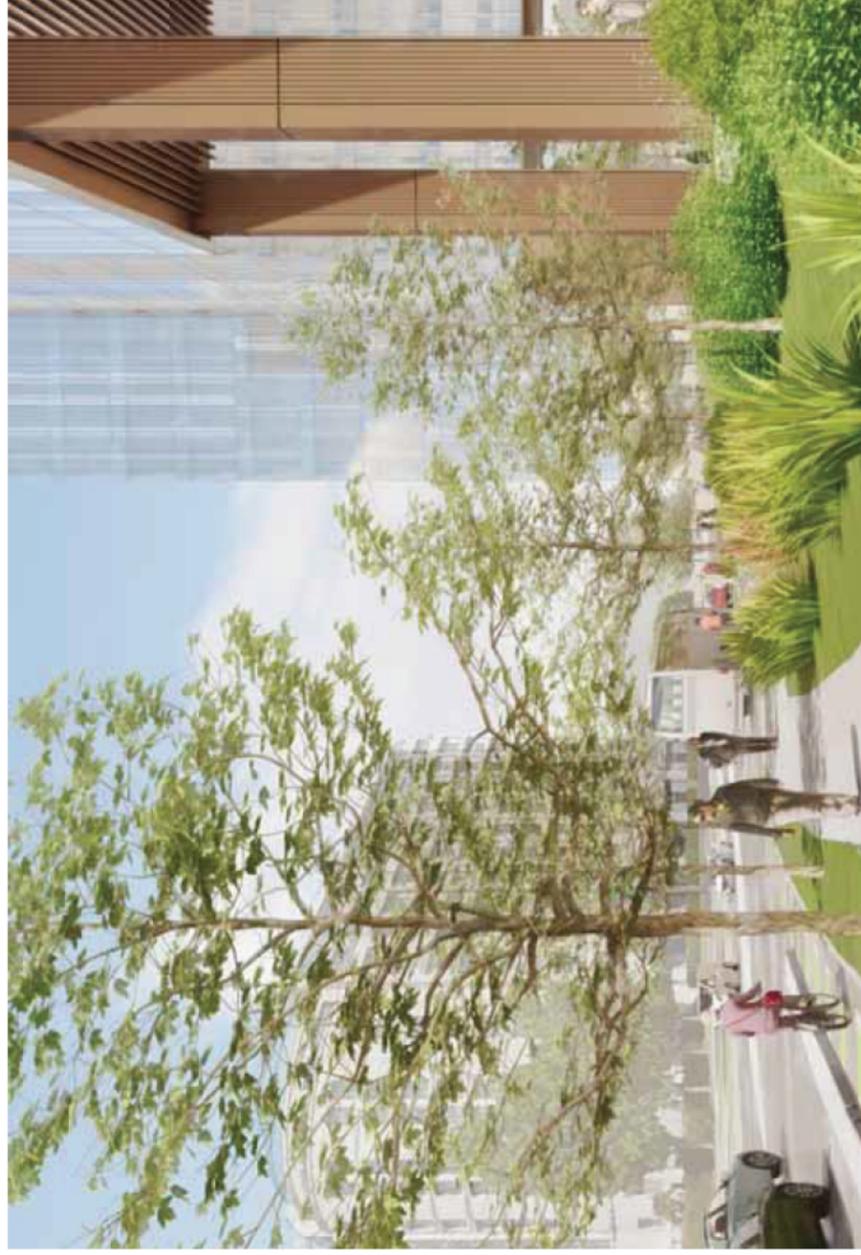
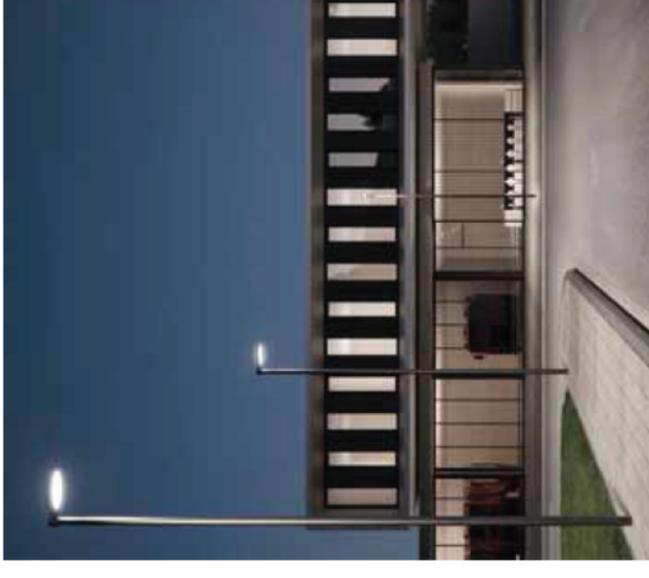
## OFF-SITE IMPROVEMENTS | STREETSCAPE IMPROVEMENTS

The proposed project includes off-site improvements that will increase the quality of the public streetscape and improve bicycle and pedestrian safety. The off-site improvements include:

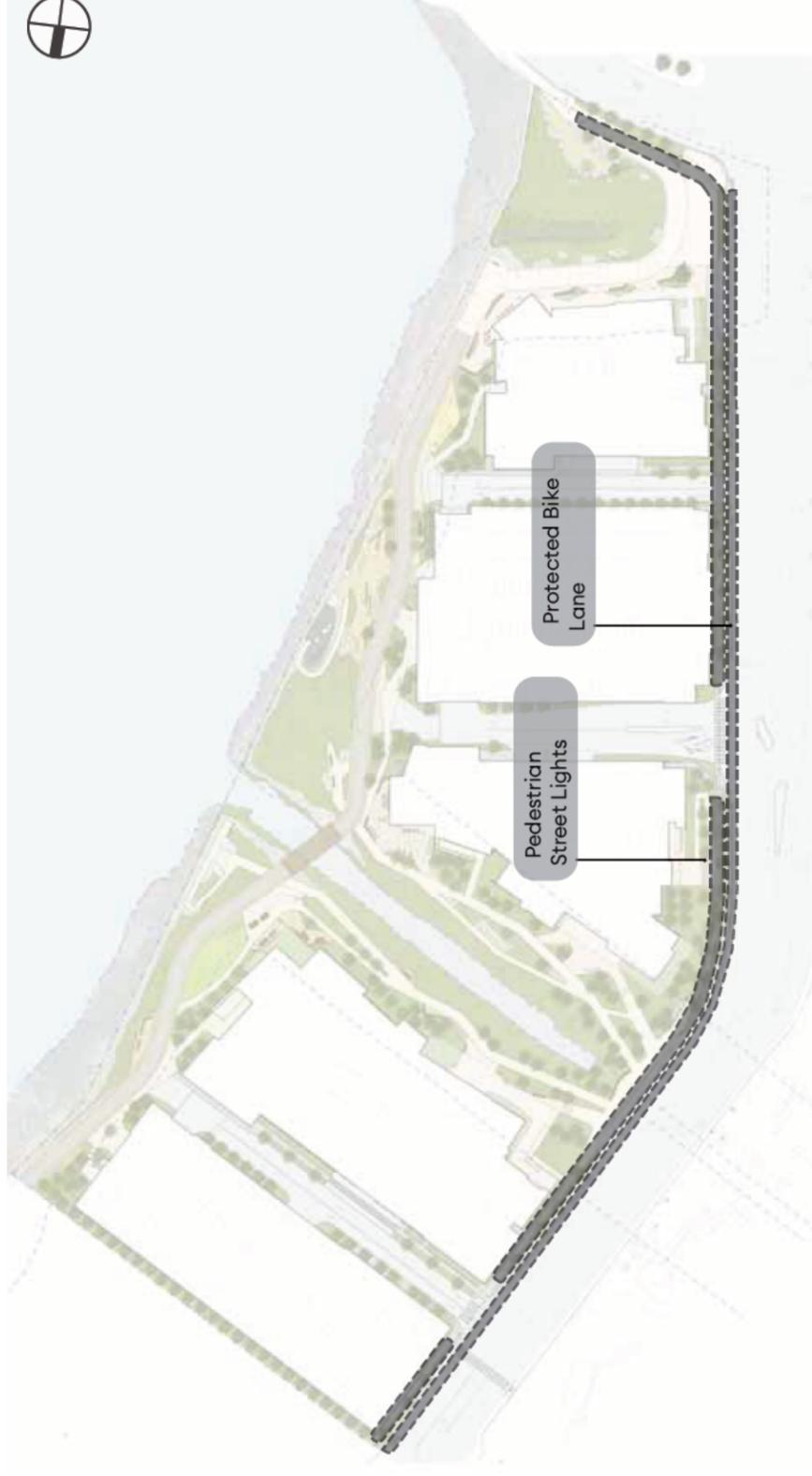
- Protected bike lane at project frontage along Old Bayshore Highway: 5' wide class IV bike lane will be separated from traffic lanes by a 24" wide concrete curb
- Pedestrian scale pole lights along full length of Old Bayshore Highway streetscape
- Broad public sidewalks and planter strips, enabled by public access easements



Pedestrian scale pole light fixture



View of protected bike lane at Old Bayshore Highway



Site plan showing location of new protected bike lane and pedestrian scale streetlights.

# HABITAT RESTORATION | ESTABLISH NATIVE HABITAT AT EASTON CREEK AND SOUTH WETLAND

The project includes habitat enhancements to the banks of Easton Creek, zones adjacent to the mouth of Easton Creek, and to the area adjacent to the southern tidal wetland. These enhancements include:

- Planting of native groundcovers, grasses, and shrubs consistent with native coastal scrub, and coastal grassland plant communities
- Layered native shrub, grass, and herbaceous planting will support a variety of pollinators, birds, and small mammals
- Plant species selected to provide shelter and food sources for targeted animal species

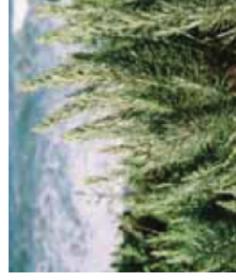
## REPRESENTATIVE UPLAND PLANT SPECIES



ACHILLEA MILLEFOLIUM  
COMMON YARROW



ARCTOSTAPHYLOS GLANDULOSA  
EASTWOOD MANZANITA



ARTEMISIA CALIFORNICA  
EASTWOOD MANZANITA



ASCLEPIAS FASCICULARIS  
NARROW-LEAFED MILKWEED



CEANOTHUS THYRSIFLORUS  
BLUE BLOSSOM



ELYMUS GLAUCUS  
BLUE WILDRYE

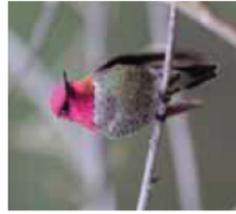


EPILOBIUM CANUM  
CALIFORNIA FUCHSIA



ESCHSCHOLZIA CALIFORNICA  
CALIFORNIA POPPY

## REPRESENTATIVE BIRD AND INSECT SPECIES LIKELY TO OCCUR IN PROPOSED HABITAT AREAS



Anna's Hummingbird



Bewick's wren



Dark-Eyed Junco



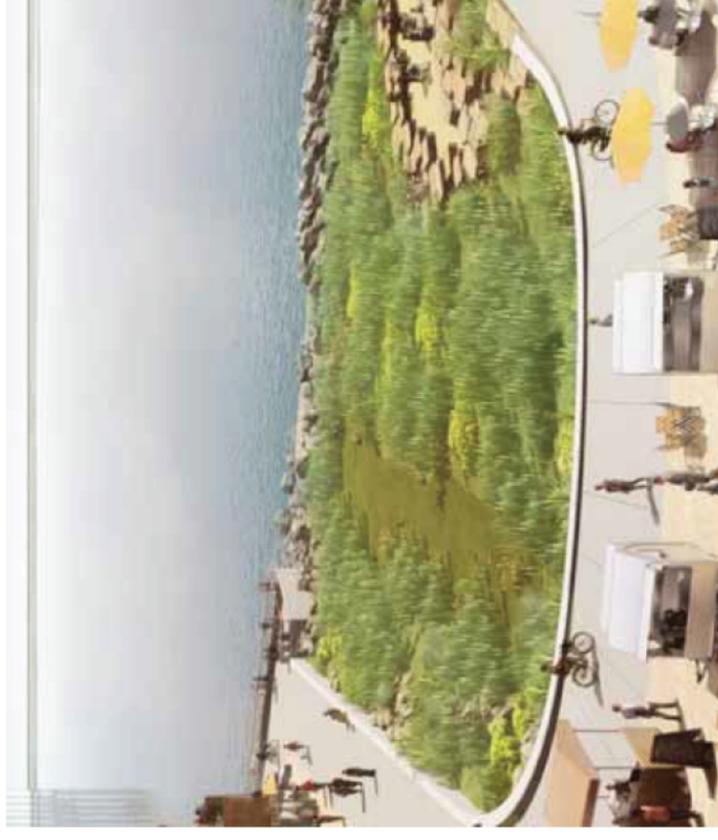
Acmon Blue



Grey Buckeye



View of habitat area near Easton Creek



View of habitat area adjacent to southern tidal wetland



Site plan showing proposed habitat creation areas

# HABITAT RESTORATION | BIRD-SAFE FACADE DESIGN

The proposed project includes bird safe facade design strategies throughout to ensure the adjacent habitat is safe for birds and other species, and to protect migrating birds:

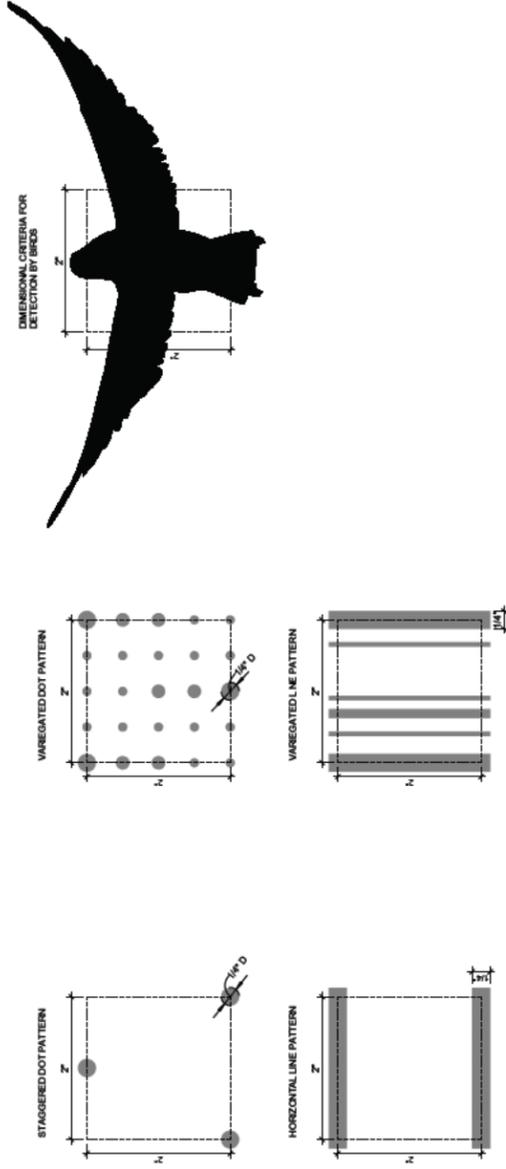
- Glazing reflectivity not to exceed 15%
- Fritted facades used to differentiate glazed surfaces
- No clear glass guardrails
- No vegetation behind glass
- Project design exceeds requirements in the General Plan and Burlingame Municipal code



North Building with fritted glass facades and articulated non-glazed balconies for bird safety



Examples of fritted glass facades for bird safety



Examples of bird-Friendly glazing

# HABITAT RESTORATION | DARK SKY LIGHTING DESIGN

The proposed project includes a site lighting strategy designed to protect and preserve sensitive species using the habitat around the site. This strategy includes:

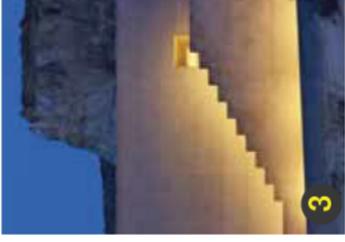
- Limited lighting along shoreline and Easton Creek habitat areas
- Lighting for public paths on timeclock to turn off during late night hours
- Minimal use of pole lighting and other floodlighting fixtures
- Lights typically pointed at building walls and away from habitat areas
- Lights shielded for directional downlighting on paths and away from landscape areas



2



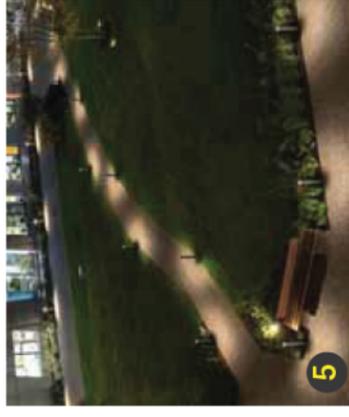
3



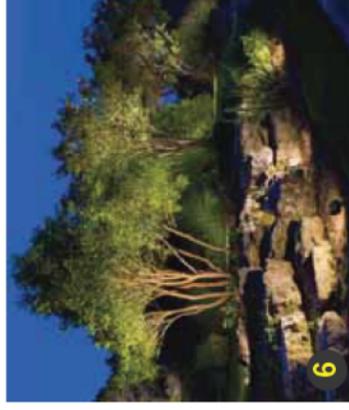
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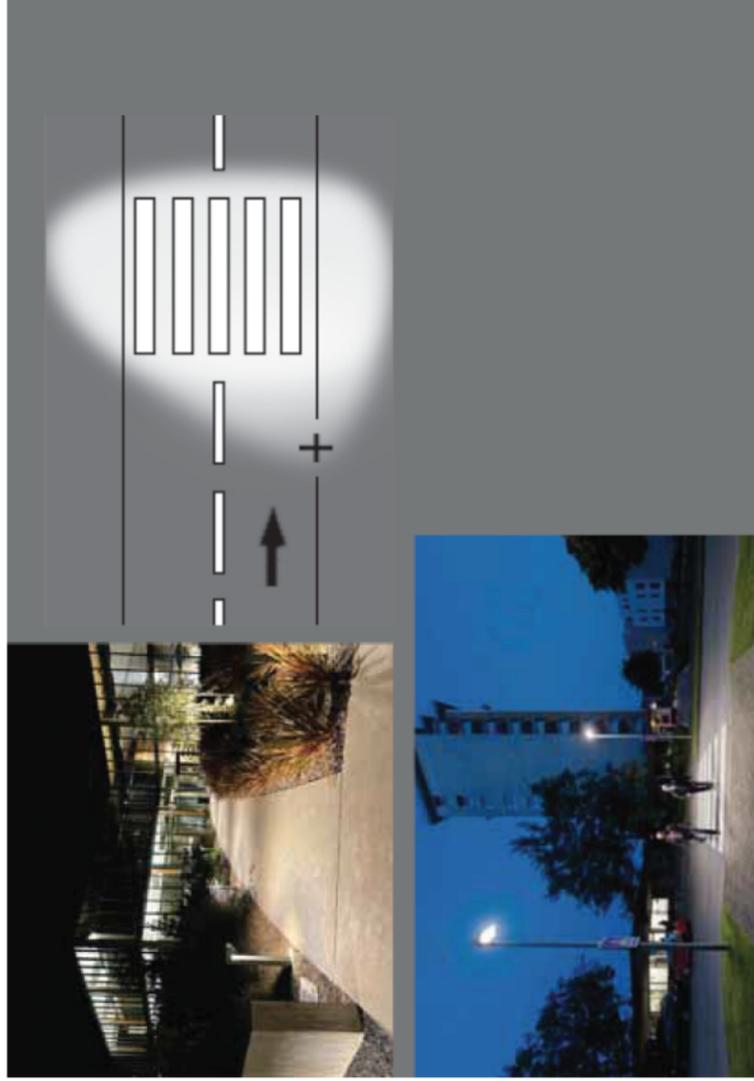


9



9

Site lighting features



Examples of shielded lighting and downlighting for exterior space



Site lighting plan

# LAND DEDICATION | FOR COMMUNITY FACILITIES

Items listed with below indicate where a public access easement will be dedicated to the City to guarantee public access to these new community facilities. These land dedications include:

- Bay Trail
- Bay Trail access paths
- Nature play / discovery area
- Layby drop-offs
- Bay Trail public parking



View of Bay Trail access path along Easton Creek



View of the Bay Trail at Easton Creek

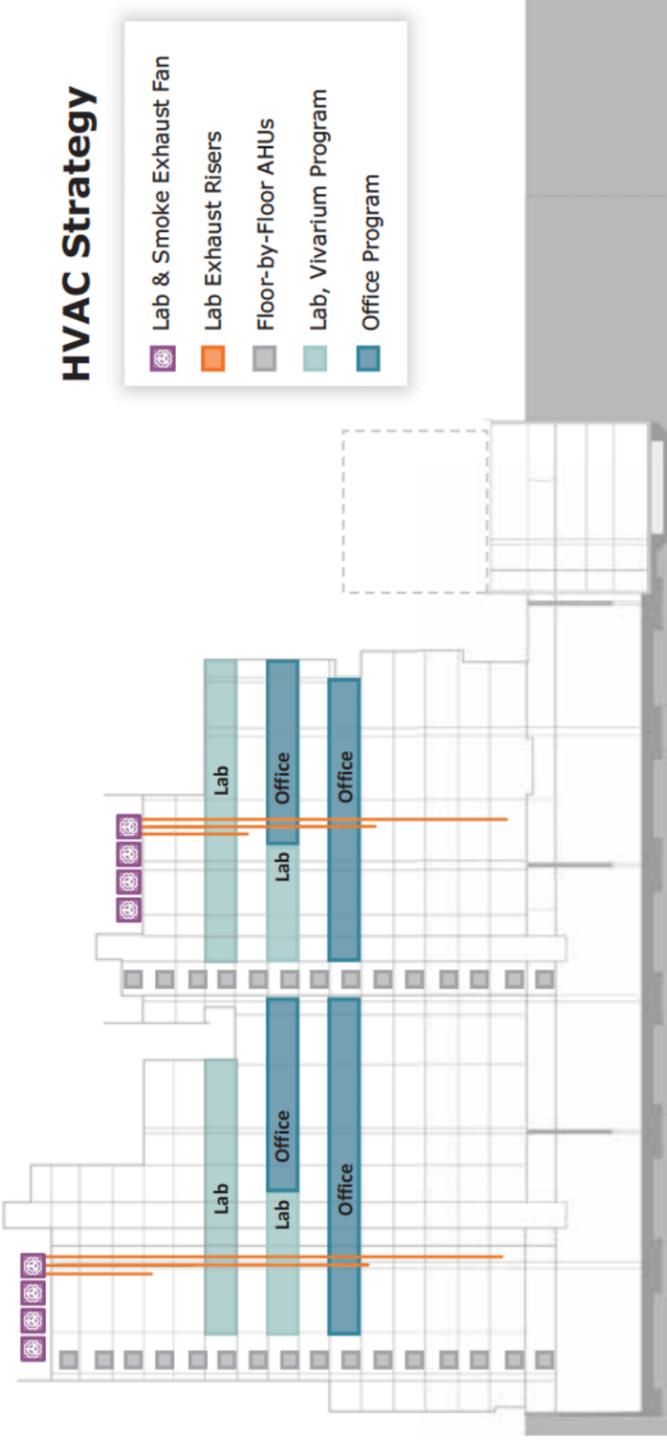


View of Nature play/discovery area

# CLIMATE CHANGE BENEFITS

The proposed project includes a variety of significant design features in the buildings and the landscape to address climate change. These features include:

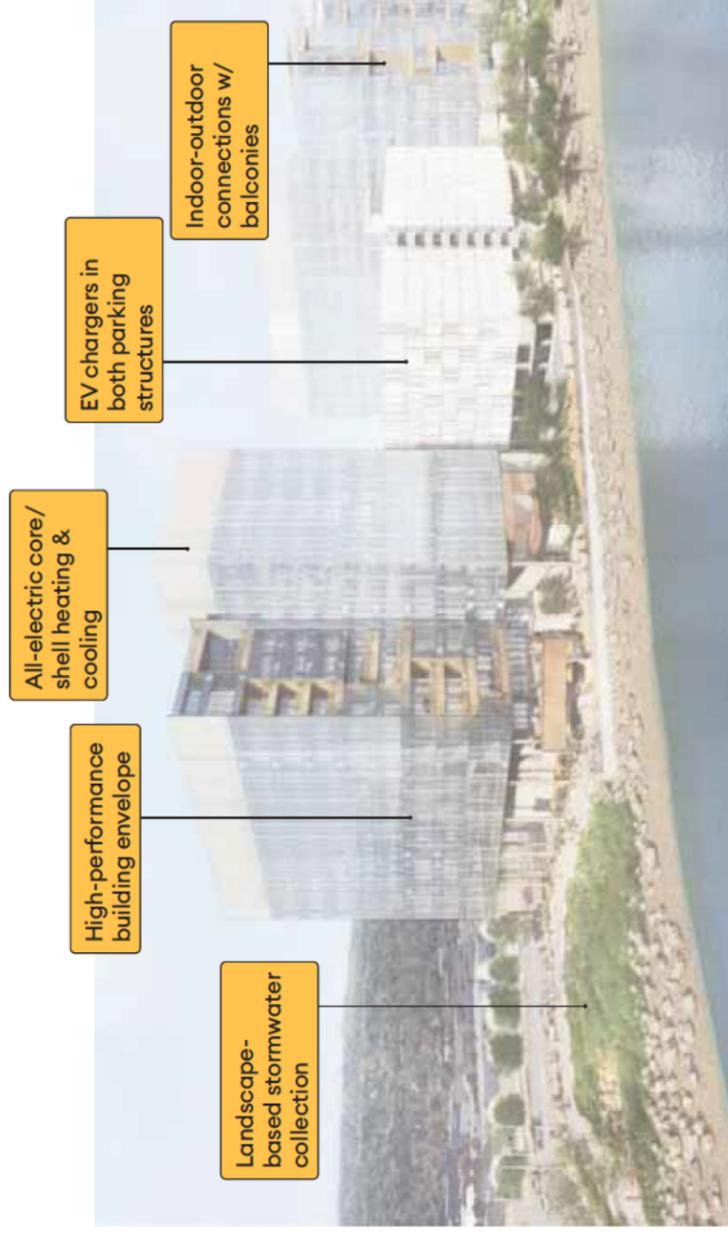
- LEED Gold target: project includes diverse sustainability focused features including robust bicycle facilities, heat island reduction, rainwater management, enhanced commissioning, building product disclosures, enhanced indoor air quality, low-emitting materials, and indoor water use reduction, among others.
- Note that building is also designed with all-electric heating & cooling, which results in 73% reduction in GHG emissions relative to gas equivalent



HVAC system diagram maximizing efficiency for laboratory and office fit-outs



Site plan showing stormwater retention areas throughout the site

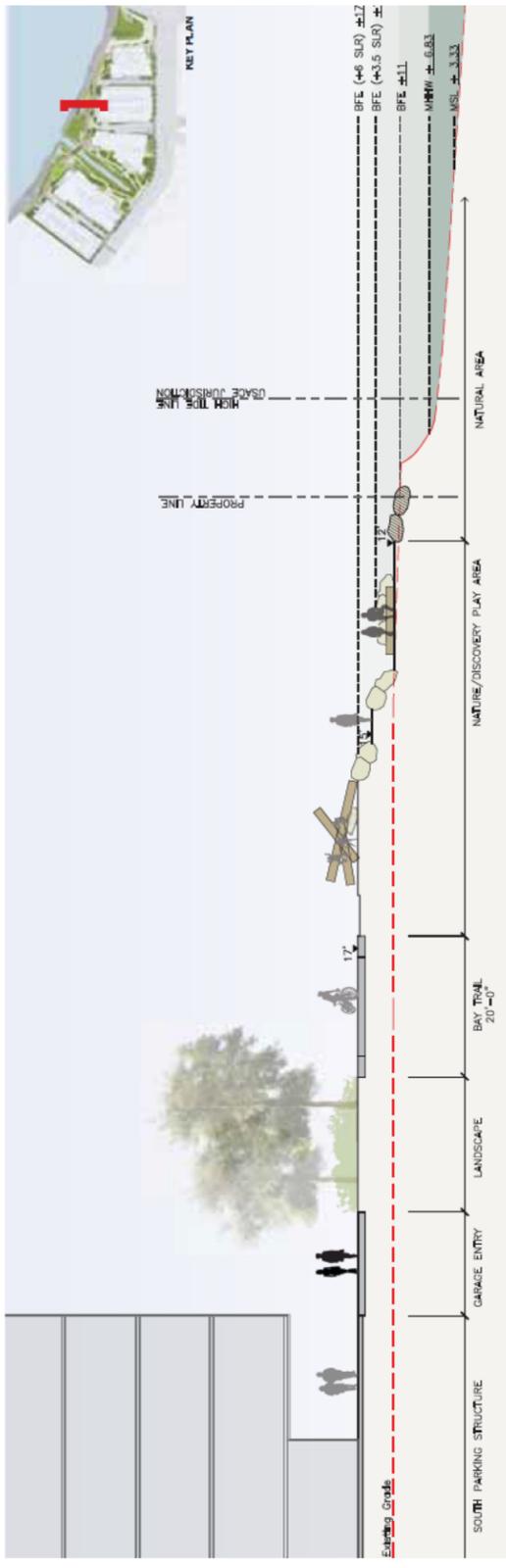


Overview of high-performance building design and sustainable site features

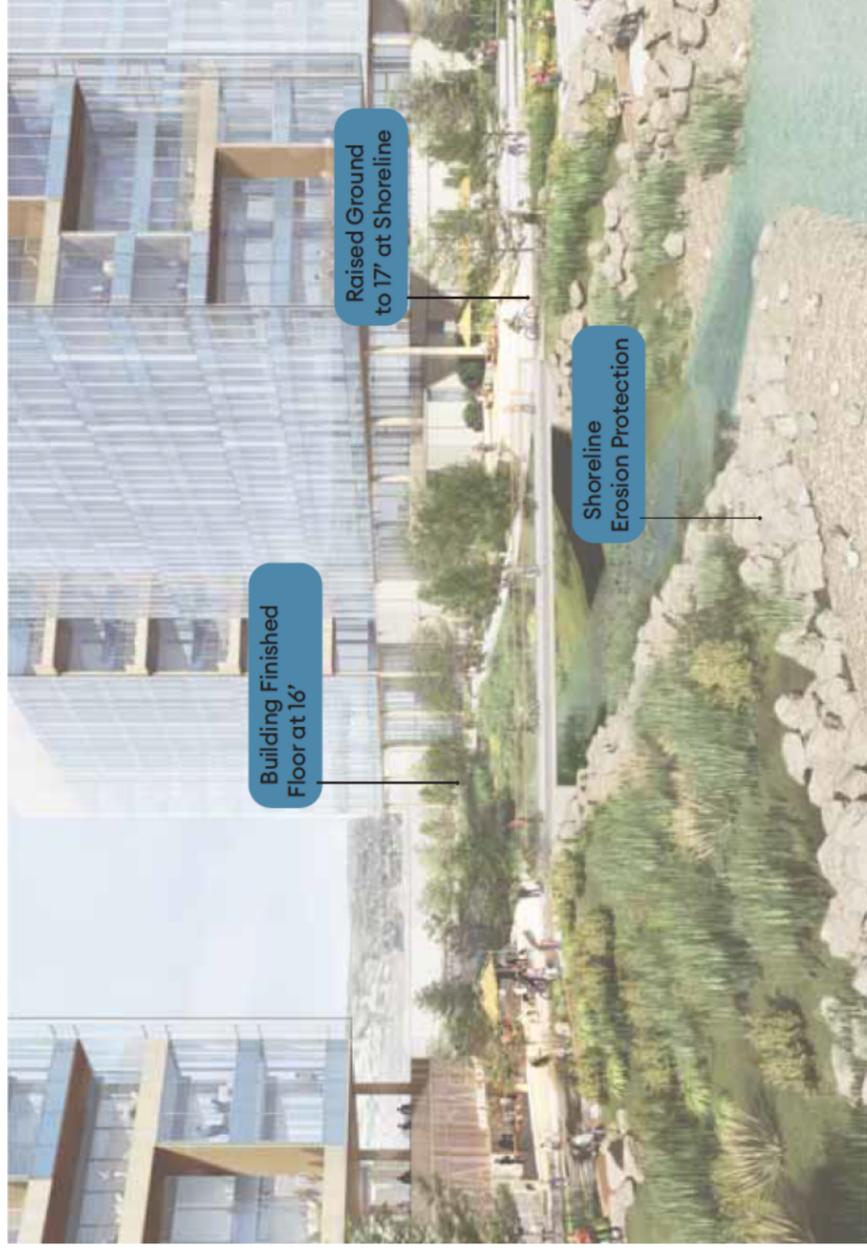
# SEA LEVEL RISE INFRASTRUCTURE

The Project's sea level rise infrastructure will exceed the requirements of Section 25.12.050.I., providing both the Project and the community with state of the art protection from rising seas. The following are some ways that the sea level rise infrastructure will exceed City requirements:

- Raised grade such that FEMA will certify entire site no longer in flood plain
- Raised building finish floor elevations from 10' to 16' exceeding 13' code req.
- ~300' wide shoreline protection at higher elevation, less subject to failure or maintenance issues
- Public open space raised to 17' elevation, to have the same protection as the buildings
- Seismically stabilized soil provided throughout building footprints, Bay Trail and open space
- Day-1 shoreline infrastructure to 17' (seismically stabilized)
- Creek flood protection infrastructure to 16'
- Erosion protection up to 14'
- Flexible shoreline infrastructure design to allow future adaptation

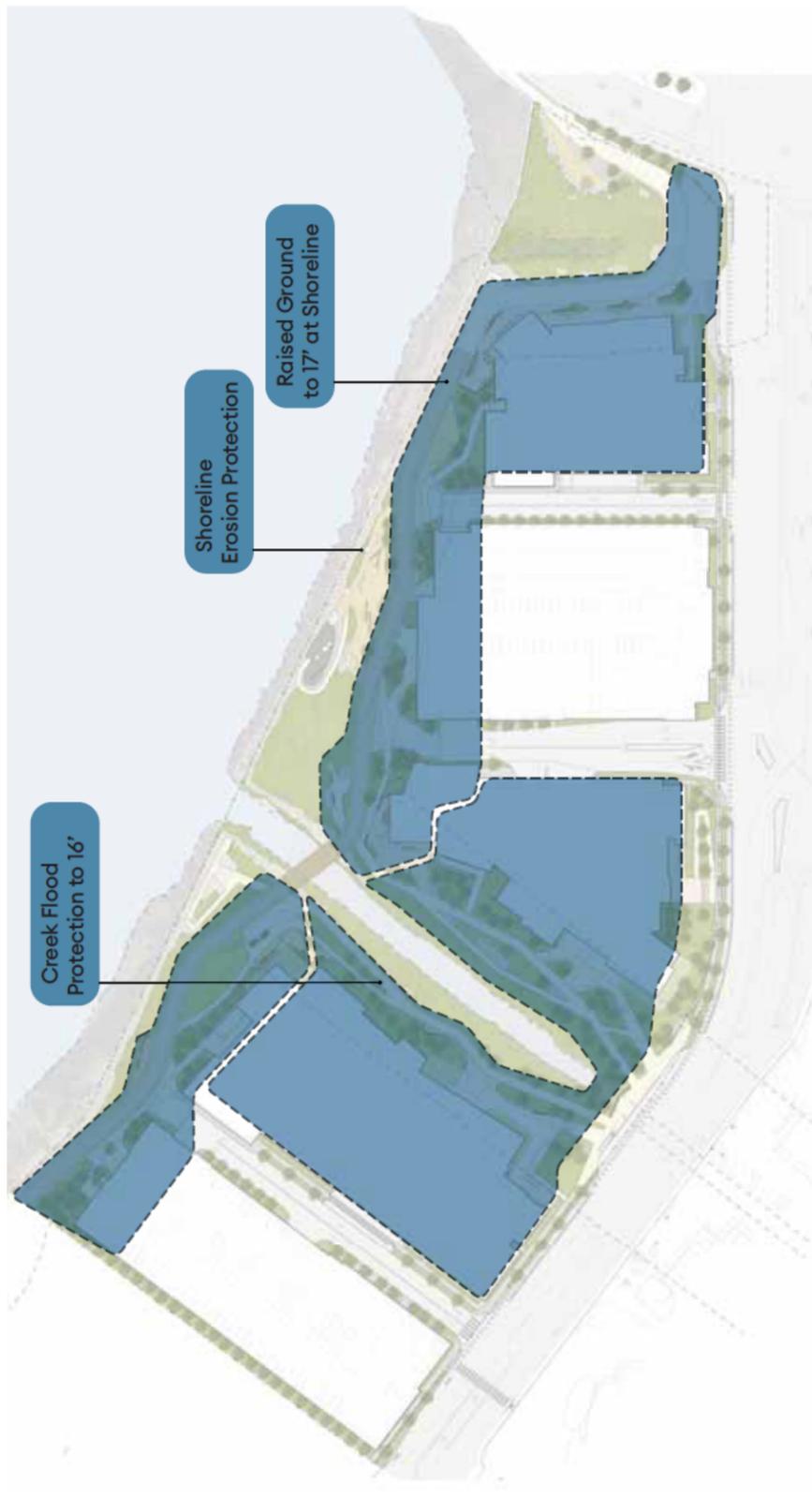


Shoreline section showing raised shoreline and raised building elevations



Raised shoreline, shoreline erosion protection, and raised finish floor elevation

Peninsula Crossing



Site plan showing areas of raised shoreline and sea level rise protection

WRNSSTUDIO CMG

# FLEXIBLE SIGNIFICANT | BAY TRAIL, PEDESTRIAN/BIKE BRIDGE, & BAY TRAIL ACCESS

The proposed plan provides a missing segment of the Bay Trail, connecting the Bay Trail to the north and south of the site and allowing continuous public access to this shoreline for the first time. Features of the new Bay Trail include:

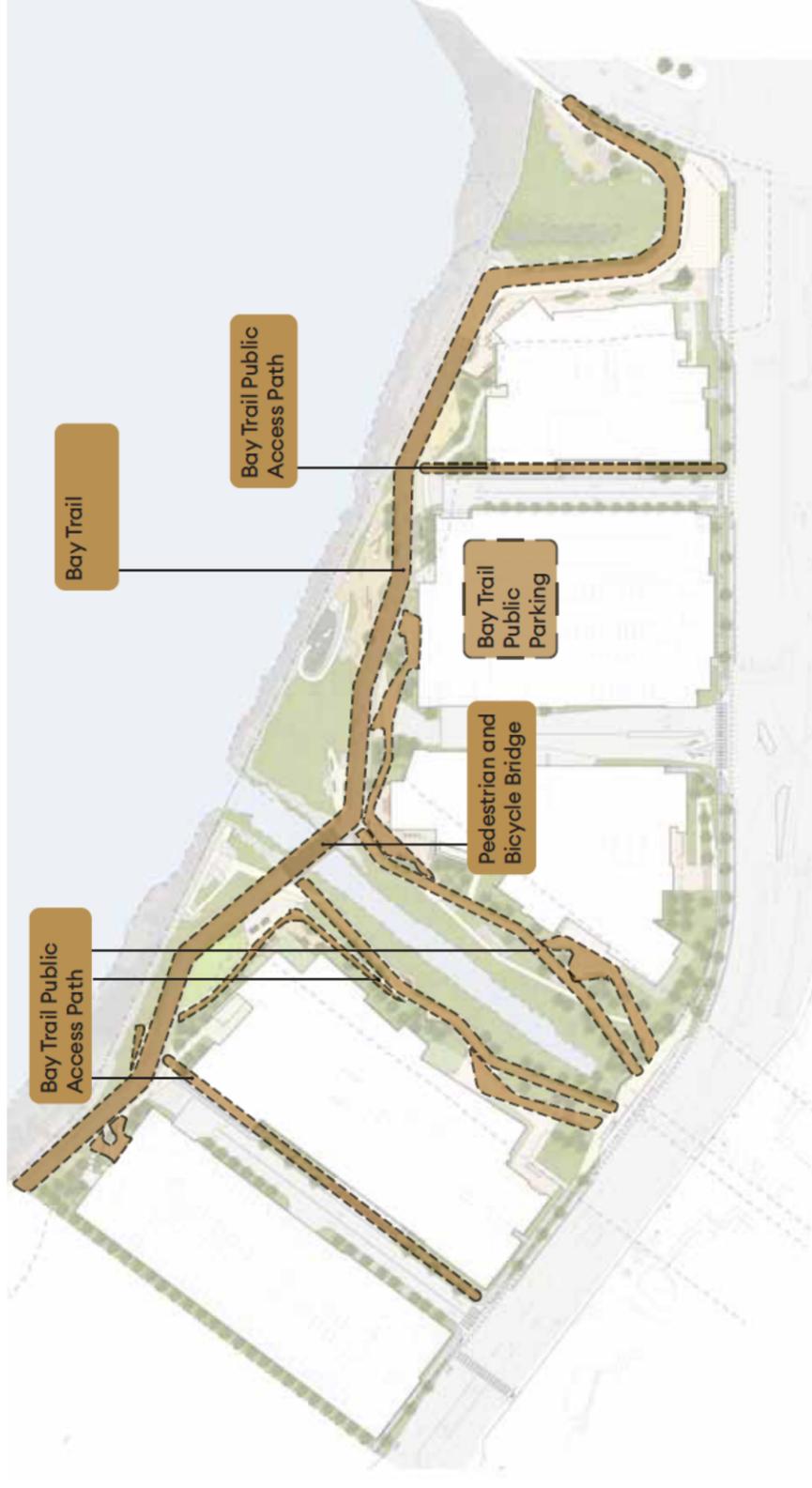
- 1475 linear feet of new Bay Trail, connecting to existing Bay Trail segments to the north and south of the site
- 20' wide Bay Trail along entire site, supporting safe pedestrian and bicycle circulation
- 20' wide pedestrian and bicycle bridge, connecting Bay Trail across Easton Creek
- 10' Wide public access paths to Bay Trail along both sides of Easton Creek
- 5'-6' pedestrian access paths to Bay Trail at the north and south service drives
- 40 parking spaces dedicated for Bay Trail and public retail users



View of proposed Bay Trail at the north end of the project site looking south



View of pedestrian and bicycle bridge across Easton Creek with Bay overlooks.



Site Plan - Bay Trail, Bay Trail access paths, and pedestrian bridge at Bay Trail across Easton Creek

## FLEXIBLE SIGNIFICANT | COMMUTE.ORG SHUTTLE, LAYBYS, PURPLE PIPING

The proposed plan includes additional flexible and significant community benefits in a variety of categories described below:

- Commute.org shuttle service will be provided along Old Bayshore Highway
- Shuttle is anticipated to run every 15 minutes during peak hours
- Shuttle stop signage and information will be provided
- One layby at the South Plaza and one layby at the Easton Creek corridor, each designed to support public drop-off and pick-up, loading, car share access, and fire department apparatus use.
- Purple piping for all ground level landscape area



Purple pipe irrigation integrated with landscape along Easton Creek

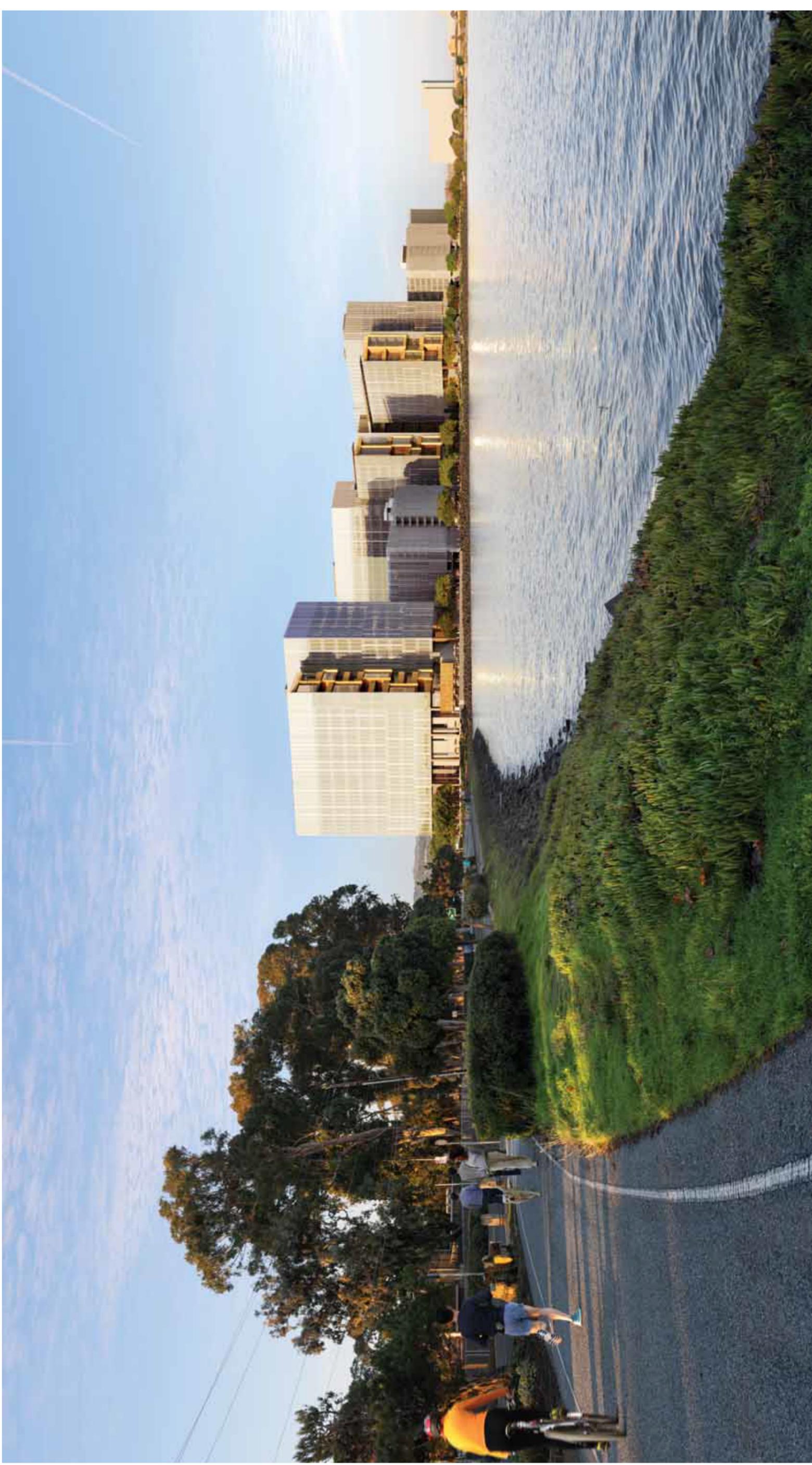


View of layby drop-off at Easton Creek corridor



Site plan showing location of 2 layby drop-offs and Commute.org shuttle service route

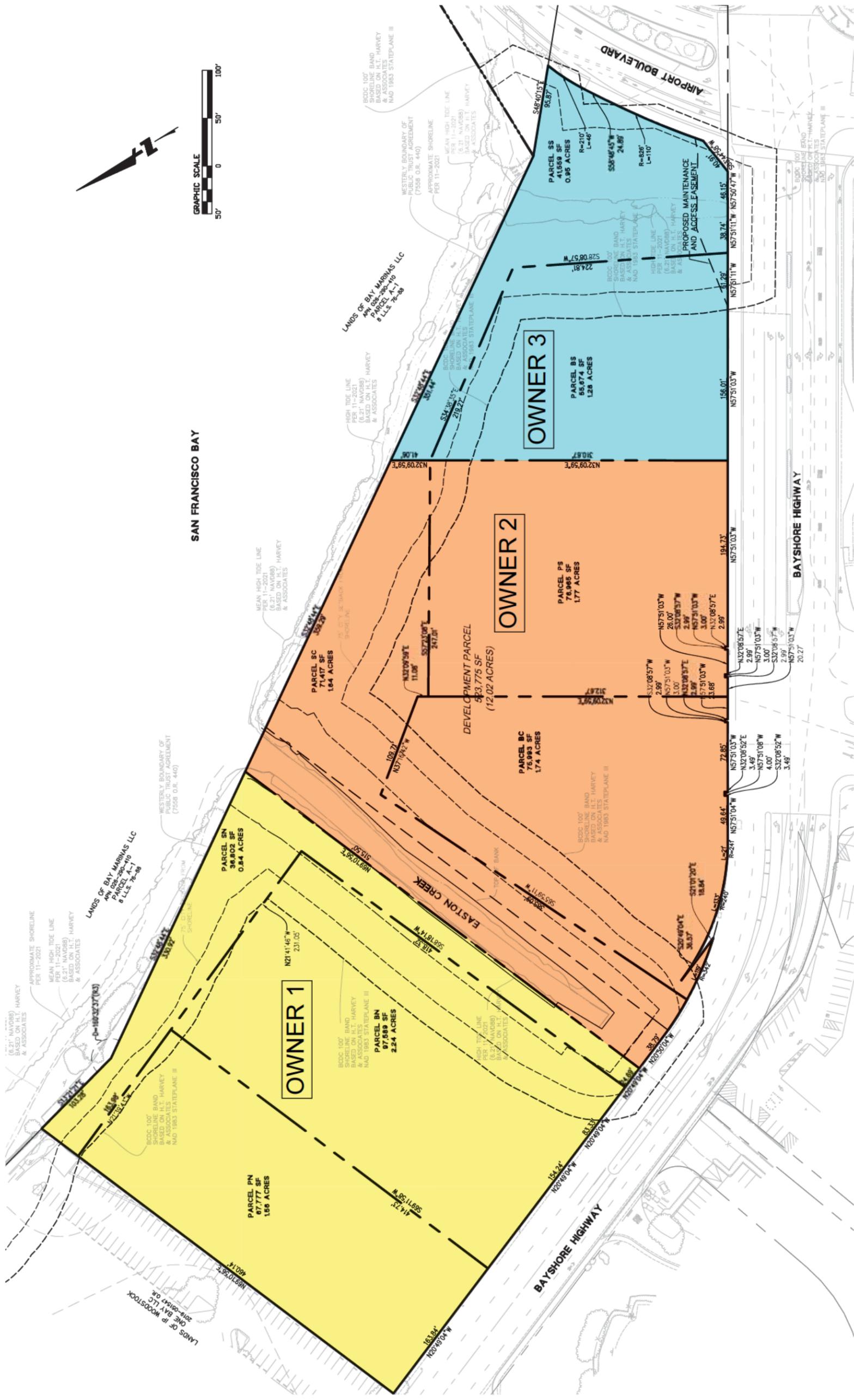
# View from the Bay Trail Looking West



# Presumed Project Phasing Plan



# Project Ownership Diagram





**HYATT**  
REGENCY®

April 18, 2022

Burlingame City Council  
Burlingame City Planning Commission  
501 Primrose Rd  
Burlingame, CA 94010

SUBJECT:       **APRIL 23<sup>rd</sup> JOINT SESSION OF THE CITY COUNCIL AND PLANNING COMMISSION**  
LETTER OF SUPPORT FOR DIVCOWEST/WOODSTOCK DEVELOPMENT ALONG BAYSHORE  
HIGHWAY

Dear Mayor Ortiz, City Council members, and City Planning Commissioners:

Hyatt Regency San Francisco Airport would like to offer strong support for the DivcoWest/Woodstock development plan along Old Bayshore Highway. The Hyatt Regency is located *directly across the street* from the proposed project. This project will result in the substantial redevelopment of a significant parcel of land along the Burlingame Shoreline.

The proposed redevelopment will provide a much-needed enhancement to the south section of the Bayshore Highway corridor, and will include:

- A long overdue new Bay Trail with beautiful landscaping open to the community as well as for hotel guests and staff.
- A substantial investment to address sea level rise, which will help protect Burlingame's Bayshore Business community.
- Three world-class buildings that will establish a new design standard for the entire Peninsula.
- A new employment base to support our room occupancy and special events.

We want to continue efforts to make Burlingame a premiere location for people to live, work and enjoy the amazing natural beauty of our shoreline. DivcoWest/Woodstock's vision and commitment to the Burlingame community will help us achieve that goal.

Sincerely,

Kevin Kretsch  
General Manager  
Hyatt Regency San Francisco Airport



April 20, 2022

City of Burlingame  
501 Primrose Rd  
Burlingame, CA 94010

**SUBJECT: 1200 – 1340 BAYSHORE HWY – LETTER OF SUPPORT**

Dear Members of the Council City and City Planning Commission:

The Marriott Hotel has been in touch with Woodstock Development and DivcoWest over the last several months. We are aware of the plans to redevelop this important portion of the Bayshore. Accordingly, as the second largest hotel on Bayshore Highway, we strongly support the applicant's development plan at 1200 – 1340 Bayshore Hwy.

The Project will act as a center of economic activity for Burlingame by creating a best-in-class design, boosting business for nearby hotels and businesses while generating millions of dollars directly to the city.

The Project will fill in 1,475 feet of missing Bay Trail, creating continuity along the City's shoreline and connecting to our hotel directly. Along with reimagining that shoreline pathway, the project will prioritize pedestrian and bike access, replace parking lots with green spaces and public plazas, connect to local shuttles and existing nearby public transportation centers, and revitalize the Bayfront as a destination for city residents and visitors alike.

The Project fits in with Burlingame's recently adopted General Plan by thoughtfully balancing economic development priorities, planning for resiliency against sea level rise, and creating acres of public park space. It will do this by expanding upon the active recreation zone south of the project, providing new connections to the Broadway business district, and establishing corridors across Old Bayshore Highway.

We strongly support the applicants and commitment to our great City.

**Lisa Kershner | General Manager**

San Francisco Airport Waterfront Marriott  
1800 Old Bayshore Hwy  
Burlingame, CA 94010  
650-259-6604

[lisa.kershner@marriott.com](mailto:lisa.kershner@marriott.com) | [sanfranciscoairportmarriott.com](http://sanfranciscoairportmarriott.com) |

CC:

- [kgardiner@burlingame.org](mailto:kgardiner@burlingame.org)
- [ckeylon@burlingame.org](mailto:ckeylon@burlingame.org)
- [rortiz@burlingame.org](mailto:rortiz@burlingame.org)
- [ebeach@burlingame.org](mailto:ebeach@burlingame.org)
- [dcolson@burlingame.org](mailto:dcolson@burlingame.org)
- [mbrownrigg@burlingame.org](mailto:mbrownrigg@burlingame.org)
- [akeighran@burlingame.org](mailto:akeighran@burlingame.org)



T 510.836.4200  
F 510.836.4205

1939 Harrison Street, Ste. 150  
Oakland, CA 94612

www.lozeaudrury.com  
michael@lozeaudrury.com

*Via Email*

August 19, 2022

Catherine Keylon, Senior Planner  
Planning Division  
City of Burlingame  
501 Primrose Road  
Burlingame, CA. 94010  
[ckeylon@burlingame.org](mailto:ckeylon@burlingame.org)

Meaghan Hassel-Shearer, City Clerk  
City of Burlingame  
501 Primrose Road  
Burlingame, CA. 94010  
[mhasselshearer@burlingame.org](mailto:mhasselshearer@burlingame.org)

Ruben Hurin, Planning Manager  
Planning Division  
City of Burlingame  
501 Primrose Road  
Burlingame, CA. 94010  
[planningdept@burlingame.org](mailto:planningdept@burlingame.org)

**Re: CEQA and Land Use Notice Request for the 1200-1340 Bayshore Highway Project (Peninsula Crossing)**

Dear Ms Keylon, Ms. Hassel-Shearer and Mr. Hurin,

I am writing on behalf of the Laborers International Union of North America, Local Union 261 and its members living in the City of Burlingame (“LiUNA”), regarding the 1200-1340 Bayshore Highway Project, including all actions related or referring to the proposed demolition of the site’s existing structures and surface parking lots and construction of three (3) life science/ office buildings totaling approximately 1.46 million gross square feet and two parking structures containing a total of 3,525 parking space at Assessor’s Parcel Numbers [APNs] 026113470, 026113330, 026113480, 026113450, 026142110, 026142140, 026142070, 026142150, 026142160, 026142170, 026142020, 026142030 and 026142180) in City of Burlingame (“Project”).

We hereby request that the City of Burlingame (“City”) send by electronic mail, if possible or U.S. Mail to our firm at the address below notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivisions, and/or supported, in whole or in part, through contracts, grants, subsidies, loans or other forms of assistance from the City, including, but not limited to the following:

- Notice of any public hearing in connection with projects as required by California Planning and Zoning Law pursuant to Government Code Section 65091.
- Any and all notices prepared pursuant to the California Environmental Quality Act (“CEQA”), including, but not limited to:

August 19, 2022

CEQA and Land Use Notice Request for 1200-1340 Bayshore Highway Project (Peninsula Crossing)

Page 2 of 2

- Notices of any public hearing held pursuant to CEQA.
- Notices of any addenda prepared to a previously certified EIR.
- Notices of determination that an Environmental Impact Report (“EIR”) or supplemental EIR is required for the project, prepared pursuant to Public Resources Code Section 21080.4.
- Notices of any scoping meeting held pursuant to Public Resources Code Section 21083.9.
- Notices of preparation of an EIR or a negative declaration for the project, prepared pursuant to Public Resources Code Section 21092.
- Notices of availability of an EIR or a negative declaration for the project, prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations.
- Notices of approval and/or determination to carry out the project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notices of approval or certification of any EIR or negative declaration, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notices of determination that the project is exempt from CEQA, prepared pursuant to Public Resources Code section 21152 or any other provision of law.
- Notice of any Final EIR prepared pursuant to CEQA.
- Notice of determination, prepared pursuant to Public Resources Code Section 21108 or Section 21152.

Please note that we are requesting notices of CEQA actions and notices of any public hearings to be held under any provision of Title 7 of the California Government Code governing California Planning and Zoning Law.

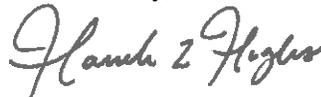
**This request is filed pursuant to Public Resources Code Sections 21092.2 and 21167(f), and Government Code Section 65092**, which requires agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s governing body.

Please send notice by electronic mail, if possible or U.S. Mail to:

Michael Lozeau  
Hannah Hughes  
Lozeau Drury LLP  
1939 Harrison Street, Suite 150  
Oakland, CA 94612  
510 836-4200  
[michael@lozeaudrury.com](mailto:michael@lozeaudrury.com)  
[hannah@lozeaudrury.com](mailto:hannah@lozeaudrury.com)

Please call if you have any questions. Thank you for your attention to this matter.

Sincerely,



Hannah Hughes  
Paralegal  
Lozeau | Drury LLP

**From:** [ANDY AU](#)  
**To:** [CD/PLG-Catherine Keylon](#)  
**Subject:** 1200 – 1340 Bayshore Highway (Peninsula Crossing)  
**Date:** Tuesday, August 30, 2022 6:32:07 PM

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Ms Keylon

Appreciate if you could advise me when the Environmental Impact Report will be out and open to the public for review. One key factor I am concerned is traffic impact on the Broadway Caltrans crossing which currently is very congested during weekdays. This is a very large project (1.5 million sf) that will add significant traffic burden on Broadway. Will this EIR look at the traffic impact of the current Broadway crossing and whether it will also study if the Broadway overpass is built.

Also, whether traffic will be studied assuming this project be a smaller development like at 750,000 sf.

Also there are several other bio tech projects proposed. What impact will those projects combined with this project have on the Broadway crossing.

Thank you,

Andrew Au          602 Concord Way, Burlingame

**[EXTERNAL EMAIL]** DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

**From:** [CD/PLG-Kevin Gardiner](#)  
**To:** [CD/PLG-Catherine Keylon](#)  
**Subject:** FW: Bayfront Development  
**Date:** Thursday, September 1, 2022 9:31:59 AM

---

**From:** suzanne rogers [REDACTED]  
**Sent:** Thursday, September 1, 2022 9:24 AM  
**To:** GRP-Planning Commissioners <PlanningCommissioners@burlingame.org>  
**Subject:** Bayfront Development

Good morning. I am writing to oppose the height of the proposed 11 story development working its way through the approval process. The rendering in the paper shows the buildings from the bay looking up into the Burlingame hills. As a Burlingame resident the rendering that is relevant to me is from the hills and 101 looking out to the bay. This project will be, from my point of view, a giant wall between my town and the bay. I appreciate Commissioner Sandy Comaroto requesting modeling so its impact on the views will be better understood.

Every additional floor added to a project means more cars being added to the overcrowded Broadway intersection. I no longer support Broadway businesses due to the constant level of congestion. Every additional floor approved means less visual access to the bay views, the views of the Oakland Hills, San Bruno Mountain and the sky. As a sixty year resident of Burlingame I do not feel that the interests of the residents are being given enough consideration in the development plans. Do I need to drive out to the bay and stand on the shore to appreciate views that are an important part of what makes Burlingame such a special town? I don't have a view from my house but I drive down Hillside or Trousdale almost every day and never tire of the bay views. I feel like the bayfront development is proceeding without considering the impact on the residents. I am not opposed to development but an 11 story building is totally inappropriate.

Thank you for listening.

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.



February 8, 2023

Burlingame City Planning Commission  
501 Primrose Rd  
Burlingame, CA 94010

SUBJECT:       **February 13<sup>th</sup> PLANNING COMMISSION SESSION**  
LETTER OF SUPPORT FOR DIVCOWEST/WOODSTOCK DEVELOPMENT ALONG BAYSHORE  
HIGHWAY

Dear City Planning Commissioners:

Hyatt Regency San Francisco Airport would like to demonstrate our *continued* strong support for the DivcoWest/Woodstock development plan along Old Bayshore Highway. The Hyatt Regency is located *directly across the street* from the proposed project. This project will result in the substantial redevelopment of a significant parcel of land along the Burlingame Shoreline.

The proposed redevelopment will provide a much-needed enhancement to the south section of the Bayshore Highway corridor, and will include:

- An Investment in the Bayfront that is vital to the community - the new Bay trail and associated recreational areas will be a critical asset for the City for generations to come.
- A substantial investment to address sea level rise, which will help protect Burlingame's Bayshore Business community.
- Three world-class buildings that promote both business and local community, and that will establish a new design standard for the entire Peninsula.
- A new employment base to support our room occupancy and special events.
- A project team that has continued to engage the Hyatt and works collaboratively on developing a design with the broader community in mind.

We want to continue efforts to make Burlingame a premiere location for people to live, work and enjoy the amazing natural beauty of our shoreline. DivcoWest/Woodstock's vision and commitment to the Burlingame community will help us achieve that goal.

Sincerely,

  
Kevin Kretsch  
General Manager  
Hyatt Regency San Francisco Airport



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

**Project Site: 1200-1340 Bayshore Hwy, zoned BFC**

The City of Burlingame Planning Commission announces the following virtual public hearing via Zoom **on Monday, February 13, 2023 at 7:00 P.M.** You may access the meeting online at [www.zoom.us/join](http://www.zoom.us/join) or by phone at (346) 248-7799:

Meeting ID: 825 4467 3970	Passcode: 111304
---------------------------	------------------

**Description:** Design Review study meeting and Pre-Application Development Agreement study session for an application for Commercial Design Review, Special Permits for Building Heights and Development under Tier 3/Community Benefits for a new development consisting of three, 11-story life science/office buildings and two, 10-story parking structures. ([www.burlingame.org/1200-1340bayshore](http://www.burlingame.org/1200-1340bayshore))

Members of the public may provide comments by email to [publiccomment@burlingame.org](mailto:publiccomment@burlingame.org) or speak at the meeting.

Mailed: February 3, 2023

*(Please refer to other side)*

## PUBLIC HEARING NOTICE

### City of Burlingame - Public Hearing Notice

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

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

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

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

Kevin Gardiner, AICP  
Community Development Director

*(Please refer to other side)*

**1200-1340 Bayshore Highway**

**500' noticing**

**APNs: 026-113-470, 026-113-330, 026-113-480, 026-113-450, 026-142-070, 026-142-140, 026-142-150, 026-142-160, 026-142-170, 026-142-180, 026-142-020 & 026-142-030**

