



PLANNING APPLICATION

COMMUNITY DEVELOPMENT DEPARTMENT—PLANNING DIVISION

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

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

PROJECT INFORMATION

410 Airport Blvd. Burlingame CA 94010

026-36-060, 026-36-061

AA

PROJECT ADDRESS

ASSESSOR'S PARCEL # (APN)

ZONING

PROJECT DESCRIPTION

This project is a collaboration between The SPHERE Institute and the San Mateo Resource Conservation District to develop the parcel at 410 Airport Blvd into a public nature and recreation park. Park elements will include restored natural tidal marsh habitat, an education center, Bay Area Water Trail access, and an improved section of the Bay Trail.

APPLICANT INFORMATION

The SPHERE Institute
(lessee of the California State Lands Commission)

PROPERTY OWNER NAME APPLICANT?

H. T. Harvey & Associates

ARCHITECT/DESIGNER APPLICANT?

(408) 458-3200

PHONE

951241

BURLINGAME BUSINESS LICENSE #

983 University Ave, Bldg D, Los Gatos, CA 95032

ADDRESS

kverpeet@harveyecology.com

E-MAIL

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

THE INFORMATION GIVEN HEREIN IS TRUE AND CORRECT TO THE BEST OF MY

7/27/2021
DATE

I HEREBY AUTHORIZE THE ABOVE APPLICANT TO SUBMIT THIS APPLICATION TO THE

7/20/2021
DATE

AUTHORIZATION TO REPRODUCE PLANS

I HEREBY GRANT THE CITY OF BURLINGAME TO REPRODUCE UPON REQUEST AND/OR POST PLANS SUBMITTED WITH THIS APPLICATION ON THE CITY'S WEBSITE THROUGH THE PERMIT REVIEW AND APPROVAL PROCESS AND WAIVE ANY CLAIMS AGAINST THE CITY ARISING OUT OF OR RELATED TO SUCH ACTION.

(ARCHITECT/DESIGNER)

STAFF USE ONLY

APPLICATION TYPE

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

DATE RECEIVED:

RECEIVED

JUL 28 2021

CITY OF BURLINGAME
CDD-PLANNING DIV

STAFF USE ONLY



500 Airport Blvd., Ste 340
Burlingame, CA 94010
Main (650) 558-3980
Fax (650) 558-0180

RECEIVED

JUL 28 2021

CITY OF BURLINGAME
CDD-PLANNING DIV.

FROM: Greg Boro, Park at 410 Airport Blvd Project Director, The SPHERE Institute
TO: City of Burlingame Planning Department
DATE: July 28, 2021
SUBJECT: Park at 410 Airport Boulevard Burlingame – Initial Planning Application

Dear Chair Schmid and members of the Planning Commission,

On behalf of The SPHERE Institute (SPHERE), we respectfully request your review of The Park at 410 Airport Boulevard project and its associated Commercial Design Review, Conditional Use Permit, Parking Variance application, and Environmental Review. We believe that this application to transform an undeveloped bayfront property into a vibrant, publicly-accessible nature-based park with a restored tidal marsh habitat, water recreation access, and education center will be a huge benefit for the City of Burlingame and all of its residents and visitors, and that it is consistent with the vision of the 2040 General Plan, the Anza Area Zoning District, the Parks Master Plan, and the Climate Action Plan.

Why SPHERE?

SPHERE stands for Social Policy and Health Economics Research and Evaluation. SPHERE's mission is to support federal, state, and county governments over the programs they administer in the areas of welfare, health, education, and labor policy. We have done this on the federal level for Medicare, the state level for Medicaid, and the county level for child welfare services.

In an area surrounded by development and hotels, we believe the public can benefit greatly from the preservation of this land as habitat and open space for the public to enjoy. There are currently 5 hotels on Airport Blvd. and a large office park being developed down the street. Environmental issues have not been SPHERE's primary focus but they are in line with our mission and by preserving this area as open space, the site will provide ecological and social benefits.

To achieve this goal, we will leverage our non-profit status along with our experience and knowledge in creating relationships and procuring grants from foundations and other organizations to preserve this remaining undeveloped land in a way that will benefit the public.

SPHERE has partnered with the San Mateo Resource Conservation District (RCD) in order to assist in applying for and managing grants from public agencies. The RCD will also work to provide construction management and monitoring to ensure grant and permit requirements are met.

SPHERE has committed to providing the design and permitting costs for the project as well as providing some funding for construction and ongoing maintenance.

How do we know SPHERE has a long-term interest in the property?

SPHERE has been in Burlingame for over 20 years. We have established and grown our business in Burlingame and have no plans of departing. We see this project as an opportunity to give back to the community that has helped us grow into what we are today.

Dr. Thomas MaCurdy, SPHERE's president, is also the managing member of Waterfront Plaza Properties, which owns the building in which SPHERE does business. Dr. MaCurdy actively intends for SPHERE to remain in this specific location for decades to come and we believe preserving this undeveloped adjacent land as open space supports our broad mission to serve the local population and the public interest.

What is SPHERE's interest in this specific property?

SPHERE's offices have been located at 500 Airport Boulevard, directly across the street from the project property, for over a decade. With all of the development in the area currently underway, we recognize the need for open space that can be used for public enjoyment as well as preserve and improve the small amount of undeveloped land bordering this portion of the San Francisco Bay. SPHERE has a unique opportunity to lead the way in preserving this land and to assist in maintaining it given our proximity.

Project description and goals

The proposed park project (the project) at 410 Airport Boulevard in Burlingame, California is a collaboration between The SPHERE Institute (SPHERE) and the San Mateo Resource Conservation District (SMRCD). The purpose of the project is to transform the vacant 9.4-acre parcel of bayfront land into a public nature and recreation park. The project would also restore the natural tidal marsh ecology of the San Francisco Bay shoreline.

In October 2019 the project secured an interim-term lease from the State Lands Commission (SLC) to complete due diligence, design development, community outreach, regulatory agency coordination, and CEQA approval. SPHERE submitted the long-term lease application (for the maximum 49 years) to SLC on July 23, 2021.

The project's three main goals are to:

1. Enhance the user experience by creating a dynamic and engaging park that invites a broad range of users to explore, learn, and enjoy; creating access to the bay for people of all communities, age groups, and abilities; establishing safe, legible connections to the San Francisco Bay shoreline and the Bay Trail; and developing flexible indoor and outdoor spaces as a hub for educational opportunities and community events.
2. Increase awareness of climate change and sea level rise by providing interpretive opportunities and programming that allow visitors to explore and learn about sea level rise resiliency, and the impact of climate change on native ecosystems; creating biophilic experiences that help foster a sense of connection to the natural environment; and using innovative, sustainable materials and methods, including wildlife-friendly and bird-safe design. The project would also be designed to provide improved stormwater and bay water filtration functions.
3. Restore bayfront habitats by establishing and restoring appropriate bayfront native habitats, including tidal salt marsh and marsh-upland ecotone habitats; promoting native vegetation and controlling non-native species.

To achieve these goals the project's vision is to transform the property into public open space, with a focus on public access to the bay, tidal marsh habitat restoration, and sea level rise resiliency demonstration/education. The overall earthwork concept is to excavate a portion of the northern part of the site and move that excavated soil to create a berm farther south, closer to the roadways. The excavation design grades would be set to convert existing ruderal upland habitat and low-quality seasonal wetland habitat to high quality tidal salt marsh habitat. An improved Bay Trail segment would be located atop the berm overlooking the restored tidal marsh. The project would also include an education center building and program educational events. Interpretive design elements would be installed throughout the park to educate park users about climate change and bay ecology in a manner that allows users of diverse ages, backgrounds, and abilities to engage with the site.

As currently envisioned the site would include the following features and amenities:

- Restoration of native tidal salt marsh habitat (via creation of a tidal inlet breach in the existing shoreline protection) and marsh-upland ecotone and upland habitats
- Improved Bay Trail
- Secondary Trails
- Education Center Building
- Interpretive Program
- Sea Level Rise Resiliency Demonstration Project
- Bay Area Water Trail Access & Recreation
- Lawn
- Multi-Purpose Areas
- Trash enclosure
- Southern parking lot, adjacent to Airport Boulevard and Bay View Place
- Western dropoff loop, adjacent to Kincaid's restaurant parking lot

In addition, the following are included as potential additional features:

- Living shoreline intertidal habitat design elements incorporated into rock slope protection at the tidal inlet and kitesurfing ramp
- Rock structures within the tidal inlet, creating a permeable barrier, to reduce wave propagation into the restored marsh
- Submerged breakwater structure bayward of the tidal inlet to the restored tidal marsh

Education center events

The project's education center would host educational programs and other events, which may include the following:

- Education: school group, community group, speaker series, scientific research
- Recreation: sports competition, group sports lesson, group kayak outing, nature group outing
- Performance: music, theater, movie, art
- Community: farmer's market, food truck hub, craft fair, collectible/antique fair, art/wine festival
- Private: wedding, birthday party, family reunion, faith-based event (e.g., bar mitzvah)
- Corporate/Nonprofit/Government: meeting, conference, banquet

Events may temporarily limit public access to portions of the education center (one or both galleries, the lobby, and/or the interior restrooms) and its associated exterior spaces (northern deck, eastern plaza, and/or eastern lawn). The public would always have access to the Bay Trail, Bay Area Water Trail access points, exterior park restrooms, café counter, and western lawn. In addition, the parking lot will always be designated for public use, even when a private event is hosted on-site – event guests will use valet parking or park offsite.

Sea level rise considerations

A majority of the existing site is at approximately elevation +11 feet NAVD88. The project site is located near an area that FEMA has designated as Zone VE (high coastal flood hazard areas during 1-percent-annual-chance flood conditions) with a Base Flood Elevation of approximately +12 feet NAVD88; however, a majority of the proposed project site is elevated and designated as an area with minimal flood hazard (Zone X).

Under proposed project conditions, the existing shoreline protection would be breached, and the interior portion of the site will be opened up to the bay. The majority of the shoreline protection will be left in place as a wave break to protect the restored marsh. The site's Base Flood Elevation will not increase as a result of the proposed grading and the project will not increase flooding risk to adjacent properties. However, the project is not a flood control project, and it will need to be

incorporated into the City's regional flood protection plans to address sea level rise at the Anza Area and along the broader Burlingame bayfront.

For planning purposes, the project life is anticipated through the year 2100. As shown in Figure 1, current sea level elevations for the 1-year and 100-year storm events will be fully contained within the restored marsh, and in 2050 the 100-year event will result in a small area of overtopping of the wave break near the northeast corner of the site.

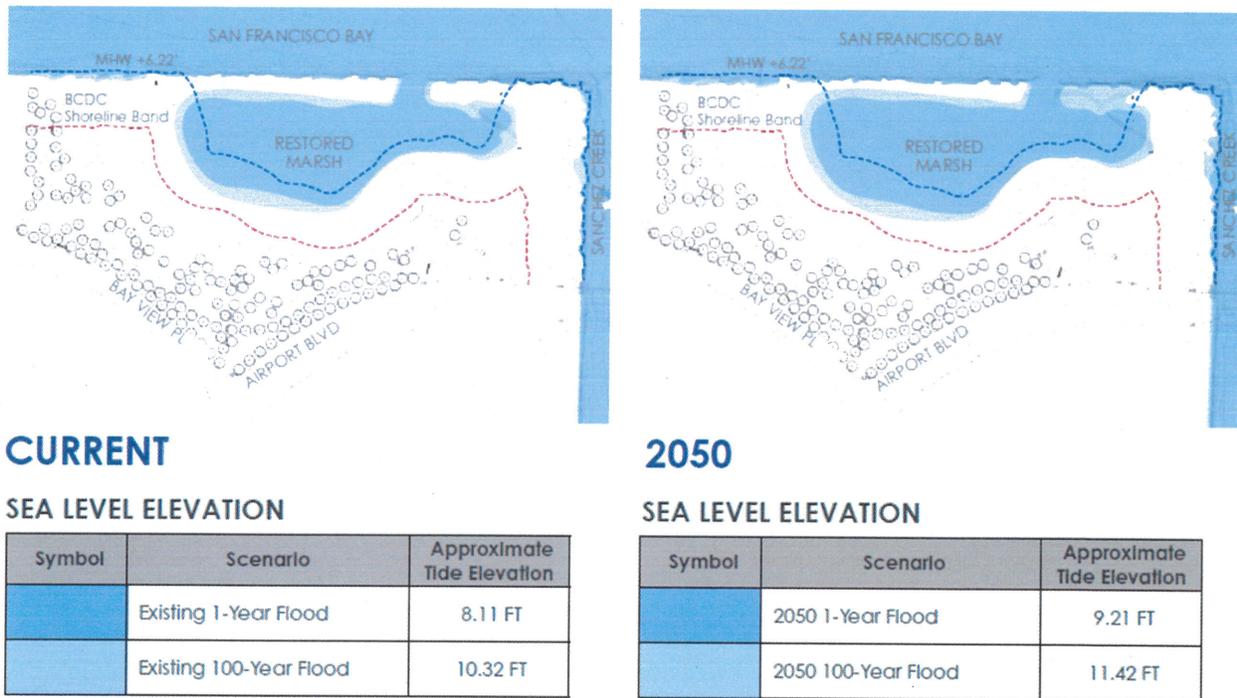


Figure 1. Sea Level Elevations, Current and 2050

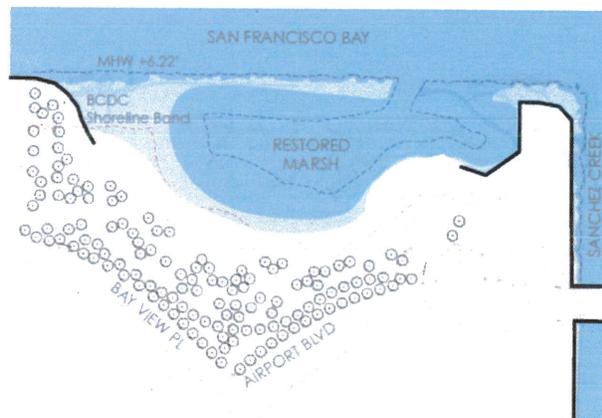
As shown in Figure 2, by 2100, the 1-year event will inundate the portion of the wave break near the northeast corner of the site, and the 100-year event, without implementation of a regional flood control solution, will inundate this portion of the Anza peninsula except for the bermed areas created as part of the project. As mentioned above, the City's regional flood protection solution will need to include this parcel.



2100 without Regional Solution

SEA LEVEL ELEVATION

Symbol	Scenario	Approximate Tide Elevation
	2100 1-Year Flood	11.51 FT
	2100 100-Year Flood	13.72 FT



2100 with Regional Solution

SEA LEVEL ELEVATION

Symbol	Scenario	Approximate Tide Elevation
	2100 1-Year Flood	11.51 FT
	2100 100-Year Flood	13.72 FT

Figure 2. Sea Level Elevations, 2100 Without and With Regional Flood Control Solution

Public outreach efforts to date

Beginning in early 2018, SPHERE (Greg Boro and Will Johnson) and the project team (H. T. Harvey & Associates) have conducted outreach to environmental organizations, community/local groups, recreation groups, education-based groups, and regulatory and government agencies as follows:

- Environmental NGOs
 - 2/20/18 and 3/13/18 the project team presented to a group of environmental NGOs.
 - 6/26/18 the project team met with Peninsula Open Space Trust (POST)
 - 9/28/20 the project team presented to a large group of environmental NGOs including Sierra Club, Sequoia Audubon, Save the Bay, Baykeeper, Greenbelt Alliance, Peninsula Open Space Trust, California Native Plant Society, Surfrider, SF Bay Wildlife Society, and SF Bay Bird Observatory.
 - 10/14/20 the project team presented to Burlingame Citizens Environmental Council.
 - 6/1/21 the project team presented a project update to these same organizations.
- Community/Local Organizations
 - Green Foothills

- Green Foothills helped the project plan community outreach since its inception, including collecting over 1,250 signatures from community members in support of the project application in Summer 2019.
 - In summer 2020 our team worked with Green Foothills to plan safe, socially-distanced community outreach for the design and planning phase of the project. This plan included both reconnecting with previous supporters and expanding our outreach to community-based and social/environmental justice groups.
- Nuestra Casa de East Palo Alto
 - A community advocacy group in East Palo Alto, supported the project's original application to SLC, and the Environmental Protection Agency and Wildlife Conservation Board grant applications. The project team met with them twice in the Summer of 2020 to update them, share the design, and receive design and outreach recommendations. Their community network is further south than our local area, but we are keeping them informed and engaged throughout the planning/design process.
- Burlingame Historical Society
 - Will and Greg gave a Zoom presentation to the group in December 2020.
- Burlingame Farmers Market
 - We spoke December with the director in December 2020. When covid restrictions are lifted we still plan to set up a station to provide information in person, with bilingual postcard-sized handouts.
- Burlingame Rotary Club
 - Will and Greg presented at their meeting in March 2021.
- Burlingame Roundtable
 - We gave a speed-round 90-second project summary to this group in March 2021.
- Peninsula Conflict Resolution Center (PCRC)
 - PCRC is an established community engagement and conflict resolution nonprofit organization in San Mateo. They have contacts and close relationships in communities throughout the immediate area and are able to convene outreach meetings in multiple languages.
 - Greg and Will have met with their land use outreach group several times in 2021 and they will propose a plan for Spanish language outreach to school groups in the area.
- Muwekma Tribe
 - We are working with Green Foothills to write a summary and invitation to the tribe's representative, including a stipend for their time.
- Hotel Groups
 - Will and Greg have met with the local Hilton, Embassy Suites, and Hyatt hotels to introduce the project.
- Neighbors
 - The project team has held Zoom meetings with the owners or owners' representatives for all properties adjacent to the parcel, including Kincaid's

restaurant, 411 Airport Blvd, 433 Airport Blvd, and Burlingame Point (both the property owners at Kylli, and Facebook, their anchor tenant).

- Recreation Groups
 - Bay Area Sea Kayakers (BASK)
 - Presented to the group in December 2020 to discuss the concept design.
 - Our project manager joined a paddle around the site with two members in late December 2020.
 - We held an additional breakout meeting with several group representatives on 5/21/21 to review the details of the 75% DD drawings.
 - San Francisco Boardsailing Association (SFBA).
 - Initial consultation 4/5/18
 - Zoom presentation to 2 members 8/11/20, they provided detailed design feedback.
 - They provided a support letter for the project's grant application to the Wildlife Conservation Board.
 - The project team presented project updates on 6/25/21 and 6/28/21 and received additional feedback.
 - Silicon Valley Bicycle Coalition
 - Will and Greg gave an introductory Zoom presentation at a members meeting on 9/3/20.
 - Association of Bay Area Governments (ABAG) Water Trail Committee.
 - Early coordination with their program manager Ben Botkin beginning in 2018.
 - Project team gave a Zoom update on 9/18/20, and worked with Ben for guidance on ADA/accessibility design. He provided examples and links to design standards.
 - Project team gave an update on the 75% DD drawings to Ben on 5/19/21.
 - Fishing
 - Will and the project team have observed and spoken to the fishermen/women at the project site to gain insights into where they live, what they are fishing, how often they come to the site, etc.
 - Will met with several bait shops (stores that sell bait among other items) in the area to learn about fishing in the area.
 - Met with manager of Hi's Tackle Shop in May 2021 to discuss potential park design feedback from local experts.
- Education Groups
 - Burlingame School District Wellness Coordinator Rusty Hopewell
 - Will and Greg met with Rusty about potential education events, field trips, and curricula.
 - Burlingame PTA Council
 - Will and Greg presented at their meeting in April 2021.
 - They referred us to the individual schools' PTA groups
 - Burlingame Intermediate PTA – Zoom project introduction on 5/6/21
 - Hoover Elementary PTA – Zoom project introduction on 4/28/21

- Additional Local Burlingame Schools – Presentations not yet scheduled but forthcoming
 - Franklin Elementary PTA
 - Lincoln Elementary PTA
 - McKinley Elementary PTA
 - Roosevelt Elementary School PTA
 - Washington Elementary PTA
- Save the Bay
 - Met with their education coordinator on 4/26/21 to discuss future education programming and coordination
- Future Education Outreach – Not Yet Scheduled
 - Point Blue. <https://www.pointblue.org/our-work/education/>
 - Youth Science Institute. <https://www.yisi-ca.org/>
 - Wolf (web of life field) School. <https://www.wolfschool.org/outdoor-science-school>
 - Golden Gate National Parks Conservancy, Crissy Field Summer Camp. <https://www.parksconservancy.org/programs/crissy-field-center-summer-camps>
 - Sierra Club, Outdoors for All program. <https://www.sierraclub.org/outdoors-for-all/contact-outdoors-for-all-program>
 - EDMO
 - National, but HQ in San Francisco: <https://edmo.org/>
 - Local summer camp at Coyote Point: <https://edmo.org/summer-camps/san-mateo-coyote-point-recreation-area>
 - Planet Bee Foundation
 - National, but HQ in San Francisco: <https://www.planetbee.org/>
 - San Mateo County Office of Education
 - Outdoor education: <https://www.smcoe.org/for-families/attending-outdoor-education/>
 - Environmental Literacy: <https://www.smcoe.org/for-families/environmental-literacy.html>
 - California Outdoor Schools Association (COSA): <https://www.cde.ca.gov/pd/ca/sc/oeecosa.asp>
 - Potential College-level interest for ongoing research projects
 - Graduate students have contacted HT Harvey about studying the project development process.
 - SJ State, SF State
 - Community colleges (counterclockwise from SF around south bay)
 - City College of San Francisco
 - College of San Mateo
 - Foothill College
 - De Anza College
 - West Valley-Mission Community College
 - San Jose Evergreen Community College

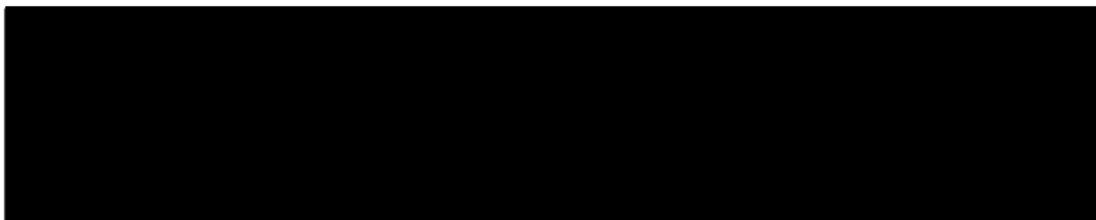
- Ohlone College
 - Chabot College
 - Merritt Community College
 - Laney College
 - Berkeley City College
 - Contra Costa College
- Regulatory/Govt Agencies from Whom Approvals Are Needed
 - City of Burlingame (Planning Department approval and City Building Department permit):
 - Ongoing pre-application meetings starting in May 2020,
 - Coordination meeting with SLC 3/2/21 regarding the CEQA process and lead agency role and follow-up meeting 7/9/21 regarding the MOU.
 - Initial submittal late July 2021 and CEQA project description and technical studies mid-August 2021
 - San Francisco Bay Restoration Regulatory Integration Team (BRRIT)
 - The project team has held ongoing presentations and discussions since September 2020 in advance of regulatory application submittals, anticipated in early 2022. The BRRIT consists of staff dedicated to habitat restoration project permitting from the six state and federal regulatory agencies with jurisdiction over habitat restoration projects in San Francisco Bay, including:
 - U.S. Army Corps of Engineers (USACE)
 - U.S. Fish and Wildlife Service (USFWS)
 - NOAA National Marine Fisheries Service (NMFS)
 - San Francisco Bay Regional Water Quality Control Board (RWQCB)
 - California Department of Fish and Wildlife (CDFW)
 - San Francisco Bay Conservation and Development Commission (BCDC)
 - State Lands Commission (SLC)
 - The project team has coordinated regularly with SLC since being awarded the short-term lease and now holds weekly meetings with SLC staff (mainly Al Franzoia and Marlene Schroeder).
 - Met with the SLC's Environmental Justice Liaison, Yessica Ramirez, in December 2020 to introduce the project and discuss future outreach efforts.
- Regulatory/Govt Agencies Stakeholders
 - Burlingame City Council
 - Meetings with various council members throughout 2018 and 2019
 - Presentation to City Council 6/4/18
 - Burlingame City Parks & Recreation Commission
 - Obtained initial feedback and guidance on 5/17/18
 - Presented the project at the public commission meeting on 5/20/21
 - San Mateo County Health Department

- Will and Greg met with Belen Seara, Senior Community Health Planner in November 2020, who recommended outreach to several health-related groups.
- San Mateo County Parks Rx
 - A San Mateo County Health Department program that gives children "prescriptions for nature" and arranges time and activities outdoors. Greg and Will met with a program director in December 2020 to discuss future collaboration and programming.
- San Mateo County Board of Supervisors, District 1 Dave Pine's office
 - Early coordination meetings on 3/14/18, 7/25/18, and 12/17/18
 - His office requested a meeting after our Burlingame Roundtable update, Greg and Will gave him and his staff an update in late March 2021.
- One Shoreline
 - Supervisor Dave Pine's office recommended we reach out to their director.
 - We met with their staff in late 2020 to discuss long-term plans for region-wide sea level rise adaptation. Their first stage would not include our immediate area but long-term they may expand to the Anza Area.
- San Francisco Bay Joint Venture (SFBJV)
 - As part of the Measure AA grant application, the project team coordinated with SFBJV. We presented the project to them on 7/2/20 and 2/4/21. At the latter meeting, the project was adopted as a SFBJV planning project.
- SFO Planning Team
 - Early coordination emails beginning in 2018:
 - Re: potential conflicts with kitesurfing (2/23/18 email from Airport Planning Director: "The proposed area lies outside of the noise and safety zones associated with SFO airport operations and the building height limit in the immediate area is about 350 feet. The Coast Guard Security Zone is in an area about a mile from the proposed park area so should not be a concern as long as watersport participants are made aware of it and know to stay out of it")
 - Re: potential conflicts with birds (10/11/18 email from Airport biologist: "Canada geese may be attracted to the lawn areas depicted in the attached drawings, which I would be more concerned about than the wetland area. The effect is difficult to predict because it will depend on how heavily used the park is. However, the entire project area is small and is unlikely to significantly increase the wildlife hazard to our operations")
 - We provided updates to their planning team and ecologist in December 2020 and January 2021. They had no objection to the project and requested we give their ecologist a brief update before we submit our CEQA application. They confirmed that the Airport Land Use Committee (ALUC) did not recommend a formal submittal from the project.
 - The project team presented a project update on 7/19/21.

- FAA
 - Early coordination emails beginning in 2018 regarding their onsite tower.
 - We provided an update in Summer 2020 and met with their field team in March 2021 to discuss continued access to their tower.
 - The project team held a follow-up meeting on 5/25/21 to discuss design details and our future submittal of their 7460 form to start the formal review process.
- San Mateo County Mosquito & Vector Control District
 - The project team introduced the project via Zoom on 10/15/20. District Staff provided initial feedback and followed up with guidance documents related to drainage of the restored marsh.
 - We plan to meet with them again in August 2021 following completion of the 100% DD drawings. These drawings will include our draft stormwater treatment design, which is of interest to the District.
- Additional Groups. We have reached out to the following groups, but either received no response or they declined a presentation:
 - Center for Independence of Individuals Living with Disabilities SMC
 - NAACP San Mateo
 - Curiodyssey
 - GreenAction
 - Environmental Justice Coalition for Water
 - Several Student Strike Group
 - Sunrise Bay Area
 - Mothers Out Front

Conclusion

We appreciate the opportunity to work with the City of Burlingame on this nature-based park endeavor. We request your review and consideration of this project, which we hope will be an ecological, recreational, and educational benefit to the City of Burlingame and the larger San Francisco Bay region. Please contact our project manager, Will Johnson, at wjohnson@sphereinstitute.org or (415) 793-8685 if you have any questions.



Greg Boro
Project Director
The SPHERE Institute

Memorandum

Project No. 4113-02

December 21, 2021

To: William Johnson, Project Manager, the SPHERE Institute
From: Max Busnardo, M.S., Principal Restoration Ecologist, H. T. Harvey & Associates
Subject: 410 Airport Boulevard—CEQA Project Description

Project Introduction

The proposed park project (the project) at 410 Airport Boulevard in Burlingame, California (Figure 1) will transform the vacant 9.4-acre parcel of bayfront land into a public nature and recreation park. The project will restore a natural tidal marsh ecosystem along this portion of the San Francisco Bay shoreline.

The SPHERE Institute (SPHERE) is the project proponent. Project partners include the San Mateo Resource Conservation District (SMRCD) and the California State Lands Commission (SLC).

In October 2019, the project secured an interim-term lease from the SLC to complete due diligence, design development, community outreach, regulatory agency coordination, and CEQA approval. The project applicant (The SPHERE Institute) submitted the long-term lease application (for the maximum 49 years) in July 2021.

The project's three main goals are to:

1. Create a dynamic and engaging park that invites a broad range of users to explore, learn, and enjoy; providing access to the bay for people of all communities, age groups, and abilities; establishing safe, legible connections to the San Francisco Bay shoreline and the Bay Trail; and developing flexible indoor and outdoor spaces as a hub for educational opportunities and community events.
2. Increase awareness of climate change and sea level rise by providing interpretive opportunities and programming that allow visitors to explore and learn about sea level rise resiliency, and the impact of climate change on native ecosystems; creating biophilic experiences that help foster a sense of connection to the natural environment; and using innovative, sustainable materials and methods, including wildlife-friendly and bird-safe design.



3. Restore bayfront ecosystems ecologically appropriate for the site's landscape position, including tidal salt marsh and marsh-upland ecotone¹ (or ecotone) habitats; promoting native vegetation and controlling non-native species. The project would also be designed to provide improved filtration of stormwater and tidal bay water.

To achieve these goals, the project's intent is to transform the property into public open space, with a focus on public access to the bay, tidal marsh habitat restoration, and sea level rise resiliency demonstration/education. The overall earthwork concept is to excavate the northern portion of the site and move that excavated soil to create a berm farther south, closer to the roadways. The excavation design grades would be set to convert existing ruderal upland habitat and low-quality seasonal wetland habitat to a high-quality tidal salt marsh ecosystem. An improved Bay Trail segment would be located atop the berm overlooking the restored tidal marsh. The project would also include an education center building and would program educational events. Interpretive design elements would be installed throughout the park to educate park users about climate change and bay ecology in a manner that allows users of diverse ages, backgrounds, and abilities to engage with the site.

As currently proposed, and as shown on Figure 2, the site would include the following features and amenities:

- Restored tidal salt marsh habitat, ecotone, and upland habitats with native plant species
- Improved Bay Trail
- Secondary trails
- Education Center building
- Interpretive program
- Sea level rise resiliency demonstration
- Bay Area Water Trail access & recreation (including a kayak launch in Sanchez Creek and a kitesurfing ramp with bay overlook/access in the northwest corner of the site)
- Fishing overlook
- Lawn
- Multi-purpose areas
- Trash enclosure
- Parking lot, adjacent to Airport Boulevard and Bay View Place

¹ Marsh-upland ecotone (or ecotone) habitat refers to the transition zone of vegetation that would be located on the slope situated between the restored tidal marsh at the toe of slope and the upland habitat at the top of slope.



N:\Project\4113-02\Reports\CEQA\Fig 1 Vicinity Map.aprx



H. T. HARVEY & ASSOCIATES
Ecological Consultants

Figure 1. Vicinity Map
The Park at 410 Airport Boulevard – CEQA Project Description (4113-02)
December 2021

DRAWING NAME: \\hthnas\Company Share Folder\Work Products\Active Projects\4113, Burlingame Airport Blvd Park\02, Outreach and Design\02\Prop Project Elements Fig_20211112.dwg

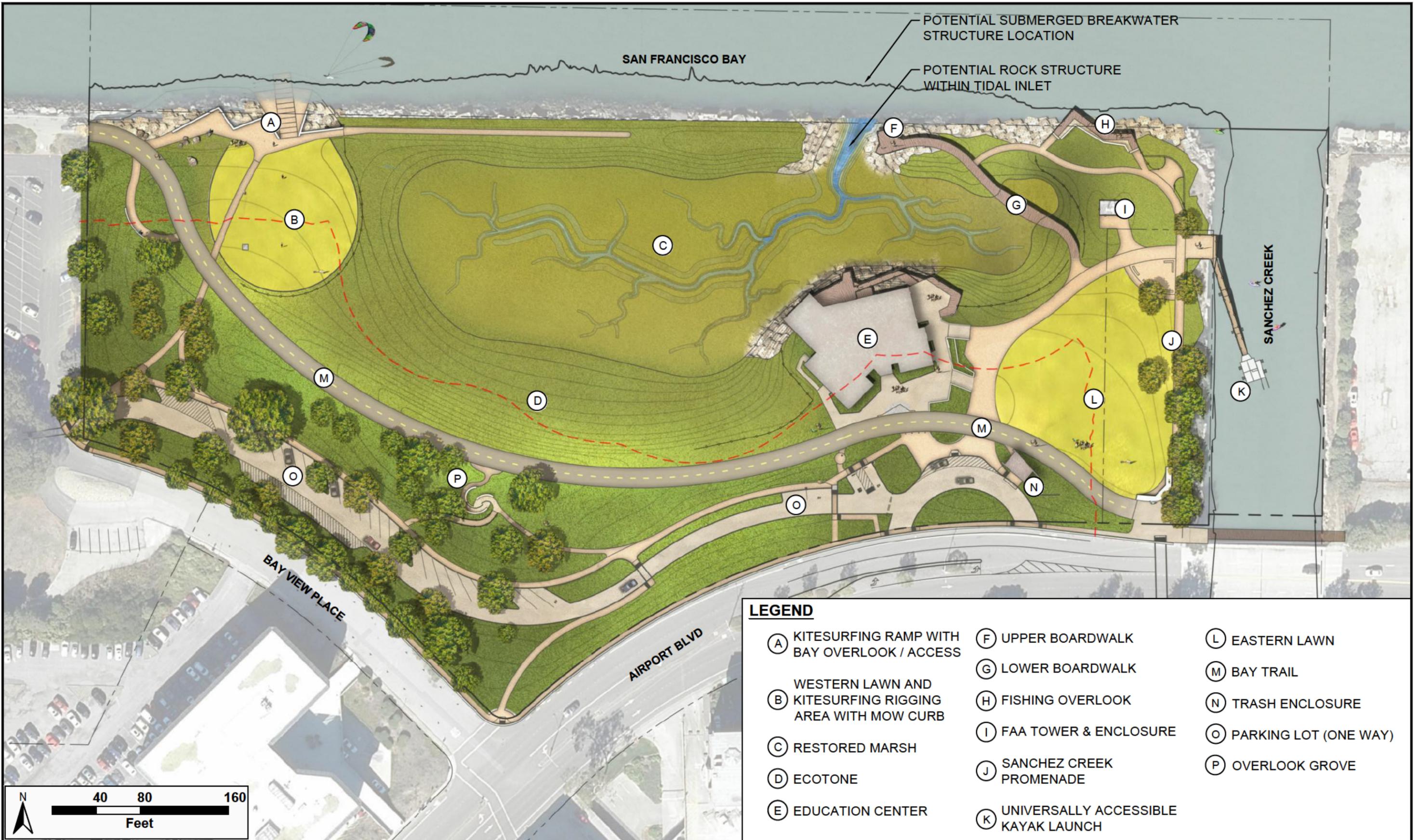


Figure 2: Proposed Project Elements
The Park at 410 Airport Boulevard (4113-02)
December 2021

The following are included as potential additional features:

- Living shoreline intertidal habitat design elements incorporated into rock slope protection at the tidal inlet and kitesurfing ramp
- Rock structures within the tidal inlet, creating a permeable barrier, to reduce wave propagation into the restored marsh
- Submerged breakwater structure bayward of the tidal inlet to the restored tidal marsh

Existing Conditions

The site and surrounding land were created by the Anza Corporation in the mid- to late 1960's by placement of fill without authorization across approximately 150 acres of former San Francisco Bay habitats. Following a lawsuit, this land was divided between the Anza Corporation and the SLC. The 9.4-acre parcel is owned by SLC and was never developed (Figure 3) – it is a vacant lot consisting of:

- Weedy (ruderal) upland habitat occupying the majority of the site with a few non-native shrubs and trees scattered around the site's periphery
- Unimproved Bay Trail along the northern edge
- Unused gravel "parking lot" at the western edge, adjacent to the Kincaid's restaurant paved parking lot
- Abandoned paved parking lot and other hardscape infrastructure related to the former Sherman Restaurant, which was located on a boat moored in Sanchez Creek, along the eastern edge
- Federal Aviation Administration tower, located in the eastern parking lot, associated with San Francisco International Airport. The Federal Aviation Administration has an existing lease and easement with SLC for this infrastructure.

Biology

The site consists of fill placed in former tidal baylands which converted baylands to uplands. Consequently, disturbance adapted, upland ruderal habitat occupies the majority of the 9.4-acre site (e.g. fennel [*Foeniculum vulgare*], Italian thistle [*Carduus pycnocephalus*], and various non-native annual grasses). A few non-native shrubs and trees are scattered around the site's periphery. A small surface area (~ 0.40 acres) of U. S. Army Corps of Engineers' (USACE) jurisdictional seasonal wetlands also occurs at the site in depressions formed via differential settlement of the fill material. They support shallow ponding (less than ~1 foot) for several months in the rainy season. These wetlands are dominated by non-native grasses and flowering herbs. They provide minimal wetland functions including low-quality habitat for wildlife.

DRAWING NAME: C:\Users\hmciboeu\Desktop\SPHERE\Working\Drawings\FIGURE 4113-02_XX-FIG_EX CONDITIONS_20210726.dwg



The site provides relatively poor habitat for wildlife due to the dominance of weedy ruderal habitat and absence of native trees and shrubs. The site is located along the Pacific Flyway; however, it does not provide high-quality “stopover” habitat due to the prevalence of weedy vegetation and lack of trees and shrubs.

Due to the short duration and shallow nature of ponding in the seasonal wetlands, no aquatic animals are expected to occur in these seasonal wetlands.

Hydrology/Soils

The northern edge of the site borders on the tidal waters of San Francisco Bay and is subject to considerable erosive force from wind driven waves. The existing shoreline erosion protection consists of large concrete slabs, roadbed of the former San Mateo Bridge, placed onsite when the bridge was rebuilt, and the fill soil was placed to create the Anza Area of Burlingame as described above. The slabs were stacked vertically to create the Anza Area boundary, and fill was then placed behind them. Along the northern property line, the concrete slabs have shifted somewhat over time and smaller rip rap material was placed towards the toe of the slope. Along Sanchez Creek, the concrete slabs are still stacked vertically with, in some locations, sakcrete concrete placed above them at or near the top of bank. The site’s elevations are above the influence of regular tidal inundation from the bay. Under the current conditions, it is likely that the site would potentially flood during a 50-year coastal flood event (i.e., a flood event that has a 2% chance of occurrence in any given year).

Operations/Public Access

Currently the Bay Trail, located along the east and north sides of the parcel, is in disrepair and is generally somewhat unsafe (rebar protruding from concrete debris shoreline protection, erosion and settling of the concrete debris, trip hazards and non-native weedy vegetation “islands” within the trail, etc.). Nevertheless, the site does provide access to the shoreline and residents visit the site to fish, jog, bicycle, etc. The vast majority of the site is fenced off and vegetated, as described above.

Views

Views of the bay are very limited from Airport Boulevard due to the trees located along the parcel’s perimeter, are somewhat better along Bay View Place, and are unobstructed from the unimproved Bay Trail along the northern edge of the site.

Proposed Conditions

Wetland Restoration

The site occurs within historic baylands that were previously filled. The project would remove a portion of this fill and reconnect the excavated area to the bay’s tides to restore an approximately 3-acre tidal salt marsh ecosystem. The restored ecosystem would be dominated by native plant species that would consist of approximately 1.5 acres of tidal salt marsh habitat below the current High Tide Line (HTL) and approximately 1.5 acres of associated ecotone above the current HTL.

- Tidal salt marsh refers to the portion of the restored marsh ecosystem that would be flooded and drained by the twice daily high and low tides that would convey saline water to the marsh from the San Francisco Bay through a constructed tidal inlet. Most of the tidal marsh would consist of a relatively flat marsh plain and would be vegetated with native plants adapted to salty soils and regular tidal inundation. The tidal marsh would be located below the current HTL.
- Marsh-upland ecotone habitat refers to the transition zone of vegetation that would be located on the slope situated between the restored tidal marsh at the toe of slope and the upland habitat at the top of slope. Ecotone vegetation would consist of a diverse transition of plant communities from those that are relatively salt and flood tolerant near the toe of slope/marsh to those that are more drought tolerant toward the top of slope. The proposed tidal marsh ecosystem restoration is consistent with regional bayland planning guidance for this portion of the San Francisco Bay shoreline including: *Baylands Ecosystem Habitat Goals Project* (1999), *Baylands Ecosystem Habitat Goals Project Science Update* (2015), and the *San Francisco Bay Shoreline Adaptation Atlas* (2019).

The tidal marsh and ecotone design is modeled after natural San Francisco Bay tidal salt marsh analogues, with the primary analogue consisting of the closest appropriate natural marsh to this site: Laumeister Marsh. Tidal salt marsh habitat would consist of a fully tidal mid- to high-marsh plain dominated by pickleweed (*Salicornia pacifica*) with a lower abundance of a diversity of native tidal salt marsh plant species. Tidal waters would be conveyed to and from the marsh plain on the flood and ebb tides by a dendritic tidal slough channel network connected to the San Francisco Bay via a constructed tidal inlet. The ecotone would support a high diversity of native plant species occurring within sub-shrub and shrub habitat patches in a matrix of alkali meadow habitat. Overall, the habitat improvements would support a high diversity of plants and animals, including insect pollinators.

The existing ruderal habitat and the majority of the low-quality seasonal wetlands would be converted to restored tidal marsh and ecotone via mass grading. The mass grading effort would excavate the existing bay fill to tidal marsh elevations and place that fill landward to construct the ecotone slope up to the new Bay Trail segment. The tidal inlet to the San Francisco Bay would be constructed through the site's existing concrete rubble shoreline protection to provide full tidal action to the restored tidal marsh. The existing shoreline protection would be left intact adjacent to the tidal inlet to serve as a wave break to protect the restored tidal marsh from wind wave erosion. The slope leading up from the marsh would be graded at a low, gradual angle (slopes varying from 4:1 to 10:1 [horizontal:vertical]) to restore ecotone habitat with the new Bay Trail segment located on the berm crest. The grading plan for both the restored marsh plain and the ecotone slope would provide the marsh ecosystem with resiliency to sea level rise, so that sea level rise is less likely to drown the vegetated marsh in the future. For example, the marsh plain would be constructed at elevations situated relatively high in the tidal frame and the ecotone would be built with a gradual, gentle slope (not steep) to allow the tidal marsh to adapt to sea level rise. The gradual ecotone slope from the marsh to the trail would provide horizontal space for the marsh to gradually move upslope as sea level rises (i.e., landward transgression of marsh).

Contaminant testing of soils at the marsh design grade found that certain contaminants exceed Regional Water Quality Control Board (RWQCB) screening criteria for the protection of aquatic animals. Therefore, the project would include over-excavation of contaminated soils and import and backfill of the restored marsh plain with clean soils that meet RWQCB screening criteria for wetland surface material to protect aquatic animals that would utilize the restored marsh. There is also material onsite that contains non-hazardous concentrations of petroleum hydrocarbons and metals which would need to be disposed offsite at a Class II regulated landfill or buried under two feet of clean fill material (Langan Engineering and Environmental Services 2021). A small volume of soil containing hazardous concentrations of lead would need to be disposed of off-site at a Class I regulated landfill (Langan Engineering and Environmental Services 2021). Following soil excavation and wetland surface soil import and placement, the restoration work would include intensive revegetation of native plant communities via seeding, planting, and vegetation maintenance during a short-term, three-year plant establishment period.

Biology

The tidal marsh ecosystem would be designed to maximize tidal habitat functions and wildlife value, be resilient to sea level rise, and provide recreational/educational opportunities. The ecotone habitat would provide these habitat functions: provide high-tide refugia for tidal marsh species during extreme high-tide events; provide space for the landward transgression of tidal marsh habitat as sea level rises; support high plant and animal community diversity, including insect pollinators.

The proposed habitat restoration would improve wildlife habitat value. The most significant change in wildlife use of the site would involve the bird community, which would increase in diversity and abundance. The restored habitats would attract a higher diversity and abundance of bird species and guilds than are currently present. This benefit to bird use is expected because the proposed restoration and revegetation would provide more layers of vegetation (increased structural vegetation diversity) which would increase the diversity of microhabitats, thus providing resources for a greater number of bird species and individuals.

The restoration would also contribute to the site's value as a stopover site along the Pacific Flyway by providing greater diversity of foraging habitats, increased abundance of plant-based and invertebrate food, and greater vegetation volume. The site would be able to support more migrant birds compared to existing conditions by allowing them to build up and store fat to continue their migrations.

The project site would also support a greater abundance and diversity of aquatic animals following project implementation. The subtidal and intertidal habitats on the project site would be connected to San Francisco Bay waters and would provide foraging habitat for a variety of estuarine fish. The vegetated marsh surrounding the project's subtidal and intertidal habitats would provide organic matter that would in turn support high algal biomass within the site as well as numerous invertebrates, so the project would enhance foraging habitat and food abundance for native fish that utilize the adjacent bay.

Hydrology/Soils

The project would improve the entire 9.4-acre parcel, including portions of the bay shoreline along the northern edge of the site (approximately 1020 ft total) and the Sanchez Creek bank (approximately 360 ft total). Under proposed project conditions, the existing shoreline protection would be breached, allowing tides to inundate excavated portions of the site.

Waves could propagate through the constructed tidal inlet and potentially cause soil erosion in the restored marsh. The project would include several constructed elements to avoid and mitigate the effects of waves, produced both by moving vessels and wind shear, propagating into the site through the approximately 50 ft wide tidal inlet:

- The orientation of the tidal inlet would be to the northeast, to minimize directly coincident waves generated along the longest fetch, which is directly north. Fetch refers to a water surface area or length over which the wind blows and is able to generate waves. Angling the inlet away from the principal fetch direction serves to prevent the largest potential waves from entering the site.
- Once waves enter the inlet, the design forces the waves to break and dissipate energy as the slope quickly ascends over a rip-rapped grade transition that curves toward the southeast and narrows before incoming water reaches the constructed marsh and associated channels. The grade transition would ensure that waves break while entering the site, thereby dissipating energy through turbulence and other processes.
- The rip-rapped bottom and sides of the inlet would also promote drag forces within the incoming flow that reduces wave energy, and a similar effect would be added by directing the incoming flow around a bend in the inlet channel prior to it splitting into the marsh channel network and marsh plain areas of the site.
- The meandering of these marsh channels and the marsh vegetation along the channel margins, bounding berms, and marsh plain would serve to further reduce the energy of incoming waves by increasing surface roughness and flow complexity.
- Raised topography at the southern portion of the marsh and additional riprap armoring of the slope under the education center would provide a further layer of protection for critical infrastructure elements of the site.

In-water work at and north of the kayak launch would include up to a maximum of 110 linear feet of improvements along the Sanchez Creek shoreline to repair undercutting of the existing concrete slabs and sakcrete.

In addition, the following are included as potential additional in-water features:

- Living shoreline intertidal habitat design elements incorporated into rock slope protection at the tidal inlet and kitesurfing ramp. These may include the addition of rugosity to the rock and/or concrete to promote colonization by macroalgae and macroinvertebrates, as well as rock-crown revegetation with native plants on the upper elevation portions of these rock structures. Rugosity refers to small-scale variations in the surfaces of the rock and/or concrete creating a rough, ridged or wrinkled surface that promotes natural establishment of diverse assemblages of macroalgae and macroinvertebrates.
- Rock structures within the tidal inlet, creating a permeable barrier, to reduce wave propagation into the restored marsh by forcing waves to break as soon as possible upon reaching the site.
- A submerged breakwater element to trigger wave breaking prior to entering the tidal inlet. An offshore breakwater would essentially create a shield in front of the inlet, with gaps between the shoreline and the structure, to disrupt incoming waves from all northerly directions (from NW to NE). This structure would be designed with living shoreline subtidal/intertidal habitat elements and would likely consist of a combination of an artificial oyster reef and rip rap. The structure would trigger breaking of the 100-yr wave event and would not extend above the HTL so that it would not result in the loss of waters of the U.S./State.

Operations/Public Access and Education

The project would improve access for the public to experience a wide variety of recreational activities. It would provide amenities for fishing, picnicking, playing lawn games, kitesurfing/windsurfing, kayaking/paddle boarding, jogging, bicycling, birdwatching, and attending educational events:

- **Public Access to Nature**—The project is designed to maximize visual access to the restored tidal marsh habitat and promote nature-based recreation and education. Several elevated site elements (e.g. upper and lower boardwalks, education center deck, overlook grove, etc.) would provide observation points for birdwatchers, educational groups, and members of the public. The revegetation design is geared to provide the public with opportunities to experience and learn about native plants. The marsh, its associated marsh-upland ecotone, and the upland habitat would all be revegetated with native bay edge species. Planting in areas of high public use, for example around the education center, would be more “formal” but would still only include appropriate native bay edge species. The site would be designed to provide universal access to the education center and all trails and passive recreation areas. In terms of active recreation, the kayak launch would comply with Americans with Disabilities Act accessibility standards, however the kitesurfing ramp would not, as the nature of this sport requires a steep ramp for launching the kite. West of the kitesurfing ramp, the existing shoreline protection would be modified to incorporate a bay overlook.
- **Education and Interpretive Program**—The project would provide opportunities for schools, non-profit organizations, other groups, and citizens to learn about sea level rise, bay ecology, and other relevant topics. The site would include an interpretive program to educate the public on the natural environment and explain the project’s nature-based sea level rise adaptation strategy. The outdoor

portion of the program would focus on experiential and structural elements and may provide a few sign panels. The indoor portion would include displays and likely a video/monitor educational component. The park's intentional topographic design would provide a visual example of the process of sea level rise, strategies for adapting shorelines to sea level rise, and would be incorporated into the interpretive program. In addition, educational programming and events would be hosted at the site. These educational programs would be led by teachers or docents and include activities and lectures above and beyond the interpretive program.

- **Bay Trail and Other Pathways**—The project would re-route and improve the Bay Trail, which would run along the elevated ridge of the berm, offering views of the bay and the restored tidal marsh habitat below. The site's education center would provide a stopover with restrooms, a water re-filling station, and other amenities for joggers, walkers, and cyclists. Paths and boardwalks would branch off the Bay Trail to provide access within the park. The Project would also improve public access to this section of the Bay Trail by providing parking. The site's secondary pathways would provide direct access to the bay edge, including the Sanchez creek promenade along the eastern edge, the upper and lower boardwalks in the northeast corner, and the trail spur on the wave break at the northern edge of the site. Other secondary pathways provide safe access from the sidewalk and parking lot to the site's key elements.
- **Water Access**—The project would include two separate access points for the Bay Area Water Trail – at the western side for kitesurfing and windsurfing access directly into the bay and on the eastern side for kayaking and paddle boarding access in Sanchez Creek, more protected from direct wave action. The kitesurfing and windsurfing ramp would include a lawn lay-down area for setting up equipment, and the kayak launch would include a ramp (with landings [i.e., minimally sloped pause points in the ramp]) and floating dock. In addition, access would be improved along the north shore for fishing, a popular activity at the site. The park's additional parking would also improve access for these water-based activities.
- **Education Center and Adjacent Eastern Lawn**—
 - The building would include two exhibit galleries, with a dividing operable wall system allowing the galleries to be merged into one larger space. It includes an associated northern deck and eastern/southern plazas.
 - The education center galleries would be open to the public 7 days/week from 9am to 5pm.
 - Along the east side of the building, a takeaway café counter would serve coffee, sandwiches, etc. that can be consumed in the park or taken to go. The café would not provide sit-down menu service. It would be open 7 days/week from 8am to 3pm with possible extended summer hours from 7am-3pm.
 - Along the west side of the building are the park restrooms accessible from the exterior of the building. These exterior park restrooms would open at the same time as the café and stay open until dusk (when the parking lot closes).

- The eastern lawn is located between the education center and Sanchez Creek and would provide room for picnicking, lawn games, and a variety of activities and events.
- **Events**—The project’s education center would host educational programs and other events.
 - Events may include the following:
 - Education—School group, community group, speaker series, scientific research
 - Recreation—Sports competition, group sports lesson, group kayak outing, nature group outing
 - Performance—Music, theater, movie, art
 - Community—Farmer’s market, food truck hub, craft fair, collectible/antique fair, art/wine festival
 - Private—Wedding, birthday party, family reunion, faith-based event (e.g. bar mitzvah)
 - Corporate/Nonprofit/Government—Meeting, conference, banquet
 - Events may temporarily limit public access to portions of the education center (one or both galleries, the lobby, and/or the interior restrooms) and its associated exterior spaces (northern deck, eastern plaza, and/or eastern lawn). The public would always have access to the Bay Trail, Bay Area Water Trail access points, exterior park restrooms, café counter, parking lot, and western lawn.
- **Parking**—The site would include an entry drive and a one-way parking lot extending from the entry at Airport Boulevard, exiting on Bay View Place. The parking lot would be gated on both sides for security and would be open 7 days/week from dawn to dusk. All onsite parking areas would remain open to the public during education center events, which would utilize valet/shuttle services. Parallel street parking spaces will also be added to both sides of Bay View Place.

Views

Views to the bay would be improved, both from Airport Boulevard and from within the park. The existing vegetation along the site’s southern perimeter currently obstructs views of the bay from Airport Boulevard. This vegetation would be removed and strategic view corridors would be provided around the education center to highlight the project’s unique bayside setting. Even in locations where the bay is not directly visible, the open unobstructed views through the site would indicate the waterfront (because there is no development bayward of the site, leading to long views across the bay). Within the park, views to the bay would be highlighted from:

- The Bay Trail and overlook grove, both located on the created berm (proposed to be approximately 9-10 feet above current grade),
- the education center, located centrally to provide views of the restored marsh, tidal inlet, and the bay beyond,

- the upper boardwalk and fishing overlook in the northeast portion of the site,
- the Sanchez Creek promenade along the east side, and
- the kitesurfing ramp, bay overlook/access and seating, and lawn in the northwest corner of the site.

Lighting

The project would include outdoor lighting in the landscape and along the exterior of the education center. Lighting goals are based on safety, security, and sensitivity to the adjacent restored habitat:

- Human experience
 - Highlight paths, wayfinding, features and destinations
 - Design for scene experience
 - Provide for safety and security
- Ecology
 - Avoid glare, excess light, and light pollution
 - Select light color to minimize effects on wildlife
 - Reduce high contrast
- Energy efficiency

Automated interior blackout shades would be installed on all windows on the education center's north/northwest and east facades as well as the galleries' south facing clerestory windows. These shades would be programmed to close when the building is not in use and between 10:00 p.m. and sunrise.

Bird-Safe Design

The project would incorporate bird-safe glazing on certain portions of the education center to reduce the frequency of bird collisions with glazed facades. The minimum extent of the proposed bird-safe glazing treatment on the building's facades would include the large glass panels on the north/northwest and east facades (see preliminary plans on Figure 4). Bird-safe glazing treatments may include fritting, netting, permanent stencils, frosted glass, exterior screens, physical grids placed on the exterior of glazing, or ultraviolet patterns visible to birds. The bird-safe pattern would have vertical elements at least 1/4-inch wide at a minimum spacing of 4 inches, and horizontal elements at least 1/8-inch wide at a minimum spacing of 2 inches.

Construction

Timing and Equipment

Project construction is anticipated to occur over the course of 3 construction phases and would likely require the following equipment (Table 1).



Figure 4. Minimum Extent of Bird-Safe Treatment on the North/Northwest (Top) and East (Second from Top) Facades of the Education Center is Outlined in Blue
 Note: No bird-safe treatment is currently proposed on the south (second from bottom), and west (bottom) facades.

Table 1. Construction Equipment

Phase	Site Element	Anticipated Construction Equipment
Phase 1 (anticipated start 2024)	<ul style="list-style-type: none"> • Rough grading to excavate marsh and surcharge upland fill areas • Kitesurfing ramp and bay overlook/access installation • Interim seeding 	<ul style="list-style-type: none"> • Concrete/Industrial Saws, 40 hrs • Tractors/Loaders/Backhoes, 1,720 hrs • Highway/Flatbed Trucks, 520 hrs • Rubber Tired Dozers, 1,520 hrs • Excavators, 1,440 hrs • Graders, 1,440 hrs • Highway Dump Trucks, 5,760 hrs • Water Trucks, 180 hrs • Trenchers, 240 hrs • Concrete Trucks, 160 hrs • Concrete Pumps, 80 hrs • Dewatering Pumps, 960 hrs

Phase	Site Element	Anticipated Construction Equipment
	<ul style="list-style-type: none"> • <i>Potential living shoreline intertidal habitat design elements incorporated into rock slope protection at the kitesurfing ramp</i> 	<ul style="list-style-type: none"> • Living shoreline elements would not require additional equipment than what is listed above
Phase 2 (anticipated start 2025)	<ul style="list-style-type: none"> • Import fill placement of wetland surface material in the marsh and finish grading of marsh and upland fill areas • Revegetation • Bay Trail, including overlook grove • Entry and parking lot • Western lawn • Lower and upper boardwalk • Tidal inlet • Education center foundation and slab • <i>Potential rock structures within the tidal inlet</i> • <i>Potential living shoreline intertidal habitat design elements incorporated into rock slope protection at the tidal inlet.</i> 	<ul style="list-style-type: none"> • Excavators, 1,664 hrs • Graders, 570 hrs • Rubber Tired Dozers, 480 hrs • Tractors/Loaders/Backhoes, 720 hrs • Highway Dump Trucks, 7,380 hrs • Water Trucks, 120 hrs • Bore/Drill Rigs, 464 hrs • Concrete Trucks, 1,040 hrs • Concrete Pumps, 240 hrs • Pavers, 90 hrs • Rollers, 180 hrs • Aerial Lifts, 480 hrs • Highway/Flatbed Trucks, 960 hrs • Dewatering Pumps, 160 hrs • <i>Potential rock structures within the tidal inlet would not require additional equipment than what is listed above.</i> • Living shoreline elements would not require additional equipment than what is listed above
Phase 3 (anticipated start 2026)	<ul style="list-style-type: none"> • Education center completion • Eastern lawn • Sanchez Creek promenade • Kayak launch • Fishing overlook • <i>Potential submerged breakwater structure at the tidal inlet described above</i> 	<ul style="list-style-type: none"> • Excavators, 640 hrs • Rubber Tired Dozers, 120 hrs • Tractors/Loaders/Backhoes, 1,530 hrs • Highway Dump Trucks, 480 hrs • Rollers, 120 hrs • Skid Steer Loaders, 120 hrs • Highway/Flatbed Trucks, 3,280 hrs • Cranes, 240 hrs • Forklifts, 480 hrs • Aerial Lifts, 5,120 hrs • Generator Sets, 2,800 hrs • Tractors/Loaders/Backhoes, 1,290 hrs • Welders, 560 hrs • Air Compressors, 960 hrs • Concrete Trucks, 80 hrs • Concrete Pumps, 120 hrs • Tug, 160 hrs • Pavers, 120 hrs • Additional equipment for submerged breakwater includes tug (180 hrs), excavator (120 hrs), highway dump trucks (160 hrs)

Dewatering, Water Quality Protection, and Aquatic Species Protection

Construction of in-water work would be limited to June 1 – November 30 based on the work windows for Pacific herring and steelhead.

There are several types of in-water features associated with the project:

1. Construction in bay waters of most project features, including the tidal inlet, kitesurfing ramp, and kayak launch Sanchez Creek shoreline repairs, would require temporary dewatering via cofferdams. Cofferdams would be constructed with materials to effectively dewater the work area (e.g. inflatable rubber dams and/or sheet piles).
2. Construction of the tidal marsh plain would also require dewatering, not to hold back bay waters, but to pump out bay water that seeps through the wave break into the excavation footprint.
3. Construction in bay waters of the potential submerged breakwater at the tidal inlet would be accomplished from the bay (e.g. via barge) or from land (e.g. long-reach excavator) with material being placed directly in the bay without temporary dewatering.
4. Construction in bay waters of minor excavation associated with the kayak launch floating dock would be performed with a silt curtain and without temporary dewatering.
5. Installation of the kayak launch's floating gangway and dock would require permanent piles.

The project would implement the following measures to ensure that the project avoids impacts on water quality and aquatic species.

Measure 1. Water Quality Protection—While cofferdams would be closed off to the bay during low tide when the work areas would not be inundated, it may be necessary to pump water out of the cofferdam enclosed work areas during construction, should substantial amounts of water leak into the work area. For the marsh plain excavation, pumping water out of the excavation footprint would also be required.

Any water pumped out of the cofferdam enclosed work areas and/or the marsh plain excavation work area would be filtered, then discharged back to the bay:

- Before discharge, water would be treated with appropriate Best Management Practices (BMPs) such that the discharge does not adversely affect the surface water quality of the receiving waters.
- Turbid or sediment-laden waters related to dewatering or basin draining would be discharged to a temporary or permanent sediment basin or trap on the project site.
- Energy dissipation would be provided at all discharge points so that dewatering or basin draining activities would not cause nuisance conditions or erosion in receiving waters and would not adversely impact downslope properties or habitats.

In addition, projects causing land disturbances that are equal to one acre or greater must comply with State requirements to control the discharge of stormwater pollutants under the National Pollution Discharge Elimination System (NPDES)/Construction General Permit. This project will disturb greater than one acre. Therefore, prior to the start of construction/demolition, a Notice of Intent would be filed with the State Water Board describing the project. In complying with State requirements to control the discharge of stormwater pollutants under the NPDES/Construction General Permit, the Project would be required to develop and maintain a Storm Water Pollution Prevention Plan, which would include the use of BMPs to protect water quality until the site is stabilized. Standard permit conditions under the NPDES/Construction General Permit require that the applicant utilize various measures including: on-site sediment control BMPs, damp street sweeping, temporary cover of disturbed land surfaces to control erosion during construction, and utilization of stabilized construction entrances and/or wash racks, among other factors.

Additionally, in many Bay Area counties, including San Mateo County, projects must also comply with the California RWQCB, San Francisco Bay Region, Municipal Regional Stormwater NPDES Permit (MRP) (Water Board Order No. R2-2009-0074). This MRP requires that all projects implement BMPs and incorporate Low Impact Development practices into the design that prevents stormwater runoff pollution, promotes infiltration, and holds/slows down the volume of water coming from a site. In order to meet these permit and policy requirements, the Project would incorporate the use of such elements as tree planters, grassy swales, and bioretention and/or detention basins. Compliance with both of these permits would prevent significant negative water quality impacts and improve stormwater runoff compared to existing conditions at the project site, and further avoid water quality impacts on the San Francisco Bay.

Measure 2. Cofferdam Installation—If inflatable water-filled rubber cofferdams are used, they would be installed at low tide when the work area is fully drained. If sheet pile cofferdams are used, the two sidewalls of the cofferdam would be placed first, followed by the final wall of the cofferdam on the bayward side. The final wall would be placed at low tide to minimize the amount and depth of water present within the cofferdam. Just before the final wall is installed, qualified biologists would use nets (with a maximum mesh size of 9.5 millimeters) to exclude fish from the construction area. At the low tide, qualified biologists would walk from the upper edge of the work area to the lower (bayward) edge of the work area with a seine stretched across any wetted portion of the work area to encourage fish to move out of the construction area through the gap where the final wall would be installed. When the lower end of the construction area is reached, a block net would be installed in that gap to prevent fish from moving back into the cofferdam. This procedure would be repeated a minimum of three times to ensure that no fish remain in the dewatered area. The final sheet pile would then be installed. Following completion of work within each of these dewatered areas, the cofferdam would be removed.

Measure 3. In-Water Pilings Installed and Removed Using Vibratory Pile Drivers—All in-water pilings, including sheet piles for the temporary cofferdams and permanent piles for the kayak launch, would be installed and removed with vibratory pile drivers only. Vibratory pile driving would be conducted following USACE's 2013 "Proposed Additional Procedures and Criteria for Permitting Projects under a Programmatic

Determination of Not Likely to Adversely Affect Select Listed Species in California.” This programmatic determination establishes general procedures for minimizing impacts to natural resources associated with projects in or adjacent to jurisdictional waters.

Nesting Bird Protection

All native birds that may nest on or immediately adjacent to the project site are protected under the Migratory Bird Treaty Act (MBTA) and/or California Fish and Game Code. The removal of vegetation supporting active nests may cause the direct loss of eggs or young, while construction-related activities located near an active nest may cause adults to abandon their eggs or young. Therefore, the project would implement the following measures to ensure that the project avoids impacts on nesting birds protected by the MBTA and California Fish and Game Code.

Measure 1. Nesting-Season Avoidance—To the extent feasible, construction activities should be scheduled to avoid the nesting season. If construction activities are scheduled to take place outside the nesting season, all impacts to nesting birds protected under the MBTA and California Fish and Game Code would be avoided. The nesting season for most birds in San Mateo County extends from February 1 through August 31.

Measure 2. Preconstruction/Pre-Disturbance Surveys and Buffers—If it is not possible to schedule construction activities and/or tree removal between September 1 and January 31, preconstruction surveys for nesting birds shall be conducted by a qualified ornithologist to ensure that no nests shall be disturbed during project implementation. These surveys shall be conducted no more than seven days prior to the initiation of demolition or construction activities, including tree removal and pruning. During this survey, the ornithologist shall inspect all trees and other potential nesting habitats (e.g., trees, shrubs, ruderal grasslands, buildings) in and immediately adjacent to the impact areas for nests. If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist shall determine the extent of a construction-free buffer zone to be established around the nest (typically 300 feet for raptors and 100 feet for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code shall be disturbed during project implementation.

Intended Use of the Environmental Document

The City of Burlingame would serve as the lead agency, with SLC serving as the responsible agency.

Regulatory agency permitting would be coordinated via the San Francisco Bay Restoration Regulatory Integration Team (BRRIT). The BRRIT consists of staff dedicated to this purpose from the six state and federal regulatory agencies with jurisdiction over habitat restoration projects in San Francisco Bay, including: USACE, U.S. Fish and Wildlife Service, NOAA National Marine Fisheries Service, San Francisco Bay RWQCB, California Department of Fish and Wildlife, and San Francisco Bay Conservation and Development Commission.

Environmental Review and Consultation Requirements

The following provides an overview of the necessary project approvals:

- BRRIT regulatory agency permits from the state and federal agencies described above.
- Local approvals: The project would require Planning Department approval and a Building Department permit from the City of Burlingame.
- SLC long-term lease: In October 2019, the project secured an interim-term lease from SLC to complete due diligence, design development, community outreach, regulatory agency coordination, and CEQA approval. The project would still require a long-term lease agreement with SLC prior to construction.

References

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Langan Engineering and Environmental Services, Inc. 2021. Draft Soil Management Plan, Burlingame Shoreline Park, 410 Airport Boulevard. March 26.

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**CITY OF BURLINGAME
CONDITIONAL USE PERMIT APPLICATION**

RECEIVED

JUL 28 2021

CITY OF BURLINGAME
CDD-PLANNING DIV.

The Planning Commission is required by law to make findings as defined by the City's Ordinance (Code Section 25.52.020). Your answers to the following questions can assist the Planning Commission in making the decision as to whether the findings can be made for your request. Please type or write neatly in ink. Refer to the back of this form for assistance with these questions.

- 1. Explain why the proposed use at the proposed location will not be detrimental or injurious to property or improvements in the vicinity or to public health, safety, general welfare or convenience.***

The site is currently vacant and fenced off to the public, with a degraded section of the Bay Trail along the north and east sides. In addition to making the parcel safe and inviting to the public, the project will provide a wide array of benefits to the local community including ecological restoration, climate change adaptation, recreational amenities, enhanced bay access via an improved section of the Bay Trail, and opportunities for community engagement and education. Communities thrive when they have access to nature, and nature parks such as this in urban communities lead to immediate, positive health outcomes for local residents and visitors of all backgrounds.

The Park at 410 Airport Boulevard includes an education center that would host educational programs for school groups and community groups. It would also host speaker series and scientific research-related programming. Other events that could be hosted at the education center include performance events (music, art, theater), private events (weddings, parties, and faith-based events), and corporate/non-profit or government meetings, banquets, or conferences. Given the proposed amenities included with the overall site improvements, it is expected that recreational events could occur at the park, such as sports competitions and sports lessons, group kayaking outings, and nature-related group outings. The park would also be an excellent location for community farmers markets, food truck events, craft/collectible/antique fairs and art & wine festivals, all of which would support and benefit the local community.

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

The proposed uses of the site include ecological restoration and new tidal marsh habitat, publicly accessible open space and San Francisco Bay recreation access (including fishing, kayaking, and kitesurfing), improved Bay Trail access and an education center. These uses will be located on an existing 9.4-acre parcel in the Bayfront Commercial Land Use designation under Chapter 4 (Community Character) of the Burlingame General Plan. Because much of the proposed use of the 9.4-acre parcel is dedicated to prioritizing public

access to the waterfront, expanding publicly accessible open space to the district (including the implementation of the regionally accessed Bay Trail), and expanding habitat and ecological resources by breaching the existing shoreline protection and restoring marsh habitat, the project not only meets, but exceeds the goals and general provisions of the Bayfront Commercial use in the General Plan. The project also achieves many of the goals outlined in the Bayfront Vision section of the General Plan with respect to: Parks & Open Space, Trail Connectivity, View Preservation, Water-Based Activities, and Sea-Level Rise.

The proposed uses will also be conducted in accordance with the provisions and purpose of the Anza Area Zoning designation. Because the project proposes to improve the ecological condition of the site and because it proposes improved public access including the opportunity for regional and community-based events, the project will contribute positively to the economic vitality of the Anza Area. The project also maintains the City's and BCDC's design standards and on July 12th the project completed its first review by the BCDC Design Review Board at public hearing where no design revisions were requested.

3. *How will the proposed project be compatible with the aesthetics, mass, bulk and character of the existing and potential uses on adjoining properties in the general vicinity?*

The Park at 410 Airport Boulevard will provide much-needed open space to a largely commercial area of Burlingame and enhance the character of the surrounding neighborhood. The proposed project will be compatible with the surrounding area by providing open space, bay access, and a safe, accessible extension of the Bay Trail that is currently lacking in the district. The size of the proposed education center is understated and the form of the building is complimentary to the natural environment in which it will sit. The proposed uses of the site will be complimentary to the existing hotels, office parks, and large-scale restaurants that occupy the Anza Area.

The main intent of the project is to provide public access to open space. Preserving this open space to the maximum extent will allow the park to achieve its three main goals:

1. Enhance visitors' experience by creating a dynamic and engaging park that invites a broad range of users to explore, learn, and enjoy; creating access to the bay for people of all communities, age groups, and abilities; establishing safe, legible connections to the San Francisco Bay shoreline and the Bay Trail; and developing flexible indoor and outdoor spaces as a hub for educational opportunities and community events.
2. Increase awareness of climate change and sea level rise by providing interpretive opportunities and programming that allow visitors to explore and learn about sea level rise resiliency, and the impact of climate change on native ecosystems; creating biophilic experiences that help foster a sense of connection to the natural environment; and using innovative, sustainable materials and methods, including wildlife-friendly and bird-safe design. The project will also be designed to provide improved stormwater and bay water filtration functions.
3. Restore appropriate native bayfront habitats including tidal salt marsh and marsh-upland ecotone habitats; promoting native vegetation and controlling non-native species.



**CITY OF BURLINGAME
VARIANCE APPLICATION**

RECEIVED

JUL 28 2021

CITY OF BURLINGAME
CDD-PLANNING DIV.

The Planning Commission is required by law to make findings as defined by the City's Ordinance (Code Section 25.54.020 a-d). Your answers to the following questions can assist the Planning Commission in making the decision as to whether the findings can be made for your request. Please type or write neatly in ink. Refer to the back of this form for assistance with these questions.

a. Describe the exceptional or extraordinary circumstances or conditions applicable to your property which do not apply to other properties in this area.

The intent of the project is to provide public access to the Bay and to open space. By preserving as much of the existing 9.4 acres of open space on this site as possible, The Park at 410 Airport Boulevard will achieve its three main goals:

1. Enhance visitors' experience by creating a dynamic and engaging park that invites a broad range of users to explore, learn, and enjoy; creating access to the bay for people of all communities, age groups, and abilities; establishing safe, legible connections to the San Francisco Bay shoreline and the Bay Trail; and developing flexible indoor and outdoor spaces as a hub for educational opportunities and community events.
2. Increase awareness of climate change and sea level rise by providing interpretive opportunities and programming that allow visitors to explore and learn about sea level rise resiliency, and the impact of climate change on native ecosystems; creating biophilic experiences that help foster a sense of connection to the natural environment; and using innovative, sustainable materials and methods, including wildlife-friendly and bird-safe design. The project will also be designed to provide improved stormwater and bay water filtration functions.
3. Restore appropriate native bayfront habitats including tidal salt marsh and marsh-upland ecotone habitats; promoting native vegetation and controlling non-native species.

Underground parking cannot be easily built on the placed fill in this location and the high expense required is not warranted for the uses of this park project. Per a parking study prepared by Hexagon Transportation Consultants (attached), The Park at 410 Airport Boulevard includes sufficient on-site parking for normal day-to-day park operations. The SPHERE Institute is also working with the City's Department of Public Works to provide an additional 23 on-street spaces on Bay View Place, immediately adjacent to the site. Therefore, in total, SPHERE is proposing to build 25 on-site spaces and 23 on-street spaces to support the proposed park project. Additional public parking within ¼ mile of The Park, valet service, and other off-site parking, including in SPHERE's adjacent lot, on nights and weekends, will provide additional capacity for events hosted on-site and at the education center.

- b. Explain why the variance request is necessary for the preservation and enjoyment of a substantial property right and what unreasonable property loss or unnecessary hardship might result from the denial of the application.**

The Parking Variance will allow The Park to provide the benefits of publicly accessible Bayfront open space to our local and natural communities which will ensure that the project achieves its goals (outlined above in item a) and the Bayfront goals outlined in the Burlingame General Plan. Maintaining the majority of the site as open space allows for the creation of a full native bayfront ecosystem, from tidal marsh to transition zone to uplands habitat, and will provide the public with invaluable educational opportunities to learn about native ecology and sea level rise. This open space also allows the public to access the bayfront, new recreational amenities, an improved Bay Trail section, and a new education center in a safe, pedestrian-friendly environment.

Additional parking requirements beyond what is needed and designed for day-to-day use would decrease the space available for these public amenities and impair the project's ability to connect the park's elements, thereby decreasing the benefit to the public.

- c. Explain why the proposed use at the proposed location will not be detrimental or injurious to property or improvements in the vicinity or to public health, safety, general welfare or convenience.**

The primary proposed uses of the site include restored marsh habitat, public park space with access to recreational activities centered around the Bay and an 8,600 SF education center. Therefore, the proposed uses should be considered a community benefit that will support the residents of Burlingame and neighboring communities as well as the health and ecology of the Bay.

With regards to on-site parking, most events on the property or in the education center will be held outside of standard office-hours (9am-5pm) or on weekends. Therefore, any increase to traffic or on-site parking demand will not negatively impact most of the businesses in the district. The project includes two new street crossings to provide safe access to the park and to connect to adjacent trails. One crosswalk will be across Bay View Place at the Anza Lagoon and the other crosswalk will be across Airport Boulevard on the southwest corner of the site. A new curb cut will also be installed to enhance the existing crosswalk at the intersection of Bay View Place and Airport Boulevard and to provide safe access from SPHERE's parking lot at 500 Airport Boulevard which will be used for event and overflow parking on nights and weekends.

- d. How will the proposed project be compatible with the aesthetics, mass, bulk and character of the existing and potential uses on adjoining properties in the general vicinity?**

Given that most of the proposed improvements on the property are associated with the publicly accessible park and new marsh habitat, the proposed project will enhance the quality of the district and will act as a view corridor, protecting existing distant views across

the bay from all adjacent buildings. The new 8,600 SF education center is a single-story, understated building that will complement the natural aesthetics of the site. It should be noted that the proposed project is substantially below the allowable development standards for the Anza Area Zoning District and that if additional parking stalls are required to be provided on-site, there would be less space available for publicly accessible open space.

JUL 28 2021



FOR SITE ONLY

COMMERCIAL APPLICATION

CITY OF BURLINGAME
CDD-PLANNING DIV.

PLANNING COMMISSION APPLICATION SUPPLEMENTAL FORM

- Proposed use of the site Nature and Recreation Park with habitat, education center, improved Bay Trail, and other park amenities
- Days and hours of operation 7 days a week, dawn to dusk with exceptions for events up until 1am (Thursday-Sunday) and 11pm (Monday-Wednesday)
- Number of trucks/service vehicles to be parked at site (by type) _____
Dropoff of materials by pickup truck or box truck at the driveway loading/unloading zone off Airport Boulevard
- Current and projected maximum number of employees (including owner) at this location:

Hours of Operation	At Opening/Existing		In 2 Years		In 5 Years	
	Before 5:00 pm	After 5:00 pm	Before 5:00 pm	After 5:00 pm	Before 5:00 pm	After 5:00 pm
Weekdays Full-time	0 for site (All employees in building)	0 for site (All employees in building)	Same as at Opening/Existing		Same as at Opening/Existing	
Part-time	50 (Outdoor event staff/vendors)	50 (Outdoor event staff/vendors)				
Weekends Full-time	0 for site (All employees in building)	0 for site (All employees in building)				
Part time	50 (Outdoor event staff/vendors)	50 (Outdoor event staff/vendors)				

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

Hours of Operation	At Opening/Existing		In 2 Years		In 5 Years	
	Before 5:00 pm	After 5:00 pm	Before 5:00 pm	After 5:00 pm	Before 5:00 pm	After 5:00 pm
Weekdays	300 daytime outdoor event	300 evening outdoor event	Same as at Opening/Existing		Same as at Opening/Existing	
Weekends	300 daytime outdoor event	300 evening outdoor event				

- What is the maximum number of people expected on site at any one time (include owner, employees and visitors/customers): Site: 300 visitors + 50 part time/vendors = 350
- Where do/will the owner and employees park? SPHERE headquarters at 500 Airport Blvd, directly across Bay View Place from the park
On-site parking, valet service to nearby parking lots during events, and adjacent
- Where do/will the customers/visitors park? onstreet parking stalls and reserved Bay Trail parking stalls
- Present or most recent use of site Vacant and fenced off. A section of the Bay Trail is open to the public on the north and east edges of the parcel
- List other tenants on property, their number of employees, hours of operation (attach a list if more room is needed) N/A for Site, tenants listed in building form



FOR EDUCATION CENTER ONLY

COMMERCIAL APPLICATION

PLANNING COMMISSION APPLICATION SUPPLEMENTAL FORM

- Proposed use of the site Nature and Recreation Park with habitat, education center, improved Bay Trail, and other park amenities
7 days a week, 9am-5pm with exceptions for events up until 1am (Thursday-Sunday) and 11pm (Monday-Wednesday)
- Days and hours of operation 11pm (Monday-Wednesday)
- Number of trucks/service vehicles to be parked at site (by type) _____
Dropoff of materials by pickup truck or box truck at the driveway loading/unloading zone off Airport Boulevard
- Current and projected maximum number of employees (including owner) at this location:

Hours of Operation	At Opening/Existing		In 2 Years		In 5 Years	
	Before 5:00 pm	After 5:00 pm	Before 5:00 pm	After 5:00 pm	Before 5:00 pm	After 5:00 pm
Weekdays Full-time	5 (Reception and cafe)	5 (Security and maintenance)	Same as at Opening/Existing		Same as at Opening/Existing	
Part-time	20 (Reception, cafe and event staff)	20 (Reception, cafe and event staff)				
Weekends Full-time	5 (Reception and cafe)	5 (Security and maintenance)				
Part time	20 (Reception, cafe and event staff)	20 (Reception, cafe and event staff)				

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

Hours of Operation	At Opening/Existing		In 2 Years		In 5 Years	
	Before 5:00 pm	After 5:00 pm	Before 5:00 pm	After 5:00 pm	Before 5:00 pm	After 5:00 pm
Weekdays	220 daytime event	220 evening event	Same as at Opening/Existing		Same as at Opening/Existing	
Weekends	220 daytime event	220 evening event				

- What is the maximum number of people expected on site at any one time (include owner, employees and visitors/customers): Education Center: 220 visitors + 5 full time staff + 20 part time staff = 245
- Where do/will the owner and employees park? SPHERE headquarters at 500 Airport Blvd, directly across Bay View Place from the park
On-site parking, valet service to nearby parking lots during events, and adjacent
- Where do/will the customers/visitors park? onstreet parking stalls and reserved Bay Trail parking stalls
- Present or most recent use of site Vacant and fenced off. A section of the Bay Trail is open to the public on the north and east edges of the parcel
- List other tenants on property, their number of employees, hours of operation (attach a list if more room is needed) Cafe vendor, see number of employees in table above.
7 days a week, 8am-3pm in winter and 7am-3pm in summer



500 Airport Blvd., Ste 340
Burlingame, CA 94010
Main (650) 558-3980
Fax (650) 558-0180

FROM: Will Johnson, Park at 410 Airport Blvd Project Manager, The SPHERE Institute
TO: City of Burlingame Planning Department
DATE: January 3, 2022
SUBJECT: Park at 410 Airport Boulevard – BCDC and Regulator Feedback Summary

The Park at 410 Airport Boulevard project is participating in the Bay Restoration Regulatory Integration Team (BRRIT) program, a collaboration between agencies to provide an efficient regulatory process for multi-benefit wetlands projects. The program consists of staff from the six state and federal regulatory agencies with jurisdiction over habitat restoration projects in San Francisco Bay: Bay Conservation and Development Commission (BCDC), U.S. Army Corps of Engineers, California Department of Fish and Wildlife, U.S. Fish and Wildlife, San Francisco Bay Regional Water Quality Control Board, and NOAA Fisheries.

The project team held meetings with BRRIT staff on 9/23/21, 5/12/21 (on site), and 12/15/21 with ongoing email communication throughout. The team also met separately with BCDC staff on 12/3/20 and 2/9/21 and presented to the BCDC Design Review Board (DRB) on 7/12/21. The project team is tentatively scheduled to present the current design to the DRB in April 2022.

Below is a summary of several rounds of collaborative feedback from BCDC and the BRRIT team, with project team responses and next steps in italics. We are happy to provide more detailed information if requested.

Summary of BCDC Collaboration:

- **View from Airport Boulevard**
 - On 12/3/20 BCDC staff requested the berm be shifted west to increase the view of the Bay from Airport Boulevard, which is currently blocked by vegetation.
 - *The project team updated the design to shift the berm west, and BCDC staff indicated on 2/9/21 that they approved of the change.*
 - On 7/12/21 DRB members said that “the berm is still too far east” and requested view cones to the Bay and inlet on either side of the building. Specific requests included lowering the berm height, shifting parallel parking (aside from ADA and

EV spots next to the building) to the west side so parked cars do not block the view, and removing trees from the east side.

- *For the current design the project team further revised the drawings to address these comments while also incorporating City Planning comments. This design includes a lowered berm shifted further west, parking spots removed from the east half of the parking lane removed and consolidated on the west side as angled parking (aside from EV/ADA spots next to the building), and oak woodlands habitat replaced by lower-lying transition zone ecotone native scrub plantings.*

- **Parking Lot**

- On 12/3/20 BCDC staff requested we consider adding a large parking lot instead of the parking lane, citing examples of similar parks with lots.
 - *At this meeting we agreed to consider options to consolidate parking further but noted that their examples were much larger than this 9.4 acre parcel, and we expressed that a large lot would surrender a large section of the park to pavement, while the lane as designed would maintain the experience of a park. As noted above, in response to further DRB comments on 7/12/21, the project team changed all standard parallel parking to angled parking and shifted it to the west side of the parcel.*

- **Trail Access**

- On 12/3/20 BCDC Staff requested we consider relocating the Bay Trail to run through the marsh on an elevated section to maximize public views of the marsh.
 - *We noted that the site is smaller than it looks, so pedestrians will still be very close to the marsh habitat with the current design, and that environmental NGOs and our ecologists wanted to minimize wildlife disturbance in the center of the marsh.*
- On 7/12/21 the DRB agreed the Bay Trail location on the elevated berm was a positive move and would protect the trail from sea level rise while minimizing wildlife impact.
- 7/12/21: DRB asked for more detail on areas to pull off and stop along the Bay Trail.
 - *The revised plans include an additional rest area at the northwest corner and the team will explain the design in detail at the next DRB meeting.*

- **Education Center**

- 7/12/21: Board members approved of the roof line extending over the Bay Trail, saying it invited the public to engage with the building.
 - 7/12/21 Board Comment: “Consider the size, massing, and usability of the building, and consider keeping the design simple and in scale with the rest of the park. Consider how the inside of the building relates to outside. Several board members approved of the roof line extending over the Bay Trail, saying it invited the public to engage with the building.
 - *The building size/floor plan is specifically designed to host the types of events able to generate revenue to support the park’s maintenance and*
-

operations, since the park is required to financially support its operations and maintenance through the 49-year lease term. The design also allows for flexible public access to the interior building amenities depending on the size and type of event, and signage and entrance design will clearly invite pedestrians from the Bay Trail into the building when open.

- 7/12/21: Consider allowing the public to circulate around the entire building.
 - *Access is limited in the northwest corner to minimize foot traffic near the marsh habitat, a design feature encouraged by environmental NGOs. That corner is also exposed to the wind, so the main outdoor deck space is located on the wind-protected east side.*
- Sea Level Rise and Plantings
 - 7/12/21: Board members requested additional technical information on hydrology, sea level rise modeling, and plantings
 - *These data, plans and specifications will be provided at the next DRB meeting in Spring 2022.*
- Outreach
 - 12/3/20 Discussed outreach opportunities with BCDC's environmental justice manager, who appreciated the project team's efforts to that point and suggested additional outreach to bait shops and people fishing on site. (*Outreach ongoing by SPHERE staff*)

Summary of BRRIT Collaboration:

- Wetland Restoration
 - The site currently contains 0.5 acres of low-quality jurisdictional seasonal wetlands that will be removed and replaced by 3.5 acres of tidal marsh and transition zone ecotones. Initial comments (9/23/21) from the Army Corps and Water Quality Control Board explored the possible requirement of on or off-site mitigation, but they confirmed in our 12/15/21 meeting that mitigation will not be required.
- Kayak Dock
 - Regulators provided a list of best practices to mitigate the impacts to wildlife of the dock, including construction methods, anchoring systems, and light-permeable dock products.
 - *The project team will refine the design and specifications closely with the regulators and recreation groups to ensure they meet their standards.*
- Restoration Monitoring Plan
 - Regulators confirmed their requirements for ongoing monitoring and maintenance upon project completion.
 - *A final RMP will be required for permits and is being coordinated with BRRIT staff.*
- Wildlife Impacts

- BRITT staff provided requirements and guidance for mitigating impact on aquatic wildlife, including construction methods and timing to avoid salmon migration, and an eelgrass survey.
 - *An eelgrass survey was completed in summer 2021 and found no signs of eelgrass. An additional survey will be needed prior to construction. Construction in the aquatic environment will be timed to minimize wildlife impact.*
 - Soils Handling Plan
 - On 12/15/21 BRRIT staff reviewed the project's draft soils handling plan and confirmed the soil quality requirements for wetlands habitats.
 - *The project team will provide additional information in January for further clarification.*
 - Soft Shoreline
 - On 5/12/21 BRRIT staff asked the project team to consider soft shoreline elements (e.g. beach, high habitat-value rip rap) for additional habitat value.
 - *The team is considering products and strategies to add habitat value to the water's edge, though a beach is not being considered due to the significant additional cost and because hydrology analysis indicates beach elements would be eroded quickly at that location.*
-



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: July 27, 2021

To: Mr. Will Johnson, Sphere Institute

From: Gary Black
Selvi Sivaraj

Subject: Parking Analysis for the Development of the Park at 410 Airport Boulevard in Burlingame, California

Hexagon Transportation Consultants, Inc. has completed this parking analysis for the proposed development of the Park at 410 Airport Boulevard in Burlingame, California (see Figure 1). The project will convert a vacant 9.4-acre parcel on the Burlingame waterfront into a public park focused on environmental education related to sea level rise and climate change. The Park will include a kayak launch, a kitesurfing/windsurfing launch, tidal wetland and upland habitat restoration, a new education center building including a small takeout Café, raised boardwalks and overlooks, interpretive stations, lawns, and trails including an extension of the Bay Trail (see Figure 2). The educational center building, totaling approximately 8,000 square feet, will comprise a kitchen, lobby, storage area, and approximately 4,450 square feet of interior gallery area. The educational center will also include outdoor space of approximately 4,500 square feet. This memorandum estimates the parking demand generated by the public park with and without an event at the education center.

Parking Analysis Based on Published Sources

Institute of Transportation Engineers (ITE) manual is a compendium of parking demand research for various types of land uses. We utilized the land use category entitled Public Park for the park portion of the project and Convention Center (Land Use 595) for the education center. A convention center is a facility that provides space for conventions, trade shows, consumer shows, meetings, and special events. The peak period for parking demand at a convention center is closely tied to the specific event being hosted and its attendees. The café located within the education center will not have a dining area and would only sell over the counter take-way food. It is expected that the majority of the Café customers would be Bay Trail users and employees from adjacent office buildings, who will either bike or walk. Therefore, the Café does not induce any additional parking demand.



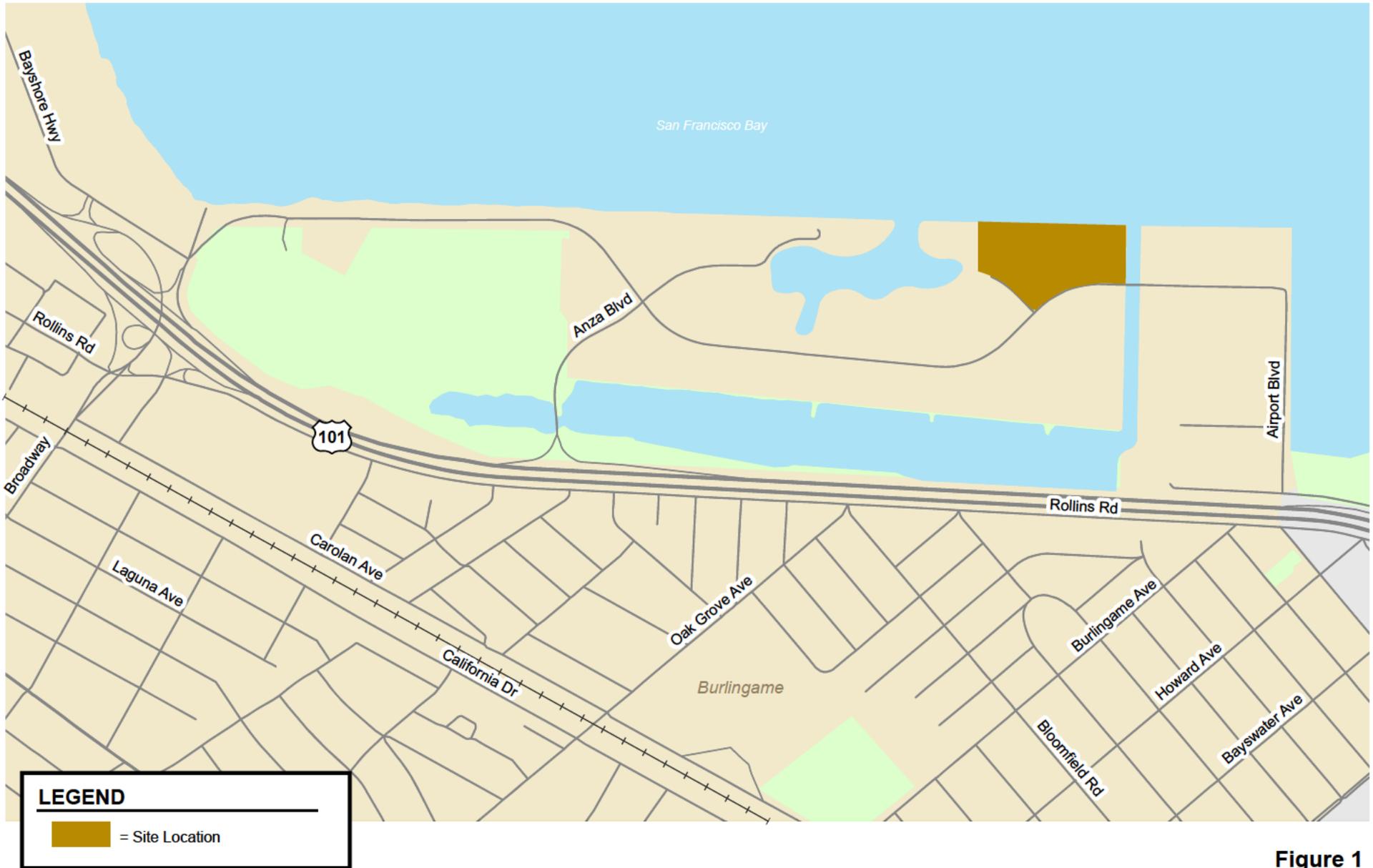


Figure 1
Site Location



Figure 2
Site Plan

For the park, according to the ITE's Parking Generation Manual, 5th Edition, 2019, Public Parks (Land Use 411) have a typical 85th percentile maximum demand of 5.08 spaces per acre, and Convention Centers (Land Use 595) have a typical maximum demand of 0.40 space per attendee. The park would comprise approximately 9.4 acres of park area including 4,450 s.f. of indoor gallery space and 4,500 s.f. of outdoor space in the education center. Based on the project information from the client, the interior gallery area and outdoor patios in the education center could accommodate up to 220 attendees. The Park may also host outdoor events such as craft fairs, farmers' markets, and kitesurfing tournaments with up to 300 attendees. Therefore, according to the ITE Parking Generation manual, the proposed project would generate a typical maximum parking demand of 48 (9.4x5.08) parking stalls for the park and 88 parking stalls (220x0.4) for the education center. For large outdoor events with up to 300 attendees, up to 120 parking spaces would be needed.

Shared Parking, published by the Urban Land Institute, is another source for parking demand data. According to the Urban Land Institute (ULI) Shared Parking 3rd Edition, 2020, Public Parks require a parking ratio of 5 spaces/acre for visitors and 0.5 spaces/acre for employees. Education Centers require 6.0 spaces per 1,000 s.f. Therefore, based on ULI rates, the proposed project would require 52 (9.4x5.5) parking stalls for the park and 54 parking stalls (8.95x6) for the education center separately. Because the parking would be shared, the ULI Shared Parking data indicates that the project would require only 99 parking spaces instead of 106 spaces.

Parking Counts

As another measure of the possible parking demand for the proposed Park at 410 Airport Boulevard, Hexagon conducted parking occupancy counts at three comparable parks to determine the parking demand generated by the public parks. Although the Park at 410 Airport Boulevard proposes to include a Café, it would only sell over the counter take-away food and does not require additional parking spaces. Parking counts at all the park parking lots were conducted on Saturday, August 15th and August 22nd, 2020. The number of parked vehicles was counted every 30 minutes from 9:00 AM to 4:00 PM on each day (see Appendix A). The parking counts were conducted at the following parks.

1. Heron's Head Park, San Francisco

Heron's Head Park is approximately 22-acre open space and wildlife habitat located in the City of San Francisco Southeast Sector. Park amenities include 3,200 s.f. of ecology center, rest rooms, dog run, fishing pier, picnic areas with 9 tables, walking trails adjacent to the Bay trail, Shoreline habitat restoration and 24 parking spaces (including 4 ADA spaces).

2. Hal Brown Park at Creekside, Corte Madera

Hal Brown Park is an approximately 27-acre park with habitat restoration. Park amenities include an overlook/pavilion, rest rooms, picnic areas with 12 tables, children's play area, boardwalks, walking trails and 27 on-street parking spaces (including 2 ADA spaces).

3. Cooley Landing, East Palo Alto

Cooley Landing is an approximately 15-acre park with habitat restoration in East Palo Alto. The park amenities include an overlook/pavilion, rest rooms, picnic areas, walking/bike trails and 30 parking spaces (including 2 ADA spaces). This park also includes an overflow parking lot with 13 spaces.

The ecology center or overlook/pavilion buildings in all the parks were closed during the count days due to COVID-19. Average parking rates were calculated for all the three parks based the park size

and parking demand generated by the parks (see Table 1). Based on the calculation, the average parking rate for Heron’s Head Park was 0.64 parking space per acre, Hal Brown Park was 0.76 parking space per acre, and Cooley Landing Park was 1.07 parking spaces per acre. The overall average parking ratio was found to be 0.82 parking space per acre.

The parking rates for the comparable parks were substantially less than the ITE parking rate for Public Park. The public parks counted for the ITE data vary widely as to location, type, and number of facilities, including boating or swimming facilities, beaches, hiking trails, ball fields, soccer fields, campsites, and picnic facilities. The comparable parks that were counted included picnic areas and walking trails only. The pavilions were closed. Since the proposed Park is more like the three comparable parks that were counted, as opposed to the ITE parks, Hexagon believes that the average parking ratio from the three comparable parks should be used to estimate the parking demand for the Park at 410 Airport Boulevard.

**Table 1
Parking Count Results**

Park Name/Location	Size (Acre)	Occupied Parking Spaces		Parking Rate		
		8/15/2020	8/22/2020	8/15/2020	8/22/2020	Average Rate
Heron’s Head Park	22	14	14	0.64	0.64	0.64
Hal Brown at Creekside	27	17	24	0.63	0.89	0.76
Cooley Landing	15	17	15	1.13	1.00	1.07
Average Parking Rate						0.82
<u>Notes:</u>						
¹ The number of parked vehicles was counted every 30 minutes from 9:00 AM to 4:00 PM on each day.						

A windsurfing launch point is not available at the three parks that were counted. In order to quantify the parking demand for the windsurfing launch facility, a parking occupancy count was conducted at the nearby windsurfing launch point at Coyote Point Park in San Mateo. The number of parked vehicles observed to be associated with windsurfing were counted every 30 minutes from 9:00 AM to 4:00 PM on Saturday, August 15th and September 5th, 2020 (see Appendix A).

**Table 2
Coyote Point Parking Occupancy Count**

Parking Occupancy Counts					
Sat 08/15/20			Sat 09/05/20		
Time	Surf	Watch	Time	Surf	Watch
9:00AM	0	0	9:00AM	0	0
9:30AM	0	0	9:30AM	0	0
10:00AM	0	0	10:00AM	0	0
10:30AM	0	0	10:30AM	0	0
11:00AM	0	0	11:00AM	0	0
11:30AM	0	0	11:30AM	0	0
12:00PM	0	0	12:00PM	0	0
12:30PM	0	0	12:30PM	0	0
1:00PM	0	0	1:00PM	0	0
1:30PM	0	0	1:30PM	1	0
2:00PM	0	0	2:00PM	1	0
2:30PM	3	0	2:30PM	1	0
3:00PM	8	0	3:00PM	2	0
3:30PM	15	4	3:30PM	2	0
4:00PM	17	6	4:00PM	2	0

Bold indicates peak parking demand

Based on the parking occupancy counts, the maximum parking demand generated by the windsurfing facility was found to be 23 parking spaces.

Parking Demand and Supply Estimate

The total projected peak parking demand at the proposed park is estimated to be 31 spaces without an event. This comprises 8 spaces for the park and café based on the average of the counts at comparable parks and 23 spaces for windsurfing/kitesurfing based on the Coyote Point count. Since the Park is so close to Coyote Point, it might not occur that both locations would need over 20 spaces for windsurfing/kitesurfing. For events at the education center or for large outdoor events with attendance up to 300 persons, the park would need 120 parking spaces based on ITE rates.

The proposed park facility is planning to provide 25 on-site parking spaces (21 standard and 2 Electric Vehicle (EV), 1 EV ADA and 1 ADA). Based on the counts done for this report, that is ample for normal day-to-day park operations, but does not appear to be sufficient when conditions are good for windsurfing/kitesurfing.

Currently Bay View Place is signed for no parking although it is wide enough to allow on-street parking on both sides. Perhaps the parking restriction is so that transients don't take up residence there given that it is undeveloped. However, this could be a valuable parking resource for the Park. It is estimated that 23 on-street spaces would fit on Bay View Place. In addition, there is a small

public parking lot with 8 spaces at the end of Bay View Place, which is just opposite to the proposed park. Thus, there could be up to 56 public parking spaces available at the park or immediately adjacent.

Parking for large events that would need more than 56 parking spaces could be offsite, potentially with valet/shuttle service to and from the park. The following public parking facilities are located in the immediate vicinity (1/4 mile) of the project site.

- 4 public shore parking spaces at 411 Airport Boulevard, which is approximately 350 feet walking distance from the project site.
- 19 public shore parking spaces at Embassy Suites, which is approximately 1,350 feet walking distance from the project site.
- 46 parking stalls (approximately) at Anza's Fisherman Park with, which is approximately 1,200 feet walking distance from the project site.
- 35 public parking stalls including 15 parking stalls along Airport Boulevard and 20 public shore parking stalls under construction at the Burlingame Point site, which are located within 1/4 mile of the project site.
- 56 on-street parking spaces including 42 on-street parking spaces on Beach Road and 14 on-street parking spaces on Airport Boulevard, which are located within 1/4 mile of the project site.
- 10 public shore spaces along the Sanchez Lagoon, which are located within 1/4 mile of the project site.

In addition, the following private/office parking facilities are located in the immediate vicinity (1/2 mile) of the project site that have large parking lots, potentially to lease for special events.

- 500 Airport Boulevard (The SPHERE Institute Office)
- 600 Airport Boulevard
- 433-577 Airport Boulevard
- 300 Airport Boulevard (New Facebook campus – under construction)
- 60 Bay View Place (Kincaid's Fish, Chop & Steakhouse Restaurant)
- 150 Anza Boulevard (Embassy Suites by Hilton)
- 700 Airport Boulevard (Unident Laboratories)
- 111 Anza Boulevard (Seabreeze Plaza).

Summary

Parking demand for the park includes:

- 8 spaces for day-to-day park use including the café
- Up to 23 spaces for windsurfing/kitesurfing based on the Coyote Point count
- Up to 88 spaces for the education center for full occupancy with 220 attendees, which could be offsite/valet/shuttle
- Up to 120 spaces for the outdoor recreation or market events that could accommodate up to 300 attendees, which could be offsite/valet/shuttle

The project currently anticipates having the following parking supply:

**Table 3
Parking Supply**

Location	No. of Parking Spaces
Onsite	25 spaces (21 standard, 2 EV, 1 EV ADA and 1 ADA)
Onstreet	8 parking stalls at end of Bay View Place + 23 spaces on Bay View Place (to be coordinated with the City)
Offsite - Public (within 1/4 mile)	170 spaces
Offsite - Private (within 1/4 mile)	To be negotiated

**The Park at 410 Airport Boulevard Parking Memo
Appendices**

Appendix A
Parking Count

Parking Lot Counts- 20SS09 Bay Area Parks

Date: August 15, 22, & Sept 5, 2020
 Counters: Kathy, Jo, Kilbee, Jan, Matt
 Location Name: Bay Area Parks
 Weather: Fair

AUTO CENSUS
Traffic Monitoring and Analysis
 5973 Larkstone Loop
 San Jose, Ca. 95123
 Phone 408-533-3398

1.) Heron's Head

15-Aug	
9:00AM	5
9:30AM	9
10:00AM	6
10:30AM	10
11:00AM	11
11:30AM	14
12:00PM	12
12:30PM	14
1:00PM	8
1:30PM	12
2:00PM	9
2:30PM	10
3:00PM	7
3:30PM	9
4:00PM	10

22-Aug	
9:00AM	10
9:30AM	14
10:00AM	13
10:30AM	5
11:00AM	9
11:30AM	7
12:00PM	8
12:30PM	8
1:00PM	9
1:30PM	7
2:00PM	7
2:30PM	9
3:00PM	7
3:30PM	13
4:00PM	11

Total Spaces- 24

2.) Hal Brown

15-Aug	
9:00AM	17
9:30AM	14
10:00AM	11
10:30AM	10
11:00AM	15
11:30AM	13
12:00PM	12
12:30PM	9
1:00PM	7
1:30PM	9
2:00PM	2
2:30PM	3
3:00PM	4
3:30PM	3
4:00PM	4

22-Aug	
9:00AM	16
9:30AM	18
10:00AM	12
10:30AM	17
11:00AM	24
11:30AM	23
12:00PM	22
12:30PM	14
1:00PM	9
1:30PM	3
2:00PM	1
2:30PM	1
3:00PM	2
3:30PM	3
4:00PM	2

Total Spaces- 30

3.) Cooly Landing

15-Aug	A	B
9:00AM	3	8
9:30AM	3	5
10:00AM	4	5
10:30AM	2	6
11:00AM	3	6
11:30AM	1	7
12:00PM	0	7
12:30PM	0	6
1:00PM	0	9
1:30PM	0	9
2:00PM	0	9
2:30PM	0	10
3:00PM	1	12
3:30PM	1	13
4:00PM	1	16

22-Aug	A	B
9:00AM	1	1
9:30AM	1	3
10:00AM	1	4
10:30AM	2	6
11:00AM	2	7
11:30AM	2	9
12:00PM	2	10
12:30PM	2	12
1:00PM	1	12
1:30PM	2	10
2:00PM	1	9
2:30PM	1	9
3:00PM	2	13
3:30PM	3	10
4:00PM	1	8

Total Spaces- a.)13 b.)30

4.) Coyote Point-Windsurfing

15-Aug	A(surf)	B(watch)
9:00AM	0	0
9:30AM	0	0
10:00AM	0	0
10:30AM	0	0
11:00AM	0	0
11:30AM	0	0
12:00PM	0	0
12:30PM	0	0
1:00PM	0	0
1:30PM	0	0
2:00PM	0	0
2:30PM	3	0
3:00PM	8	0
3:30PM	15	4
4:00PM	17	6

5-Sept	A(surf)	B(watc)
9:00AM	0	0
9:30AM	0	0
10:00AM	0	0
10:30AM	0	0
11:00AM	0	0
11:30AM	0	0
12:00PM	0	0
12:30PM	0	0
1:00PM	0	0
1:30PM	1	0
2:00PM	1	0
2:30PM	1	0
3:00PM	2	0
3:30PM	2	0
4:00PM	2	0

Total Spaces- 182

LUCAS PARKING CORPORATION
COMMERCIAL PARKING - SECURITY - CONSULTING SERVICES

2102 Pullman Avenue, Belmont, CA 94002
Bus. (650) 921-4110 · Fax (650) 631-8073

July 25, 2021

The SPHERE Institute
William Johnson
500 Airport Blvd.
Burlingame, CA 94010

Subject: Valet Parking for the Park at 410 Airport Blvd.

Dear Will,

Thank you for your call of inquiry regarding parking mitigation and valet parking for the Park at 410 Airport Blvd. Lucas Parking Corporation is far and away Silicon Valley's oldest, most experienced parking, shuttle and security services company. Since 1969, we have been successfully serving the Bay Area for 52 consecutive years and handle all aspects of the service including management, payroll, employer contributions, employee mandates, liability and theft insurance, worker's compensation insurance, uniforms, general equipment and more.

This proposal would entail providing offsite valet parking for the various special events that will be held at the Park.

Valet Parking Services

The special events that will be held can be broken into three basic time categories. These are week-end events, week-day nighttime events and week-day daytime events. Your valet staffing needs are directly related to the number of cars that need to be serviced. Your parking study indicates a need for approximately 100 cars to be taken offsite to be parked. The offsite overflow parking space you have access to, located at 500 Airport Blvd., is ideally situated for this project. It is close enough to be able to move cars back and forth from the Park site at a very efficient pace. We can advise you on our recommendation for the optimum size crew for this.

This will fully solve your parking overflow issues for week-end events and week-day nighttime events. The week-day daytime events will be done the same way, but at one or more different satellite parking lots that will surely be available, they are just not yet determined. However, I foresee no obstacles in obtaining satellite locations. To the contrary, my multiple operations on the Peninsula and Silicon Valley have exhibited a very interesting paradigm shift this past year.

As everyone is aware, the pandemic has now changed the face of business operations

Lucas Parking Corporation
July 25, 2021
Page 2 of 2

forever. The new hybridized work schedule that most companies were forced to shift over to during the shutdown is here to stay. Companies have been able to cut costs and enhance profits by downsizing their footprint. This has had the effect of leaving large swaths of commercial office space, and by extension the parking lots that service that space, with fewer daily users, thus fewer daily cars. To help offset their own losses in this regard, commercial building owners are eager to lease their sparsely filled parking lots to gain income. We will have our choice of many different locations nearby that are willing to lease to accommodate Park overflow.

Offsite Shuttle Van Services

Offsite shuttle van services can be provided by our fleet of 14 passenger shuttle vans. After obtaining offsite private parking spaces near you, there are a variety of ways this can be utilized. Extra crew can valet park cars offsite and be shuttled back and forth. Or to further cap costs, your event attendees and staff can self-park in the private space and be shuttled back and forth, eliminating the need for additional valet crew. These are just some of the options available to keep in mind for the future.

Based upon our site evaluation, the parking study, the numbers and details cited herein and our long running history in this field, I have determined that the parking needs for the Park at 410 Airport Blvd. project will be very simple to successfully carry out. Please do not hesitate to call with any questions.

Thank you,

Nick Lucas
Lucas Parking Corporation
650-921-4120



August 20, 2020

John P. Donnelly
California Wildlife Conservation Board
Executive Director
P.O. Box 944209
Sacramento, CA 94244-2090
Via email

RE: Support for The SPHERE Institute's Application to the WCB Public Access Program for the Shoreline Park Project in Burlingame California

Dear Executive Director Donnelly,

This letter is to express support for the Shoreline Park project in Burlingame California and to encourage the WCB to consider The SPHERE Institute's application for the 2020 Public Access Program grant for Planning. Green Foothills is actively collaborating with the applicant, The SPHERE Institute, and the project team on outreach efforts. We support this project because it utilizes the entire site as a public park, delivering environmental and social justice outcomes to the community.

Green Foothills is dedicated to protecting the open spaces, farmlands, and natural resources of San Mateo and Santa Clara Counties for the benefit of all through advocacy, education, and grassroots action.

The Shoreline Park, Burlingame will create:

- Maximum public access to baylands and the Bay on State Land
- Improved trails for bikers and pedestrians,
- Expanded opportunities for fishing, picnicking, kayaking/windsurfing, nature, climate education and other passive waterfront activities,
- Protection of coastal habitats.

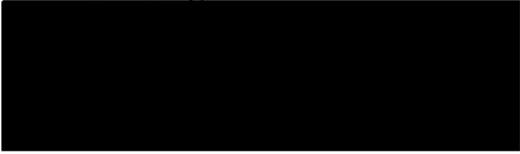
For these reasons we support the Shoreline Park, Burlingame project and urge you to consider their application for the WCB Public Access Program grant.

Local. Vocal. Effective.

(650) 968-7243 • info@greenfoothills.org • greenfoothills.org • 3921 E Bayshore Road, Palo Alto, CA 94303



Sincerely,



Alice Kaufman
Legislative Advocacy Director, Green Foothills





Nuestra Casa

2396 University Ave.
East Palo Alto, CA 94303
www.nuestracasa.org

August 17, 2020

John P. Donnelly
California Wildlife Conservation Board
Executive Director
P.O. Box 944209
Sacramento, CA 94244-2090
Via email

RE: Support for The SPHERE Institute's Application to the WCB Public Access Program for the Shoreline Park Project in Burlingame California

Dear Executive Director Donnelly,

This letter is to express support for the Shoreline Park project in Burlingame California and to encourage the WCB to consider its application for the 2020 Public Access Program grant for Planning. Our organization supports this project because it utilizes the entire site as a public park, delivering environmental and social justice outcomes to the community. We are actively collaborating with the applicant, The SPHERE Institute, and the project team on design and outreach efforts.

Nuestra Casa is the only grassroots community organization in East Palo Alto and the Mid-Peninsula with a board consisting primarily of local Latino leaders that focuses on policies and land use that address the major challenges to the immigrant Latino residents in the community and advances environmental justice and social equity in land use decisions and policy. Nuestra Casa has led efforts to develop robust community recommendations regarding environmental justice, social equity principles and practices for consideration by BCDC.

The Shoreline Park, Burlingame will create:

- Maximum public access to baylands and the Bay on State Land located in a disadvantaged community,
- Improved trails for bikers and pedestrians,
- Expanded opportunities for fishing, picnicking, kayaking/windsurfing, nature, climate education and other passive waterfront activities,
- Protection of coastal habitats.

Community engagement, including EJ/equity, to refine the Burlingame Shoreline Park design, planning and outreach process, will include attention to multi-lingual and welcoming signage as well as nature-based solutions to deliver shoreline protection from sea-level rise and flooding as recommended by State Lands and BCDC EJ policy.

It is for all these reasons that we support the Shoreline Park project and urge you to consider their application for the WCB Public Access Program grant.

Julio Garcia
Senior Program Director
Nuestra Casa de East Palo Alto

July 23, 2019

The Honorable State Lands Commission
100 Howe Avenue, Suite 100 South
Sacramento, CA 95825
Via email

Cc: Proposal Partners San Mateo Resource Conservation District and SPHERE Institute, Inc.

RE: Support for San Mateo Resource Conservation District and SPHERE Institute Public Park Proposal, State Sovereign Land at 410 Airport Boulevard, Burlingame

Dear Honorable Commissioners:

This letter is to express support for the Burlingame Shoreline Park proposed by San Mateo Resource Conservation District and SPHERE Institute on the State sovereign land at 410 Airport Boulevard, Burlingame. Our organizations support the Burlingame Shoreline Park proposal because this proposal alone utilizes the entire site as a public park – with no private development -- and delivers environmental justice and social equity outcomes and consistency with EJ and social Equity policies and principles adopted by the State Lands Commission and in consideration by the Bay Conservation & Development Commission.

Nuestra Casa is the only grassroots community organization in East Palo Alto with a board consisting primarily of local, Latino leaders that focuses on policies and land use that addresses the major challenges to the immigrant Latino residents in the community and advances environmental justice and social equity in land use decisions and policy. Nuestra Casa has led efforts to develop robust community recommendations regarding environmental justice, social equity principles and practices for consideration by BCDC.

The Burlingame Shoreline Park proposal would result in:

- maximum public access to baylands and the Bay on State Land located in a disadvantaged community,
- improved trails for bikes and pedestrians,
- expanded opportunities for fishing, picnicking, kayaking/windsurfing, nature, climate education and other passive waterfront activities,
- protection of coastal habitats.

Community engagement, including EJ/equity, to refine the Burlingame Shoreline Park proposal will include attention to multi-lingual and welcoming signage as well as nature-based solutions as feasible to deliver shoreline protection from sea level rise and flooding as recommended by State Lands and BCDC EJ policy.

It is for all these reasons we support the San Mateo RCDs and Sphere Institute's proposal.


Julio Garcia
Program Director
Nuestra Casa de East Palo Alto

August 17, 2020

John P. Donnelly
California Wildlife Conservation Board
Executive Director
P.O. Box 944209
Sacramento, CA 94244-2090
Via email

RE: Support for The SPHERE Institute's Application to the WCB Public Access Program for the Shoreline Park Project in Burlingame, California

Dear Executive Director Donnelly:

This letter is to express our support for the Shoreline Park Project in Burlingame California and to strongly encourage the WCB to consider its application for the 2020 Public Access Program Grant for Planning.

The San Francisco Boardsailing Association (SFBA) is a California not-for-profit organization incorporated in 1986 to ensure that Windsurfers and Kiteboarders (Boardsailors) have unrestricted access to San Francisco Bay, to create and improve boardsailing launch sites and facilities; and to promote and enhance boardsailing safety and related education.

The SFBA supports this project because it will provide open space and park amenities to residents and visitors, and new launch access for windsurfers and kiteboarders. We are actively collaborating with the applicant, The SPHERE Institute, and the project team on design and outreach efforts.

Thank you for your consideration

Sincerely,

Tomer Petel & David Lyon

President & Vice President
San Francisco Boardsailing Association (SFBA)

October 22, 2020

Mr. Dave Pine, Chair
San Francisco Bay Restoration Authority
c/o State Coastal Conservancy
1515 Clay Street, 10th Floor
Oakland, CA 94612
info@sfbayrestore.org

Re: Measure AA Grant Program – Shoreline Park, Burlingame Project

Dear Mr. Pine,

The San Mateo Resource Conservation District (RCD) submits this letter in support of the Shoreline Park, Burlingame project, a collaboration between the SPHERE Institute and the RCD to transform a 9.4 acre vacant parcel of bayfront land into a public nature and recreation park. The project will restore tidal wetlands and transition zone habitat largely absent from the Burlingame shorefront, provide educational and recreational amenities, close a gap in the Bay Trail, and demonstrate how green infrastructure can protect the bayfront and complement future adaptation.

The RCD is a partner in the project, assisting with agency outreach, design input and review, construction management and monitoring, and providing restoration maintenance oversight and monitoring to ensure grant obligations and permit requirements are met. The RCD has an 81-year history of helping people protect, conserve, and restore natural resources through partnerships and collaboration with landowners and managers, technical advisors, area jurisdictions, government agencies, and others.

Shoreline Park, Burlingame will create:

- Restored tidal marsh habitat for native plants and its concurrent healthier ecosystems
- A more resilient shoreline in the face of climate change
- Maximum public access to baylands and the Bay on state land located within five miles of a state-designated disadvantaged community
- Improved trails for bikers and pedestrians
- Expanded opportunities for fishing, picnicking, kayaking/windsurfing, nature, climate education, and other waterfront activities

Climate resilience is central to our programs at the RCD, and this project is a unique opportunity to pilot a living shoreline to address sea level rise. The RCD enthusiastically supports the Shoreline Park, Burlingame project and we look forward to partnering for ecological restoration.

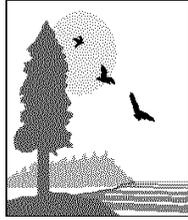
Sincerely,



Kellyx Nelson
Executive Director

CALIFORNIA STATE LANDS COMMISSION

100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202



Established in 1950

JENNIFER LUCCHESI, Executive Officer

(916) 574-1800 FAX (916) 574-1810
California Relay Service From TDD Phone **1-800-735-2922**
from Voice Phone **1-800-735-2929**

Contact Phone: (916) 574-0992

May 20, 2021

File Ref: Lease 9596

SENT VIA EMAIL TO: info@sfbayrestore.org

Mr. Dave Pine, Chair
San Francisco Bay Restoration Authority
c/o State Coastal Conservancy
1515 Clay Street, 10th Floor
Oakland, CA 94612

SUBJECT: Measure AA Grant Program – Shoreline Park, Burlingame Project

Dear Mr. Pine:

The California State Lands Commission (Commission) enthusiastically supports the Shoreline Park, Burlingame project, a collaboration between the SPHERE Institute and the San Mateo Resource Conservation District to transform a 9.4 acre vacant parcel of bayfront land into a public nature and recreation park. The project will restore tidal wetlands and transition zone habitat largely absent from the Burlingame shorefront, provide educational and recreational amenities, close a gap in the Bay Trail, and demonstrate how green infrastructure can protect the bayfront and complement future adaptation.

Shoreline Park, Burlingame will create:

- Restored tidal marsh habitat for native plants and its concurrent healthier ecosystems.
- A more resilient shoreline in the face of climate change.
- Maximum public access to baylands and the Bay on State land located within five miles of a state-designated disadvantaged community.
- Improved trails for bikers and pedestrians.
- Expanded opportunities for fishing, picnicking, kayaking/windsurfing, nature, climate education, and other waterfront activities.

Mr. Dave Pine
Page 2

The Sphere Institute entered a lease with the Commission to pursue development and planning approvals for the Shoreline Park, Burlingame project and we look forward to continuing to support their efforts in obtaining those approvals as they move through the process.

Thank you for your attention in this matter. If you have any questions, please feel free to contact me at (916) 574-0992 or by e-mail at al.franzoia@slc.ca.gov.

Sincerely,



Al Franzoia
Public Land Management Specialist

cc: Greg Boro, Sphere



October 23, 2020

Dave Pine, Chair
San Francisco Bay Restoration Authority
c/o State Coastal Conservancy
1515 Clay Street, 10th Floor
Oakland, CA 94612
info@sfbayrestore.org

Re: Shoreline Park, Burlingame Project

Dear Supervisor Pine,

The undersigned organizations respectfully submit this letter in support of the SPHERE Institute's Shoreline Park, Burlingame project.

The Shoreline Park, Burlingame project will restore heavily impacted native Bayfront habitats such as tidal marsh and transition zone habitats in an area once lost to illegal Bayfill. The project will help local residents connect meaningfully with nature and will increase awareness of climate change and sea level rise through demonstration and interpretive elements. The project will also create a variety of habitat types, including tidal marsh and transition zone where marsh can migrate as sea level rises. The park design will include connections with the Bay Trail and the Bay Water Trail, and will feature an education center for programming and events.

The project has a strong equity lens. The design process has focused on early and inclusive outreach to the local community with the goal of achieving equitable public access to the Bay along a shoreline otherwise dominated by office, commercial and light industrial uses. The

Shoreline Park, Burlingame project has the potential to be a benefit for the entire surrounding region.

It is for all these reasons that we strongly support the Shoreline Park, Burlingame project.

Sincerely,

Alice Kaufman, Legislative Advocacy Director
Green Foothills

David Lewis, Executive Director
Save the Bay

Justin Wang, Advocacy Manager
Greenbelt Alliance

Gail Raabe, Co-Chair
Citizens Committee to Complete the Refuge

Katja Irvin, Conservation Committee Co-Chair
Sierra Club Loma Prieta Chapter

Leslie Flint, Conservation Committee
Sequoia Audubon Society

Yiwei Wang, Executive Director
San Francisco Bay Bird Observatory

Michael McCord, Chair
Citizens Environmental Council of
Burlingame

Jennifer Koepcke, Director of Institutional Engagement
Peninsula Open Space Trust (POST)

From: "Julie Lind Rupp" <[REDACTED]>
Date: July 17, 2019 at 12:25:06 PM HST
To: <[REDACTED]>
Cc: <[REDACTED]@ltg.ca.gov>, <karessa.belben@dof.ca.gov>, <[REDACTED]>
Subject: Burlingame Shoreline Park Proposal
Reply-To: <[REDACTED]>

July 17, 2019

Jennifer Lucchesi
Executive Officer
California State Lands Commission
100 Howe Avenue, Suite 100 South
Sacramento CA 95825

RE: 410 Airport Boulevard, Burlingame, CA

Dear Ms. Lucchesi and Honorable State Lands Commissioners,

We are writing in support of Burlingame Shoreline Park proposal for the California State Lands Parcel located at 410 Airport Boulevard in Burlingame. Labor recognizes the community has expressed a strong preference for open space, preservation, Bay restoration, water access, and parks on this parcel. Burlingame Shoreline Park meets all these needs and would improve the quality of life for working people and families on the Peninsula.

We appreciate that Burlingame Shoreline Park has committed to paying local prevailing wages for construction and maintenance of the park, and we encourage the project to be built under a Project Labor Agreement. Once constructed, we believe Union labor is the best choice for ongoing maintenance of this valuable regional asset.

Thank you for your consideration.

Respectfully,

[REDACTED]

Julie Lind Rupp, Executive Officer James Ruigomez, Business Manager
San Mateo Labor Council San Mateo Building Trades Council

cc: Lieutenant Governor and Commissioner Eleni Kounalakis

State Controller and Commissioner Betty Yee
Director of the California Department of Finance and Commissioner Keely Bosler

*Julie Lind Rupp, Executive Secretary-Treasurer
San Mateo County Central Labor Council
650-572-8848 office/650-572-2481 fax
650-333-4110 cell*





July 25, 2019

State Lands Commission
Attn: Marlene Schroeder
100 Howe Avenue, Suite 100 South
Sacramento, CA 95825

CC: Jennifer Lucchesi, Executive Officer
The Honorable State Lands Commissioners
State Lands Commission

RE: Support for Burlingame Public Park Proposal, State Sovereign Land at 410 Airport Boulevard, Burlingame

Dear Commissioners:

We the above named organizations support the Burlingame Shoreline Park proposal on the State sovereign land at 410 Airport Boulevard, Burlingame. This letter serves to show support for the Burlingame Shoreline Park proposal as this is the only proposal that utilizes the entire site as a public park – with no private development.

This proposal keeps this land accessible to all as prescribed by the Public Trust Doctrine. Under the Public Trust, access to the water must be maintained for all. A green space on the bay would best serve the policies and principles adopted by the State Lands Commission, as well as the requests of the people as represented by the Public Trust Needs Assessment that was conducted in 2018 where 96% of those surveyed asked for an all open space option.

The Burlingame Shoreline Park proposal would result in:

- Maximum public access to baylands and the San Francisco Bay on State Land located within 2 mile to disadvantaged communities
- Improved trails for multi-modal transit options, bikes and pedestrians
- Expanded recreational and educational opportunities for fishing, picnicking, kayaking/windsurfing, nature, climate education and other passive waterfront activities
- Protection of coastal habitats for native plants and its concurrent healthier ecosystems
- A more resilient shoreline in the face of climate change.

It is for all these reasons we support the Burlingame Shoreline Park proposal.

Thank you for your consideration.



COMMITTEE FOR
GREEN FOOTHILLS

Burlingame Shoreline Park Petition

Dear Governor Newsom, Members of the State Lands Commission, and Burlingame City Council – I support keeping all 9 acres of Burlingame Shoreline Park as a park that would improve public access to the Bay, restore wildlife habitat, and create a more flood resilient shoreline.

<https://www.greenfoothills.org/shorelinepark/>



As of this writing, over 1,250+ California residents have signed this petition to the Burlingame City Council, Governor Newsom and the State Lands Commission asking for the preservation of this unique publicly owned 9-acre bayfront site as a nature park.

Abridged Petition List :

Please note, an additional 30 pages listing 1,200 additional petitioners are available, but have been omitted

Name	Email	City	ZIP Code
Jim Greysen	Jimgoldstein@Yahoo.com		94010 94010
Harrison Brand	harrisonbrand2@gmail.com	Alameda	94501
frank Martin	sriprank@gmail.com	Alameda	94501
Caroline Garber	cgarber3264@gmail.com	Alameda	94501
Ashley Garber	ashley7122@gmail.com	Alameda	94501
James Littlefield	scseasurfer@gmail.com	Aptos	95003
Susanne Shirazi	Susanne.pari@gmail.com	Atherton	
Hayden Clark	haydenclark1@gmail.com	Belmont	94002
linda nagare	penenagare@gmail.com	Belmont	94002
Vicki Logan	tukadoog@sbcglobal.net	Belmont	94002
Vicki Logan	Tukadoog@sbcglobal.net	Belmont	94002
Greg Boro	gboro@acumenllc.com	Belmont	94002
Jeffrey Fairbairn	jfairbairn48@gmail.com	Belmont	94002
Christina Fairbairn	Tfairbairn@comcast.net	Belmont	94002
Michele Beasley	beasleymichele@yahoo.com	Belmont	94002
Laurie Alexander	laurielalexander@yahoo.com	Belmont	94002
Riobert Mayer		Belmont	
Liane Benedict		Belmont	
Rose McGinnis		Belmont	
Bijan Khalili	Bkhalili0@gmail.com	Belmont	
Ellen McCarty		Belmont	
Ginny Martin		Belmont	
Hanna benbarak		Belmont	
Matthew Spuller		Belmont	
Anna Veremyova	Anna.veremyova@outlook.com	Belmont	
Kritika yegnashankaran	critique.a@gmail.com	Belmont	
Jackson Boro	Jboro810@gmail.com	Belmont	
Nadav Benbarak	Nadavinasia@gmail.com	Belmont	
Esther chung	Esther@towardsme.com	Belmont	
Robin Branch	Rbranch17@comcast.net	Belmont	
Dominic Clark	dominicbigoni@gmail.com	Belmont	
Anna Gontar	Anya1517@yahoo.com	Belmont	
Jill Mannie	Jmannie@comcast.net	Belmont	
Marion Emmett	emmetts3@comcast.net	Belmont	
Jen Lowry	Lowryruehl@comcast.net	Belmont	
Leah Yeater	Lry3642@aol.com	Belmont	
Debbie kutch	D.kutch@hotmail.com	Belmont	
Gabriele Collier	Gcollier51@comcast.net	Belmont	
Michael Collier	Gmcollier@sbcglobal.net	Belmont	
Norman Geimer	Scriptcal@hotmail.com	Belmont	
Priya Shanker		Belmont	
Jeff Finigan	Finiganj1972@gmail.com	Belmont	
Audrey Finigan	audreyfinigan@gmail.com	Belmont	



Project Comments – Planning Application

Project Address: 410 Airport Blvd, zoned AA, APN: 026-363-600

Description: Request for Commercial Design Review, Conditional Use Permit, and Parking Variance for a new office/ education/ even center.

From: Christine Reed
Fire Dept.

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

Sheet C3.0 –

- a) ~~Given the emergency use need of the western loop lane for water access, the western loop is considered a fire lane requiring a minimum 20' width. Applicant removed loop.~~
- b) ~~Access road entry/exit points to meet turning specifications for CCFD truck apparatus.~~

Sheet C3.1 –

- a) Vehicular gates on parking access road shall either have a Knox key box or key switch (if it's an electronic gate) for emergency fire access. **2/1 – Given the removal of the west loop, the driveway parallel to Airport is required so to gain access to the north end of the site where the water rescue building will be located so this driveway must meet apparatus access requirements, including a Knox key switch on the drive gate.**
- b) Fire apparatus access to be within 150' from the fire access road(s) and the furthest accessible point of the building. Does this access include a fire lane from the circular driveway to the south side of the building? Please indicate access road(s). **C3.0 shows part of the fire lane as decomposed granite. All portions of fire lanes must be all-weather smooth surface supporting 65,000lbs. Please indicate this on C3.0, C3.1 or other civil sheets. See C3.1 for all portions of the fire lanes, include the driveway parallel to Airport as well.**
- e) ~~Access road entry/exit points to meet turning specifications for CCFD truck apparatus. On sheet C3.2.~~

Sheet C5.1 –

- a) ~~Confirm there's a need for 2 new on-site fire hydrants to meet fire flow requirements? CFC exception allows a sprinklered building to be 600' away from a fire hydrant.~~
- b) ~~Please relocate the fire department connection next to the circular driveway or at the backflow prevention assembly.~~

Sheet L3.1 –

This project provides and supports Burlingame's first active water sports (i.e. kite boarding, wind surfing, kayaking) public access point. Currently CCFD is a shore-based rescue department and has no capability to access the bay to perform various types of water rescues. San Mateo Consolidated Fire Dept. is the closest department with water rescue capabilities (due to the creation of a water access point in their jurisdiction) and responds to approximately 30 water rescue incidents per year. Since CCFD does not currently have a water rescue program, any rescue incident in Burlingame will require San Mateo Fire to respond, taking many minutes to collect their water vehicles/equipment from a fire station, travel to and respond from Foster City to reach water rescue incidents north of Foster City/San Mateo. So, as a result of this new Burlingame public water access point, CCFD is concerned about the increased number of water rescue incidents in our area and must consider how we may perform emergency responses/rescues when every minute is critical for a swimmer in distress. Therefore, CCFD needs to develop a quick-response water rescue program where we can immediately respond

into the water for any rescue needs of visitors to this recreation area. As part of this quick-response rescue program, CCFD has a need for the construction of a small building to store rescue vehicles (jet skis) and equipment for response and rescue. Since the rescue vehicles will need to access via the kitesurfing ramp, the location of this building should be in this same area and near the western loop lane for responding units to arrive and stage their apparatus (Fire/EMS). Specifications of this small building is as follows:

1. Building dimensions – 20'x20'x10' to store 2 jet skis on beach launch trailers, personal protective equipment, rescue equipment. One side to have a roll up door large enough to allow for moving the jet skis in/out of the building.
2. Electrical power sources – one overhead light, one duplex wall outlet on each wall.
3. Water supply – one water spigot inside the building, near the roll up door.
4. Sloped floor to allow for water run-off from vehicles/equipment, sloped down toward the roll up door opening.
5. Passive ventilation – open to ventilation design however need it to allow for air to pass through the building for air-drying of jet skis and equipment.

CCFD would like to meet with developers to assist with the further design of the building to assist in making this both functional for CCFD and aesthetic to the overall site design for the project.

2/1 – Applicant's response states that this item will continue to be coordinated with CCFD and other interested parties. CCFD has not been contacted since the initial review regarding the location of the building and is looking forward to continuing this discussion. Due to the extreme priority of this water rescue building for response to anticipated water rescues, CCFD and the City continues to require this building and must be included on the site plan prior to final Planning Commission hearing.

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

1. The building shall be equipped with an approved NFPA 13 sprinkler system throughout. Sprinkler drawings shall be submitted and approved by the Central County Fire Department prior to installation.
2. The fire sprinkler system shall be electronically monitored by an approved central receiving station.
3. The applicant shall ensure proper drainage in accordance with the City of Burlingame Engineering Standards is available for the fire sprinkler main drain and inspector test on the building plumbing drawings. These items may drain directly to landscape or in the sewer with an air gap.
4. The fire protection underground water line shall be submitted and approved through the Burlingame Building Department prior to approval of aboveground fire sprinkler permit.
5. Building addressing per Burlingame Municipal Code, for distance away from public way. May also use a monument sign for addressing at the street.
6. Approved emergency radio communication capability is required throughout the building. If building construction/layout cannot accommodate required radio communication strength, an Emergency Responder Radio System is required throughout. Permit required to be obtained through the Central County Fire Dept. prior to installation. Riser wiring survivability rating shall be the same as interior wall ratings. Infrastructure should be designed for this rated shaft, alternates for this requirement will not be approved later in lieu of the rated shaft.

Reviewed By: Christine Reed
650-558-7617

Date: 9/7/2021



Project Comments – Planning Application

Project Address: **410 Airport Blvd, zoned AA, APN: 026-363-600**

Description: **Request for Commercial Design Review, Conditional Use Permit, and Parking Variance for a new office/ education/ even center.**

From: Martin Quan
Public Works Engineering

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

1. Please provide a preliminary title report for review.
2. Has the Kayak Launch been approved by BCDC?
3. Please confirm that ABAG has approved the location of the proposed Bay Trail.
4. On the west side of the parcel, there is overflow parking for Kincaids that will be removed and a new one-way drop off area that crosses property lines. Please provide this agreement with Kincaid and indicate the number of parking spaces that will be removed with the drive aisle. Please indicate the direction of the one-way drop off and detail the intersection of the drop-off aisle, entrance to Kincaid and current parking lot flow pattern.
5. To make the public sidewalk more pedestrian friendly, the minimum width shall be 9.5' with 4' box plant behind the curb or 6' clear sidewalk if planters/landscapoe are placed behind the sidewalk.
6. What are the proposed hours for the parallel parking spaces within the property?
7. The proposed crosswalk on the other side of the Sanchez Creek Bridge shall have an RRFB similar to the other crossings on Airport. Please dimension the distance from the other crosswalk.
8. The exit driveway at Bayview Place should have traffic flow around the island, making it a "right-turn" only. Please push the driveway out so that drivers do not turn into oncoming traffic.
9. All landscaping should be clear at both exit driveways (Bayview Place and Airport) for improved visibility of peds, bikes, and other vehicles while exiting.
10. Both driveways should have "right-turn" only signage.
11. Landscaping should also be clear on the northeast corner of Bayview Place/Airport for pedestrians using the crosswalk.
12. Will there be any pedestrian lighting along the paths and at the exit driveways?
13. Please include bus turning radius for the drop off area as well as the one-way parking road and exiting onto Bayview Place.
14. Please reach out to Recology (Alexandra Rinear at ARinear@recology.com for their service requirements.

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

1. As part of the County sea level rise vulnerability assessment, the City is looking into securing a construction/maintenance easement for a future levee wall. What design criteria is this project assuming to account for sea level rise.
2. Based on the scope of work, this is a "Type IV" project that requires a Stormwater Construction Pollution Prevention Permit. This permit is required prior to issuance of a Building Permit. An initial field inspection is required prior to the start of any construction (on private property or in the public right-of-way).
3. A stormwater maintenance agreement shall be recorded with the County for all c3 treatment measures. This agreement must be recorded prior to building permit signoff.
4. Please submit an erosion control plan. This plan shall include, but not limited to, delineation of area of work, show primary and secondary erosion control measures, protection of creek or storm drain inlets, perimeter controls, protections for construction access points, and sediment control measures.
5. A traffic, sewer, water, and storm drain study will be required for this project. Any impacts generated as the result of the project will be required to upsize or contribute its pro-rata share of the impact to upgrade the existing infrastructure.

Reviewed By: Martin Quan
mquan@burlingame.org

Date: 8/12/2021



Project Comments – Planning Application

Project Address: **410 Airport Blvd, zoned AA, APN: 026-363-600**

Description: **Request for Commercial Design Review, Conditional Use Permit, and Parking Variance for a new office/ education/ event center.**

From: Jennifer Lee
Stormwater

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

~~This project is required to comply with Provision C.3 of the San Francisco Bay Municipal Regional Stormwater NPDES Permit (MRP) since it will create and/or replace 10,000 square feet or more of impervious surface. Please include a Stormwater Management Plan that shows how stormwater runoff will be treated to meet the Municipal Regional Stormwater Permit's Provision C.3 requirements. For additional guidance, please consult the C.3 Regulated Projects Guide (updated February 2020) at www.flowstobay.org/newdevelopment. **Please complete, sign and return the "C.3/C.6 Development Review Checklist", available at www.burlingame.org/stormwaterdevelopment.**~~

The impervious areas located in drainage areas A, B, C, G, and H all appear to be located at a lower elevation than the respective self-treating areas. For example, it is not clear how runoff from drainage area A (located next to the bay) will flow into the self-treating area (located uphill). Please clarify how runoff from Areas A, B, C, G, and H are anticipated to drain into the self-retaining areas.

How will runoff from the parking lot drain into the adjacent landscaping? For example, will there be curb cuts?

According to the conceptual stormwater treatment plan, the orange shaded impervious areas are to be treated via self-treating areas. Please note that self-treating areas are natural spaces, landscaped areas, and pervious pavement. If it is intended to have impervious areas drain towards landscaping, please outline the self-retaining areas and ensure it is sized appropriately. Alternatively, the impervious areas can be replaced with permeable pavement if infiltration into native soil is possible.

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

1. Per the Municipal Stormwater Permit, projects on lands greater than 10,000 sf that are plumbed directly to the City's storm drain system must be equipped with full trash capture systems or are managed with trash discharge control actions equivalent to or better than full trash capture systems. Please show how you are complying with this requirement on the plans.
2. Post-construction treatment measures must be designed, installed, and hydraulically-sized to treat a specified amount of runoff. The project plan submittals shall identify the owner and maintenance party responsible for the ongoing inspection and maintenance of the post-construction stormwater treatment measures in perpetuity. A completed, notarized Stormwater Treatment Measure Maintenance Agreement must be submitted to the City prior to the issuance of a final construction inspection.

3. Please submit an erosion control plan. This plan shall include, but not limited to, delineation of area of work, show primary and secondary erosion control measures, protection storm drain inlets, perimeter controls, protections for construction access points, and sediment control measures.
4. All construction projects, regardless of size, must prevent stormwater pollution from construction-related activities. Project applicants shall ensure that all contractors implement appropriate and effective Best Management Practices (BMPs) during all phases of construction, including demolition. When submitting plans for a building permit, please include the Construction BMP plan sheet. An electronic file is available at: www.burlingame.org/stormwaterdevelopment.
5. Since the project will disturb one (1) or more acres of soil, the project must obtain coverage under the Construction General Permit from the State Water Resources Control Board. When submitting plans for a building permit, please include the following:
 - A copy of the **Notice of Intent (NOI) for Construction General Permit** coverage and
 - A copy of the **Stormwater Pollution Prevention Plan (SWPPP)** prepared by a certified Qualified SWPPP Developer (QSD).
6. FYI, the City has a Rain Barrel Rebate Program for qualified rain barrels and cisterns, see www.burlingame.org/waterconservation.

Reviewed By: Jennifer Lee
6505587381

Date: 1/21/2022



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

Project Site: 410 Airport Boulevard, zoned BFC

The City of Burlingame Planning Commission announces the following virtual public hearing via Zoom **on Monday, February 14, 2022 at 7:00 P.M.** You may access the meeting online at www.zoom.us/join or by phone at (346) 248-7799:

Meeting ID: 813 0398 7286	Passcode: 854678
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Description: Application for Environmental Scoping, Commercial Design Review and Conditional Use Permit for construction of a new public nature/recreation park and education center.

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

Mailed: February 4, 2022

(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 or call (650) 558-7250.

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

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

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

Kevin Gardiner, AICP
Community Development Director

(Please refer to other side)

410 Airport Boulevard
500' noticing
APNs: 026-363-600 & 026-363-610

