



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

555-577 Airport (proposed address for new building - 567 Airport)

026-363-590, 025-290-470

Anza Area

PROJECT ADDRESS

ASSESSOR'S PARCEL # (APN)

ZONING

PROJECT DESCRIPTION

The project site is located at a developed parcel at the south end of the Airport Boulevard, east of US Freeway 101. It comprises of parcel APN 026-363-590 (555 and 577 Airport) and leased parcel APN 025-290-470 (State Land Commission). The total site area is 12.8 acres. The existing Bay Park plaza consists of one five-story and one eight-story multi-tenant office buildings built in 1983 and 1998. Total building area is 259,733 sq. ft.. The project will add an 241,679 sq. ft. 8-story office / R&D building and a 5.5 level parking garage to the campus. The total building area on site is increased to 501,412 sq. ft.. Floor area ratio of the campus is 0.9. Parking for existing and new buildings will be provided at 3 cars per 1,000 sq. ft., with the new garage and surface parking lots. Other site improvements include new driveways, surfacing parking lots, landscape plaza, patios and walkways, service yards, as well as, utilities / equipment supporting the new project.

APPLICANT INFORMATION

EW - PG Airport Owner, LLC

PROPERTY OWNER NAME APPLICANT?

ADDRESS

PHONE

E-MAIL

DES Architects and Engineers

399 Bradford Street, Redwood City

ARCHITECT/DESIGNER APPLICANT?

ADDRESS

(650) 364-6453

khung@des-ae.com

PHONE

E-MAIL

33117 (Owner), 24614 (DES)

BURLINGAME BUSINESS LICENSE #

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

NAME

ADDRESS

AFFIDAVIT OF OWNERSHIP

I HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT THE INFORMATION GIVEN HEREIN IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

APPLICANT'S SIGNATURE (IF DIFFERENT FROM PROPERTY OWNER)

DATE

I AM AWARE OF THE PROPOSED APPLICATION AND HEREBY AUTHORIZE THE ABOVE APPLICANT TO SUBMIT THIS APPLICATION TO THE

PROPERTY OWNER'S SIGNATURE

Asset Services

May 8, 2020

DATE

AUTHORIZATION TO REPRODUCE PLANS

I HEREBY GRANT THE CITY OF BURLINGAME THE AUTHORITY TO REPRODUCE UPON REQUEST AND/OR POST PLANS SUBMITTED WITH THIS APPLICATION ON THE CITY'S WEBSITE AS PART OF THE PLANNING APPROVAL PROCESS AND WAIVE ANY CLAIMS AGAINST THE CITY ARISING OUT OF OR RELATED TO SUCH ACTION KH (INITIALS OF 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)
- WIRELESS
- FENCE EXCEPTION
- OTHER: _____

DATE RECEIVED:



STAFF USE ONLY

PROJECT DESCRIPTION

November 12, 2020

Owner's Project Objectives

The goals of the project sponsor are:

- To develop an approximately 241, 679 square foot Office / R&D building and a 5.5 Level parking structure on an existing 2-building corporate campus utilizing an existing surface parking lot, suitable for a single major office tenant.
- To develop a Class A Office / R&D building in a high visibility location proximate to major transportation corridors.
- To develop a Class A Office / R&D building that is LEED-certified and demonstrates sustainable design principles and technology.
- To develop a Class A Office / R&D building with adequate density and floor plate size to allow flexibility in user-make-up, particularly focused on life science and information technology.
- To develop a Class A Office / R&D building within an existing corporate campus with adequate building height and density to provide usable open space between buildings that connects to the waterfront edges and San Francisco Bay Trail running through the site.
- To develop a Class A Office / R&D building that has design elements that allow it to integrate into the existing campus without overwhelming the design of the existing buildings.
- To develop a Class A Office / R&D building with a new parking structure that provides sufficient automobile parking to meet the demand of the entire campus and allows for opportunities for the use of alternative transportation methods.

Project site

The project is located at a developed site at the south end of the Bayfront Specific Plan Area, east of US Freeway 101. It is comprised of parcel APN 026-363-590 (555 and 577 Airport) and leased parcel APN 025-290-470 (State Land Commission). The total site area is 12.83 acres. Its northwestern property line follows Airport Boulevard and three adjacent office developments – 411 Airport Blvd, 433 Airport Blvd, and 533 Airport Blvd. The Anza Parking lot (615 Airport Blvd) is to the west of the parcel. The Sanchez Channel, Burlingame Lagoon, and the BCDC shoreline bands are on the east and south sides of the site, and are the project's "public" frontage as seen from the freeway. The San Francisco Bay is further to the north.

Vehicular traffic on site is primarily coming from and going to US Freeway 101 - via Broadway Avenue, Anza Boulevard, and Peninsula Avenue exits - through Airport Boulevard. Commute.org runs a shuttle service from Millbrae Intermodal Station (Bart / Caltrain / SamTrans) to the Bayfront



area, and has a stop right across the street from the project site, at Airport Boulevard and Bay View Place. Airport Boulevard has bike lanes and sidewalks on both sides, along its entire length.

The existing Bay Park plaza consists of one five-story and one eight-story multi-tenant office buildings built in 1983 and 1998. Total building area is 259, 733 sq. ft. The rest of the site is used as surface parking lots. The south and east sides of the site are within 100 feet of the BCDC shoreline bands. There are existing bay trails, seating nodes, mature trees and vegetation along the shoreline.

Project Scope

The project will add a 241,679 sq. ft., 8-story Office / R&D building and a 5.5 level parking garage to the existing campus. Total building area will be increased to 501, 412 sq. ft. Floor Area Ratio is up from 0.46 to 0.9. (2019 City of Burlingame General Plan allows for a 3.0 max FAR for this site). The new garage and surface parking lots will provide 1,520 stalls for new and existing buildings, at 3 / 1,000 ratio. The project will also revamp the entire campus with these improvements:

- New surface parking area and access driveways.
- New service / trash enclosures, and truck parking area. The existing trash enclosure next to the bay trail will be demolished.
- New landscaped promenades connecting all three buildings and parking garage.
- New landscaped open space and paved plaza on the south and east side of the new building.
- New stormwater treatment areas connecting to existing pump and outfall to Burlingame Lagoon.
- New and re-located site utilities and equipment supporting the buildings.

The project intends to maintain public access to the BCDC shoreline during and after construction, including the bay trail and 15 parking spaces. The bay trail, vegetation, and other amenities within the BCDC shoreline bands will not be altered. During construction, the parking areas along Burlingame Lagoon and Sanchez Channel will be fenced off. The 15 public parking spaces will be relocated temporarily during construction (still close to the bay trail) and will be restored back to existing location afterwards.

The project is proposing a comprehensive Transportation Demand Management (TDM) Plan. The intent is to reduce single-vehicle trips to / from the site and encourage employees taking public transportation. Examples of the TDM plan measures include: 2 on-site shuttle bus stations/ parking, multiple bike storage locations, and changing room / shower facilities.

Site and Building Design

The proposed office building will be sited on the parking lot between the two existing buildings, with roughly 70 feet separation from each of the existing buildings. The shape of the new building is slightly curved at the ends for a smoother visual transition to the other buildings. It will be 133 feet tall (measured to the top of the parapet) and is set back 142 feet from the Burlingame Lagoon shoreline. This setback allows for a generous open space on the south side of the building, with views to the Burlingame Lagoon. The building's primary entrance is on the north side, facing the main campus driveway and Airport Blvd. This campus driveway not only connects all three buildings and the parking garage, but also branches into a loop road to the service areas between 577 Airport and the new building. The trash enclosure and truck parking space will be screened with new landscaping and existing trees along the shoreline. Another smaller trash enclosure will be built on the east side of 555 Airport.

The new surface + 4.5 level parking garage will be tucked behind the adjacent buildings and parking deck on the north-west side. It is approximately 73 feet from the new office building and the top parking level is setback another 60 feet. There are two access points from the main campus driveway. Accessible parking stalls and electrical vehicle chargers will be provided in this garage.

555 Airport Blvd and 577 Airport Blvd buildings are 68 feet and 90 feet (top of parapet) in height. Both structures are highly visible from the US 101 freeway and the Burlingame Lagoon. 577 Airport is wrapped in dark tinted glazing and pre-cast concrete bands throughout. 555 Airport has a curved, bluish-green reflective glass façade on the north side that then transitions to punched window openings encased in pre-cast concrete pilasters and spandrels. The two ends of the building are stepped down one floor. The buildings have a general off-white color tone.

The new office building's design respects the architectural and waterfront context of the campus. Its north-south orientation helps with day-lighting and varying façade treatment. The north side is primarily clad in slightly tinted glazing, with vertical fins and narrow metal bands. The curved glass wall continues into projected horizontal ribbon windows that wrap around the east end of the building. To emphasize the view corridor to the Airport Boulevard, the first two floors at the north-west corner are recessed and clad with highly transparent structural glass. The facade then changes to tinted glass wall framed in metal panel pilasters. There is a view balcony at the seventh floor of the north-west corner.

The south façade is highlighted by the inter-play of various design elements. The arcades on the first and second floors recall the architecture of 555 Airport and then transition gradually into punched windows on upper floors, matching the taller massing of 577 Airport. The "encased" glazing is a slightly darker bluish-green color for better energy performance and compliments the blue-tinted glass elsewhere. At the east end, the ribbon windows continue one third of the south façade and then change back to the full-height glass walls with metal sunshades and off-set accent

metal fins. This glass wall is very “dynamic” as it is reflecting the water of the Burlingame Lagoon in high and low tides.

The top two floors at the building’s east end are setback 25 feet to create a size-able rooftop patio that is shaded with metal trellis and canopy. This design feature not only provides an amenity space for the tenants but also a nice transition to the shorter 555 Airport building.

The new surface + 4.5 Level parking garage is naturally ventilated. Its design emphasizes the concrete structural columns and spandrels with painted finishes and varied openings. The garage’s entries and street frontages (between the adjacent office buildings) are framed in off-white painted “portals” with perforated metal panels. The two elevator / stair towers have an open glass façade and metal canopy that shares the design aesthetics of the new office building.

The new building and garage will use high-performance glazing, low-carbon concrete, metal sunshades and fins, and other structural materials and finishes that are friendly to the environment. Mechanical and electrical systems and lighting controls will be highly efficient and appropriate for tech and life science uses, such as LED lighting fixtures, occupancy sensors, electrical generators... etc. Electrical vehicle chargers and clean-air vehicle parking will also be provided on site. The project will comply with the latest CalGreen and City’s reach code (if applicable to the project). It will also target LEED certification – an industry benchmark for energy efficient building design.

Landscape and Open Space

The landscape design incorporates the preservation of 148 existing trees on-site and adds 251 new trees. The outdoor program incorporates flex amenity spaces adjacent to each building and ties the landscape together with the use of similar plant material, hardscape geometry, and paving materials. The generous amount of open space at the southern exposure adjacent to the new building provides ample opportunity for outdoor amenities. It provides an overlook to capitalize on the lagoon and hill views as well as provides a variety of seating, dining opportunities, and lawn games such as cornhole. The plant palette is derived from a combination of drought tolerant native and adaptive plants which have a high success rate in this part of Burlingame. They are located on the site to maximize on microclimate factors such as sun exposure, shade, wind, etc. The plant palette is coordinated with C3 treatment measures such as bioretention areas, such that the bioretention areas fit seamlessly within the landscape design.

Site lighting takes its cue from the geometry in the landscape design and the materials and rhythm used in the architectural design of the new building. The site lighting concept is used to bring these elements together and tie the site to the building.

Existing Topography

The existing site is relatively flat, with grades varying between elevations 4 and 12 (relative to NAVD 88 datum). The site grades gently to a low-lying portion of the property at the midpoint of the property line shared with low lying properties along Airport Boulevard to the northwest of the site. The site conforms up to elevations at the shoreline protection located to east of the site at Sanchez Channel, and south of the site at Burlingame Lagoon.

Site Grading:

The proposed project will maintain existing grading for much of the site. The proposed parking structure (565 Airport Boulevard) will have a finished floor elevation of 6.0. The proposed building (567 Airport Boulevard) will have a finished floor of elevation 12.0. The site is located largely in the FEMA Flood Hazard Area AE, with a base flood elevation of 10.0. 567 Airport Boulevard is proposed to be elevated above the base flood, and the parking structure will be dry flood-proofed to 1 foot above the base flood elevation. The proposed grading will conform to grading at the shoreline and will not add fill at the existing shoreline.

Stormwater Treatment:

As a redevelopment project that replaces or alters more than 50% of the existing impervious surface at the site, the project will provide treatment for all impervious surfaces at the project site. The proposed site will be treated by on-grade flow-through planters. The parking structure will be treated by a treatment planter located behind the parking structure, and the remainder of the site will be treated through several treatment planters. A new pump station will direct required runoff from the remainder of the site to treatment flows distributed through the remainder of the site. Planters will be sized based on local requirements and will be preliminarily sized at 4% of the impervious surface for the site plan. Final sizing will be documented in the Stormwater Management Plan to be submitted with the Construction Documents for the project.

Utilities

Existing site utilities will be removed as required for new utilities to serve the development. New water services will be connected to the existing 12-inch municipal water main located south of the site, running the shoreline along Burlingame Lagoon. Existing water will be rerouted as required. Existing sewers will also be rerouted as required, with new sewer services extended to the new buildings at 565 and 567 Airport Boulevard and will utilize existing sewer connections to the 10-inch municipal sewer in Airport Boulevard. The proposed redevelopment will not increase runoff from the site and will utilize the existing storm drain pump station connecting to Burlingame Lagoon. In addition, a treatment pump station will be added to direct required runoff to treatment planters distributed throughout the site.

Parcelization

The existing site is a single parcel. The project will subdivide the site, to create two parcels. Parcel A will include existing 555 Airport Boulevard building, as well as the new Office / R&D building (567 Airport Boulevard) and the parking structure (565 Airport Boulevard), and a portion of the remaining site including landscape improvements and surface parking. Parcel B will encompass existing 577 Airport Boulevard and portions of the remaining site and surface parking. Parcel A will reserve the right to create two commercial condominiums for 555 and 567 Airport Boulevard buildings to be in their own respective condominiums.

Sea-level rise

The proposed commercial building is proposed to have a finished floor of 12.0. This is 2 feet above the FEMA base flood elevation of 10.0, allowing 2 feet of freeboard for potential sea level rise. The proposed parking structure is proposed to have a finished floor of 6.0 and will include mitigations to dry floodproof the building to elevation 11.0.

Zoning Compliance

The project is zoned as Anza Area (AA), under the City of Burlingame Bayfront Specific Plan. Zoning regulations that would apply to this project:

- Chapter 25.47 Anza Area
- Chapter 25.70 Off-street Parking

	Requirement	Proposed	Footnote
Use	Offices - including research and development offices with associated laboratory uses, as well as instructional activities associated with an office on the site.	Office / R&D	Ch 25.47.020 (c)
	Buildings and structures that exceed forty (40) feet in height when located within one hundred (100) feet of the San Francisco Bay shoreline as defined by the Bay Conservation and Development Commission (BCDC).	None	Ch 25.47.020 (h)
FAR	0.6 Allowed	0.9, include 555,	Ch 25.47.025 (a)

	> 0.6 CUP	577 Airport and new 8-story building. Total gross floor area is 501,412 sq. ft. (excl. rooftop penthouses) CUP	
SETBACK	Front: 30 ft typical. Side: 10 – 30 ft Rear: 25 ft	Complies, Refer to Sheet 3.1 of the planning set.	Ch 25.47.040 (a) 1-3
	Setback from SF Bay and its Estuaries Average 65 feet between any structure and shoreline as defined by BCDC.	Complies, average setback: ~ 115 ft	Ch 25.47.040 (a) 4b
	For structures taller than forty (40) feet, the minimum setback from the BCDC bayside jurisdiction line shall be equal to the height of the structure.	Complies. Height: 133 ft Setback: 142 ft	Ch 25.47.040 (a) 4c
Parking Location	No parking spaces in front setback. No parking spaces within twenty (20) feet from the inner edge of the Bay Trail.	Grandfathered conditions, permitted per 20-82 BCDC permit.	Ch 25.47.040 (a) 5
View Corridor	The width of any structure or combined structures on a lot shall not obstruct more than fifty (50) percent of the street frontages.	Complies, refer to Sheet A3.2. Confirmed with Planning on 9.8.2010.	Ch 25.47.040 (a) 6
Height	65 ft max	Building height: 133 ft CUP	Ch 25.47.040 (a) 7 (A)
	No building or structure shall exceed forty (40) feet when located within one hundred (100) feet of the	None	Ch 25.47.040 (a) 7 (B)

	San Francisco Bay shoreline as defined by the BCDC		
Lot Coverage	35% Max	25% (555, 577 Airport, New office building, Parking garage and accessory structures), Complies. Refer to Sheet A3.2.	Ch 25.47.040 (a) 8
Lot Frontage / Minimum Lot size	100 feet / 40,000 sq. ft min	Complies, refer to Sheet A3.1.	Ch 25.47.045 (a)
Landscaping	Min 15% of the site Min 80% of front setback Min 10% of parking area	Complies. 35% of the site, including State Land Commission land, and 11% of parking area. Refer to Sheet L5. No changes to the street frontage and existing vegetation to remain.	Ch 25.70.050 (a – c)
Trash / loading doc	Fully enclosed, attached or detached structure for refuse and garbage containers 75 feet from rear property line 100 feet from BCDC shoreline	Complies. Fully enclosed trash enclosure and screened service yards as shown on site plan. Loading and delivery area are setback 75 feet from rear property line and outside 100 feet BCDC shoreline band.	Ch 25.70.050 (d – e)
Parking	1 car / 300 sq. ft. or 3.3 cars / 1,000 sq. ft. (gross floor area)	3 car / 1,000 sq. ft. With TDM plan.	Ch 25.70.040



		No CUP is required, per Planning's email dated 9.8.2010.	Provided a traffic study and TDM plan to justify lowered parking ratio.
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**CITY OF BURLINGAME
CONDITIONAL USE PERMIT APPLICATION**

RECEIVED

SEP 10 2020

CITY OF BURLINGAME
CDD-PLANNING DIV.

CUP for 0.9 FAR

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 project will develop a 241,679 square foot Office / R&D building and a 5.5 Level parking structure at the existing Bay Park Plaza office campus. The neighboring properties are office buildings and a rental parking lot for the San Francisco International Airport. Hence, the proposed use is compatible with the existing uses on site and neighboring properties.

The project can be accessed from Airport Boulevard and US 101 Freeway. There will be sufficient on-site parking to meet the demand of the entire campus. It will also have a TDM to support the use of alternative transportation and minimize traffic impacts. The site is also connected to the existing sidewalks on Airport Boulevard and the San Francisco Bay Trails along Burlingame Lagoon and Sanchez Channel. Existing public access parking will be preserved.

The project will be designed to the latest building and fire code standards and will comply with City of Burlingame's municipal codes. New or relocated sewers, utilities, power, stormwater treatment and trash facilities will be provided for the new and existing buildings.

The new Office / R&D Building will have energy-efficient mechanical equipment and sustainable design features. It is intended to achieve LEED certification.

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

The site is zoned as Anza Area (AA) within the Bayfront Specific Area.

The Burlingame General Plan (2019) states that "The Bayfront will be a regional recreational and business destination." Goal CC-6.3 Infill Development - encourages increased intensity via high-quality infill development on surface parking lots, and support the conversion of surface parking lots into active commercial and hospitality uses.

The City of Burlingame's Zoning Ordinance, Section 25.47.025 Conditional Permitted Uses (a) - Offices with a maximum floor area ratio greater than 0.6, including research and development offices with associated laboratory uses, as well as, instructional activities with an office on the the site, requires a Conditional Use Permit.

The proposed project meets the above requirement. It is an infill development and increases the intensity of an existing office use. A new Class A Office / R&D building (and associated parking garage) will be built at the surface parking lot of an existing office campus. Total FAR is increased from 0.46 to 0.9. The project also complies with other Anza Area's development standards, including building setback, minimum lot size, street frontage, view corridor and landscaping design.

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 existing and adjoining properties, including the Burlingame Bay project east of Sanchez Channel, are all office buildings. The proposed Office / R&D building, therefore, is consistent with these uses.

The proposed 8-story Office / R&D building is carefully sited between the existing 5 and 8-story structures, to maintain views from these buildings. There's ample of landscaped open space and separation between the new and existing buildings. The variety of building heights on this campus is compatible with the massing and character of the immediate neighborhood, including the adjacent Burlingame Bay campus. The new Office / R&D building also has a substantial setback (142 feet) from the Burlingame Lagoon and bay trails, while preserving public access to the shoreline.

The new building's design compliments the architectural styles of the existing structures on site. The use of modern and quality building finishes, such as highly-transparent curtain walls, metal panels and other articulations on the facade, enhances the aesthetics and "business destination" character of the Bayfront neighborhood.

The parking garage is located on the interior side of the site. Its street presence is limited, including the two ends of the garage and a small portion on the north side (between the two office buildings at adjacent parcels). These areas are treated as the main architectural features - metal panel-clad portal elements, with perforated metal screen and alternating vertical fins.



**CITY OF BURLINGAME
CONDITIONAL USE PERMIT APPLICATION**

RECEIVED
SEP 10 2020

CUP for Building Height, 09.10.2020

CITY OF BURLINGAME
ODD-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 project will develop a 241,679 square foot Office / R&D building and a 5.5 Level parking structure at the existing Bay Park Plaza office campus. The neighboring properties are office buildings and a rental parking lot for the San Francisco International Airport. Hence, the proposed use is compatible with the existing uses on site and neighboring properties.

The project can be accessed from Airport Boulevard and US 101 Freeway. There will be sufficient on-site parking to meet the demand of the entire campus. It will also have a TDM to support the use of alternative transportation and minimize traffic impacts. The site is also connected to the existing sidewalks on Airport Boulevard and the San Francisco Bay Trails along Burlingame Lagoon and Sanchez Channel. Existing public access parking will be preserved.

The project will be designed to the latest building and fire code standards and comply with City of Burlingame's municipal codes. New or relocated sewers, utilities, power, stormwater treatment, and trash facilities will be provided for the new and existing buildings.

The new Office / R&D Building will have energy-efficient mechanical equipment and sustainable design features. It is intended to achieve LEED certification.

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

The siting of the new building and parking garage preserves more than 50% of the street frontages / view corridors from Airport Blvd to Burlingame Lagoon and Sanchez Channel. No new structures are proposed within the 100 feet BCDC shoreline band. In essence, the project is compliant with (1) Zoning Ordinance Sec 25.47.040 - 6 View Corridor, and (2) Burlingame General Plan Goal CC-6.1 View Corridor - ensures that new developments preserve public view to the waterfront.

The new 8-story Office / R&D building, at 133 feet tall (to top of the parapet), is above the 65 feet height limit for any properties with frontages along Burlingame Lagoon (sec 25.47.040 - 7A). However, it is setback further from the Burlingame Lagoon than the other two existing buildings. Its south side is setback 142 feet from the bayside jurisdiction line of the BCDC shoreline. This is more than the 1:1 height to setback requirement (sec 25.47.040 - 4C).

The new 5.5 level parking garage is located on the north side of the site. It generally complies with the 65 feet height limit, except at the two elevator / stair towers (69 feet). The front portion of this garage is only 47 feet tall. The top parking level is set back further and 57.5 feet tall.

The project complies with other Anza Area's development standards, including building setback, minimum lot size, street frontage, and landscaping design.

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 existing and adjoining properties, including the Burlingame Bay project east of Sanchez Channel, are all office buildings. The proposed Office / R&D building, therefore, is consistent with these uses.

The proposed 8-story Office / R&D building is carefully sited between the existing 5 and 8-story structures, to maintain views from these buildings. There's ample of landscaped open space and separation between the new and existing buildings. The variety of building heights on this campus is compatible with the massing and character of the immediate neighborhood, including the adjacent Burlingame Bay campus. The new Office / R&D building also has a substantial setback (142 feet) from the Burlingame Lagoon and bay trails, while preserving public access to the shoreline.

The new building's design compliments the architectural styles of the existing structures on site. The use of modern and quality building finishes, such as highly-transparent curtain walls, metal panels and other articulations on the facade, enhances the aesthetics and "business destination" character of the Bayfront neighborhood.

The parking garage is located on the interior side of the site. Its street presence is limited, including the two ends of the garage and a small portion on the north side (between the two office buildings at adjacent parcels). These areas are treated as the main architectural features - metal panel-clad portal elements, with perforated metal screen and alternating vertical fins.

krupka.

DRAFT FINAL TDM PLAN
BURLINGAME BAY

Prepared for
EW-PG Airport Owner, LLC

Prepared by
KRUPKA CONSULTING

November 6, 2020

krupka.

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krupka.

EW-PG Airport Owner, LLC (hereinafter “Client”) engaged Krupka Consulting to prepare a Transportation Demand Management (TDM) Plan for the Burlingame Bay Road project in Burlingame, California (hereinafter referred to as “Burlingame Bay” or “Project”). The TDM Plan was required by the City of Burlingame (City) to support the Project entitlement application. This document represents the Draft Final TDM Plan and incorporates comments from the City on the Draft TDM Plan dated May 8, 2020. Presented herein are the TDM Plan purpose, the Project, supportive TDM infrastructure and measures, programmatic TDM measures, a calculation of trip credits using guidelines established by the City/County Association of Governments of San Mateo County (C/CAG) and monitoring and reporting.

Purpose of TDM Plan

The purpose of the TDM Plan is to define specific TDM measures to be implemented by the Project to meet the City’s TDM Program goal, which is: at least 20% of all employees regularly commute to work using modes other than single occupant vehicles (SOVs) or use an alternative work hour schedule. Equally important with regard to purpose is C/CAG’s stipulation that local jurisdictions must require the developer and all subsequent tenants to reduce demand for all new peak hour trips projected to be generated by developments. C/CAG established several choices for local jurisdictions, including implementing TDM Programs that have the capacity to fully reduce the demand for new peak hour trips.¹ Therefore, the purpose of the TDM Plan was expanded to address the C/CAG requirement.

Project Description

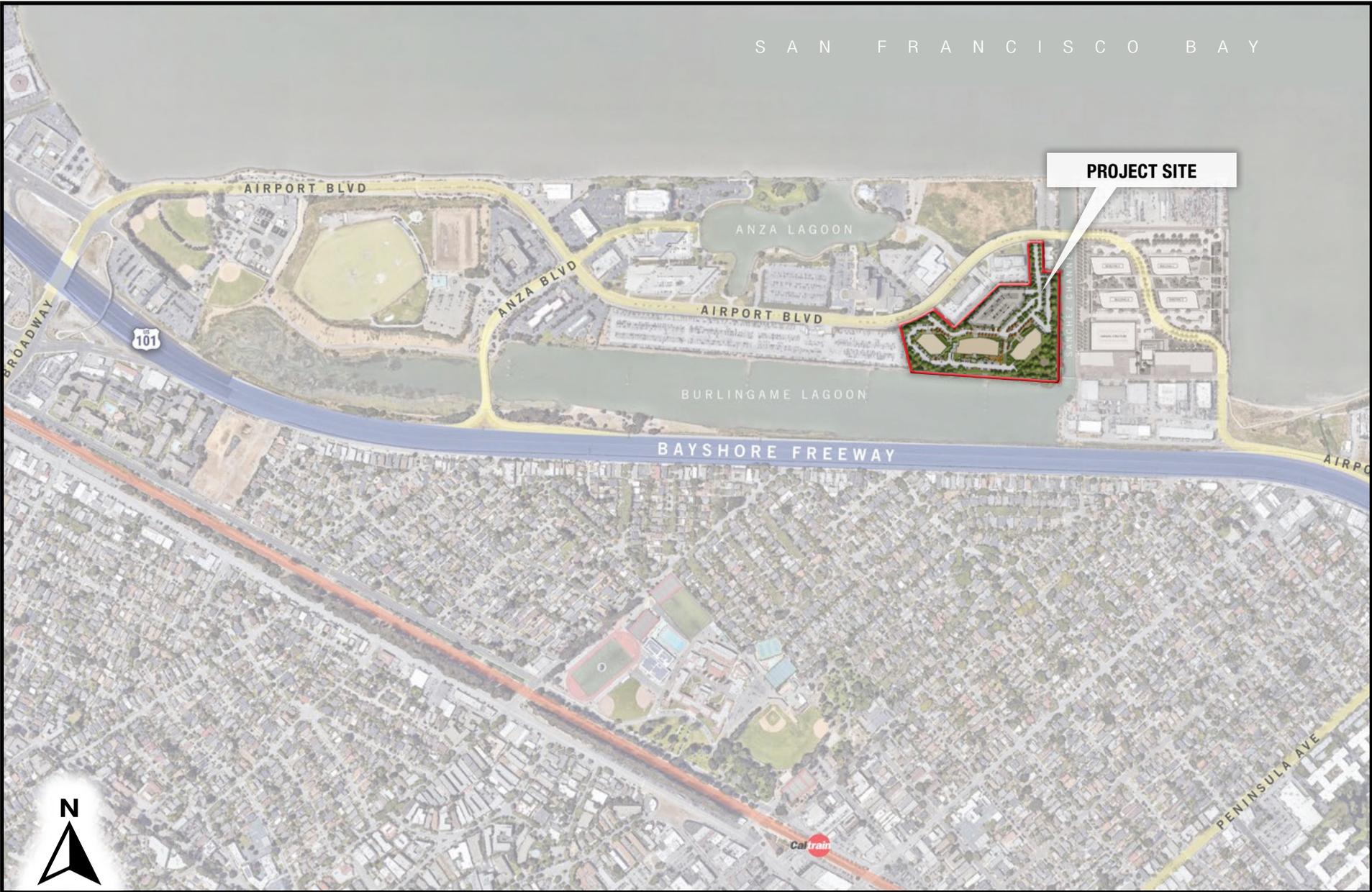
Location - As shown in **Exhibit A**, the Project is located at a 12.8 acre developed parcel at the South end of Airport Boulevard, east of US Highway 101 adjacent to Burlingame Lagoon and Sanchez Channel. Two site driveways are located on Airport Boulevard, which provides local connections to Old Bayshore Highway, Broadway, Anza Boulevard and Peninsula Avenue, which in turn serve US Highway 101 and points north and south.

The Project is in the Bayfront commercial land use area within the Bayfront neighborhood. The new Burlingame Point life sciences office campus is under construction directly across Sanchez Channel from the Project.

Description - The Project would construct a new eight-story office/research and development building adjacent to two existing office buildings, one with five stories and one with eight stories. A total of 1,520 parking spaces would be provided — 1,144 spaces in a new parking garage on existing surface parking and 376 surface spaces.

Exhibit B illustrates the site plan and the new building situated between two existing buildings. The project is a bold, contemporary site refresh and expansion with internal and external attributes that line up well with needs and desires of high-tech companies and customers. In addition to new driveways and surface parking, including a commute bus center, to enhance

¹C/CAG, Guidelines for Implementing the Land Use Component of the Congestion Management Program, 2015) (hereinafter “C/CAG Land Use Guidelines”)



PROJECT SITE

SOURCE: DES Architects + Engineers, 2020



Project Site



SOURCE: DES Architects + Engineers, 2020

Exhibit B
Burlingame Bay TDM Plan
Site Plan

krupka.

access and circulation, substantial landscaping with promenades, view areas and patios with seating and casual dining features are proposed to complement the waterside setting.

Supportive TDM Infrastructure and Project TDM Measures

The Project as envisioned would be a pedestrian and bicycle friendly campus within the Bayfront commercial area, served by active transportation such as the Burlingame Trolley, Burlingame Bayside Shuttle and mature sidewalks, trails and bikeways. **Exhibit C** highlights active transportation serving the Project.

Project TDM measures were defined to complement the existing TDM setting. The following paragraphs highlight these features, which are summarized on **Exhibit D**.

Community Connectivity - The Project and respective site improvements would connect to and complement Bayfront area facilities, including sidewalks and bike lanes on Airport Boulevard and the Bay Trail adjacent to the Project site, which serves the Coyote Point Recreation Area in San Mateo. This indicates positive community connectivity.

Public Transportation Access - The Project would include a commute bus center with two bus bays. The facility would be located adjacent to the parking structure in the center of the site, with suitable turning movement dimensions to allow easy bus entries and exits and connections to Airport Boulevard. The Burlingame Trolley traverses the Bayfront area and includes a stop near 577 Airport Boulevard, and connects the Project site with the Broadway and Burlingame Caltrain Stations as well as Broadway and Burlingame Avenue business districts. Commute.org operates the Burlingame Bayside Shuttle, which provides direct commute period service between the Project site and the Millbrae BART/Caltrain Station. Two buses serve the area and carry approximately 2,800 total AM and PM peak period riders per month (Source: Commute.org data summaries for October 2019 and January 2020).

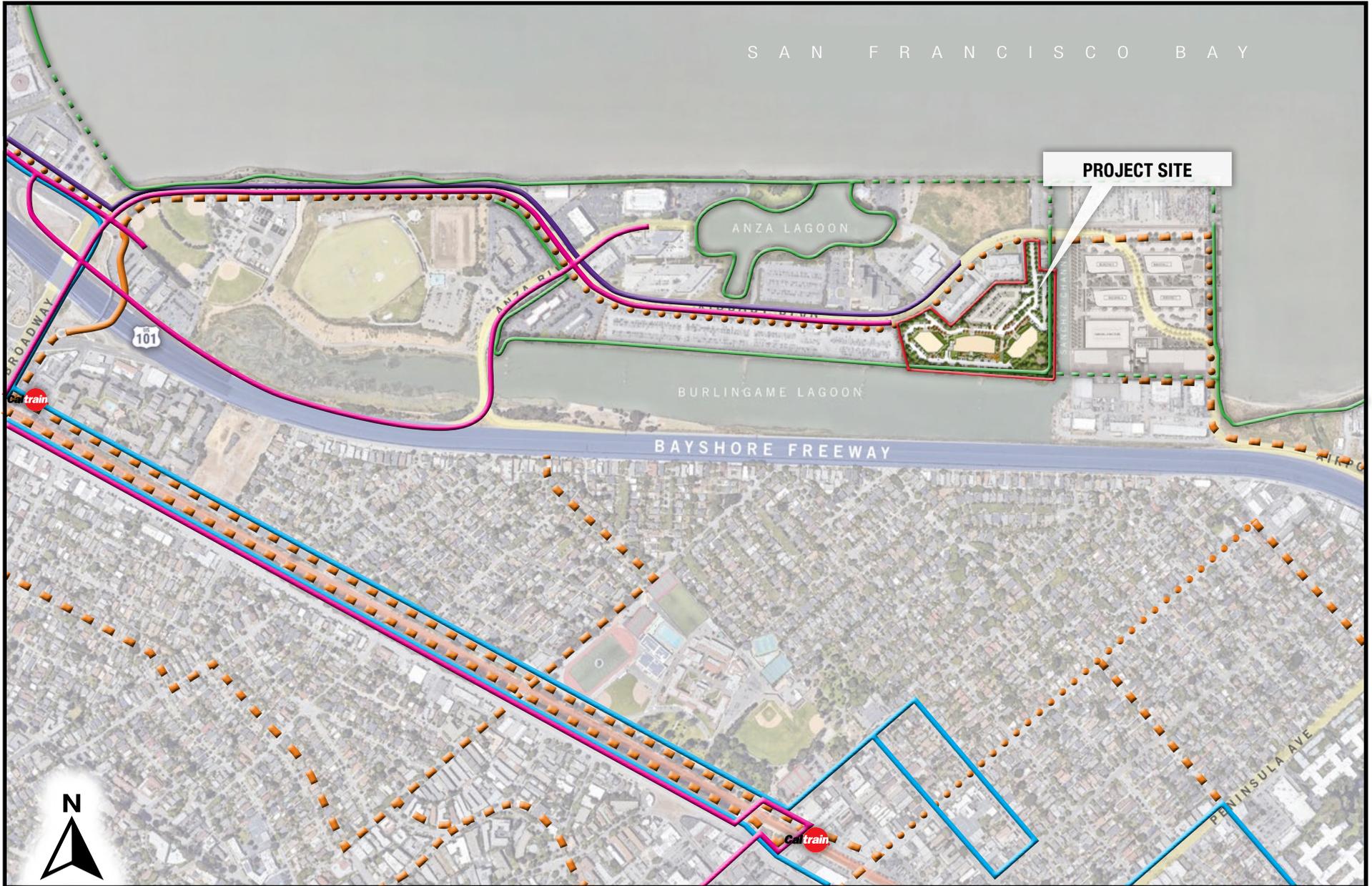
Pedestrian Amenities - The Project walkway system would minimize vehicular conflicts, allow direct access to the Bay Trail, buildings and the parking structure. Landscaping features, patios and seating areas would complement the walkway system and soften the Project environment.

Bicycle Parking - The Project would include 41 bicycle parking spaces, with 37 Class I (secure) spaces in the bicycle enclosure on the first floor of the parking structure and 4 Class II spaces in 2 bike racks near building entries.

Shower Facilities - The new building would include shower rooms for men and women on the first floor, with a total of eight shower stalls, to support employees who bicycle and walk to work or exercise during the day, or both.

Parking Management - The Project would include preferential parking of the following kinds.

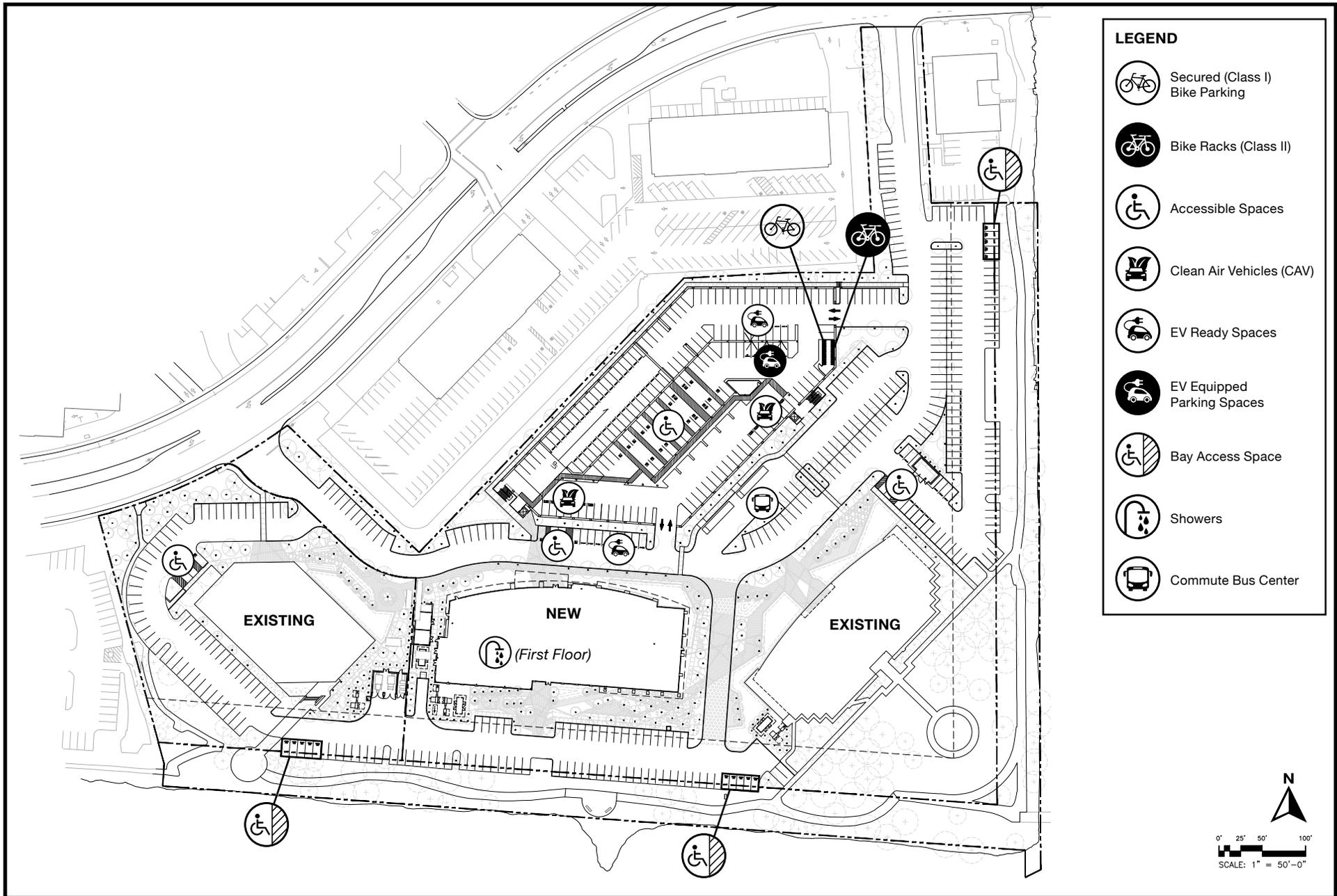
- Accessible (“ADA Stalls”) - 32 total stalls (6 van, 26 standard), located in the parking structure and adjacent to existing buildings.
- Clean Air Vehicle - 14 stalls, located in the parking structure.



SOURCE: DES Architects + Engineers, 2020 and Burlingame General Plan, City of Burlingame 2019

- Samtrans Routes
- Burlingame Trolley
- Burlingame Shuttle
- Trail (existing)
- Trail (planned)
- Bike Path (Class I)
- Bike Path (Class II)
- Bike Path (Class III/Sharrows)

Exhibit C
Burlingame Bay TDM Plan
Active Transportation



SOURCE: DES Architects + Engineers, 2020

Exhibit D
Burlingame Bay TDM Plan
TDM Elements

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- Electric Vehicle Charging - 45 total (32 equipped, 13 ready), located in the parking structure and adjacent to the new building.
- Bay access stalls ("BCDC Stalls) - 15 stalls located adjacent to the Bay Trail - 45 EV parking (32 installed)

Vehicular Access - The Project would be served by two existing driveways on Airport Boulevard. Internal drive aisles would connect the driveways and provide direct access to the parking structure and surface parking.

Freight and trash loading zones would serve all buildings directly with suitable turning and parking dimensions.

Programmatic TDM Measures

Given the Project may be occupied by one or more tenants, and most candidate tenants are familiar with and routinely incorporate TDM in practice, Client intends to require tenants by lease agreement to actively incorporate and participate in TDM measures most suitable to them to achieve the TDM Plan purpose.

TDM Requirements - Client shall oversee the TDM program and require tenants to implement and consistently carry out and monitor the following TDM measures.

TDM Coordinator - A Project TDM Coordinator shall be responsible for implementing, maintaining and monitoring the TDM Plan. The TDM Coordinator shall participate in TDM training sponsored by Commute.org in during the first year of occupancy.

Employee Survey - A confidential survey of transportation characteristics of employees shall be conducted with findings submitted to the City upon full occupancy of the Project and periodically thereafter. The survey shall include residence location, mode of travel to work, duration of commute, usual work schedule and interest in commute alternatives. Attachment A, appended hereto, lists the proposed survey questions and gives a good understanding of the expected data to be generated.

Commute Alternative Information - A summary pamphlet shall be prepared that describes commute alternatives (to driving alone) and summarizes the TDM Plan. This pamphlet shall be made available to all employees and updated at least annually.

Commute Alternative Plan - The Project shall implement TDM measures to meet the City's TDM policy and goal, which is: at least 20% of all employees regularly commute to work using modes other than single occupant vehicles or use an alternative work hour schedule. The TDM Plan shall comply with the C/CAG Land Use Guidelines that stipulate the TDM Plan have the capacity to fully reduce the estimated demand for new peak hour trips generated by the Project.

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The Project shall be required to provide the following TDM measures.

- Dedicated peak period shuttle service to BART/Caltrain that serves at least 60 round trip riders during the peak hour. This would be provided through direct contract or shared arrangement with a shuttle service sponsored by another development or entity.
- Subsidized transit passes for at least 25% of employees with value of at least \$20 per month per pass, or equivalent commuter benefit allowance or subsidy. This would be an employee benefit for the duration of employment and subject to change and customization to meet particular tenant conditions.

Other candidate TDM measures tenants may incorporate include, but not be limited to, the following.

- Alternative work schedules or telecommuting
- Guaranteed emergency ride home, which gives eligible employees free rides home in case of personal emergencies or unexpected late work days that cause them to miss a customary transit ride or carpool seat
- Coordination and incentives to enhance alternative mode usage, including the following functions
 - Introduce employees to the TDM Plan
 - Help use 511 Rideshare and 511 Transit Trip Planning
 - Help match “bike buddies” and “walk buddies”
 - Coordinate and manage bicycle parking and preferential parking spaces
 - Help assess and establish alternative work schedules and telecommuting
 - Catalog and update available transportation services, bicycle routes, bike share facilities, transit schedules and shuttle services; provide alerts regarding changes and new opportunities

Calculation of Trip Credits Per C/CAG Guidelines

The implementation of a TDM program that has the capacity to fully reduce the estimated demand for new peak hour trips generated by a new development project is one of five options local jurisdictions may use to help offset or mitigate the traffic impacts of development projects according to the C/CAG Land Use Guidelines.

Table 1 summarizes the estimated trip credits for Project TDM measures, including site design elements and required TDM measures, based on application of the C/CAG trip credit unit values. This evaluation addressed the trip generation for the new building only. The total trip credits exceeds the estimated net new peak hour trip values and therefore meets the intent of the C/CAG requirements.

**Table 1
ESTIMATED TRIP CREDITS PER C/CAG LAND USE GUIDELINES**

TDM Measure	Number of Units per TDM Plan	Notes	C/CAG Unit Trip Credit (Rate per Unit)	Resulting Trip Credits for TDM Plan
Bicycle lockers and racks	41		3	123
Showers and changing rooms (combination)	8	trip credits calculation includes 5 bonus credits for bicycle storage	10	85
Dedicated peak period shuttle to BART/Caltrain	60	peak hour round trip seat; estimate reflects 5% of employees during the peak hour	1	60
Subsidized transit passes for employees (at least \$20 per month per ticket/pass)	300	25% of estimated employee count at 5 employees per 1,000 sf	1	300
Preferential parking for carpoolers and vanpoolers	14	spaces are designated for Clean Air Vehicles, not separately for carpoolers and vanpoolers; lower trip credit rate — for carpoolers — used	2	28
TOTAL TRIP CREDITS				596
PROJECT NET NEW PEAK HOUR TRIPS (TJKM, Traffic Impact Analysis Report, May 8, 2020)				276
PROJECT TRIPS MITIGATED?				YES

Monitoring and Reporting

The following monitoring and reporting plan shall be implemented to help Client and the City assess the effectiveness of the TDM Plan against its stated goal.

Employee Survey - Each year the Project is occupied and prior to February 15, tenants shall survey existing employees to estimate the proportion of employees commuting in single-occupant vehicles and assess employees' work and travel characteristics, overall perceptions of travel alternatives, and concerns about the TDM Plan. The proposed questions to be included in the survey are summarized in Attachment A.

Annual Project TDM Program Report - Annual reporting shall commence the calendar year after the Project reaches 90% occupancy. Each year prior to March 30, Client shall prepare and submit a report summarizing the results of the tenants' Employee Surveys and TDM Plan activities. The report shall also include descriptions of any new or modified programs to be introduced in the next year, or any programs that would be changed as a result of user comments. Client shall meet with City staff to review comments on the report and discuss reasonable changes or other actions required to address the comments. Such changes or actions, and their implementation status, would be reported in the subsequent report.

Client reserves the right to revise its TDM Plan as necessary to achieve TDM Plan goal in the most cost-effective manner, and understands that such revisions are subject to review and approval of the City Community Development Director. Client also understands the City Community Development Director reserves the right to request modifications to the TDM Plan.

Enforcement - The City reserves the right to assess an annual penalty for non-compliance.

Conclusions

This TDM Plan describes strong TDM infrastructure and Project TDM Measures, which give the Project a solid employee serving, pedestrian/bicycle friendly foundation and, combined, indicate strong potential to achieve the TDM Plan goal. A reasonable monitoring and reporting requirement provides a credible means for Client and City to manage the performance of the TDM program.

ATTACHMENT A PROPOSED EMPLOYEE SURVEY QUESTIONS

1. What time do you typically arrive for work in the morning?
 1. Shift Work or Varies
 2. Before 5:00 AM
 3. 5:00 AM to 10:00 AM — By 30 Minute Increment (increments are listed in the survey)
 4. After 10:00 AM
2. What time do you typically leave work?
 1. Shift Work or Varies
 2. Before 4:00 PM
 3. 4:00 PM to 8:00 PM — By 30 Minute Increment (increments are listed in the survey)
 4. After 8:00 PM
3. During a normal week, how variable are your work hours?
 1. Start and finish at approximately the same time every day
 2. Work hours vary occasionally
 3. Work hours vary often
4. On a typical day, how long does it take to get to work (primary commute)?
 1. Full time teleworker, so commute time is negligible
 2. 1 to 120 minutes in increments of 15 and 30 minutes (increments are listed in the survey)
 3. Greater than 120 minutes
5. Approximately how far is it from your home to your work site (one-way)?
 1. Full time teleworker, so commute distance is negligible
 2. 1 to 100 miles in stepwise increments of 5, 10, 15, 20 and 40 miles (increments are listed in the survey)
 3. Greater than 100 miles
6. Which of the following best describes your regular work schedule?
 1. Five day work week (full-time)
 2. Four day work week, 10-hour days (full time)
 3. Nine days, 80 hours worked in two week period (full time)
 4. Part time
7. What is your primary mode of travel to work for each of these specific dates (seven listed)? (sub modes are listed in survey)
 1. Drive (alone, carpool, vanpool, motorcycle/moped)
 2. Passenger (taxi/Uber/Lyft, carpool, vanpool)
 3. Transit (SamTrans (Express Bus, Regular Bus), Caltrain, Dumbarton Express)
 4. Commute shuttle provided by employer
 5. Bicycle
 6. Walking, jogging, in-line skating, similar
 7. Work from home, off-site, similar
 8. Variable or compressed work schedule - day off
 9. Away from office(sick, vacation, non-work day, business travel)
8. Please offer your perspectives on alternative travel options at your work site.
9. Please offer and comments or concerns you have about the TDM Plan.



ENVIRONMENTAL INFORMATION FORM

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

GENERAL INFORMATION

Project Address: 555-577 Airport (proposed address for new building - 567 Airport) Assessor's Parcel Number: 026-363-590, 025-290-470

Applicant Name: Larry Lance
Address: [REDACTED]
City/State/Zip: [REDACTED]
Phone: [REDACTED]

Property Owner Name: EW - PG Airport Owner, LLC
Address: [REDACTED]
City/State/Zip: [REDACTED]
Phone: [REDACTED]

Permit applications required for this project (special permit, variance, subdivision map, parcel map, condominium permit, building permit, etc.): Commercial Design Review, Conditional Use Permit and Environmental Review.

Related permits, applications and approvals required for this project by City, Regional, State and Federal Agencies: FAA, BCDC Permit Amendment, State Land Commission land lease renewal

SITE INFORMATION

Site size: 12.8 acres Acres and 558,962 sq. ft. Square Feet Existing Zoning: AA

Existing use(s) of property: Office

Total Number of Existing Parking Spaces¹: 879 Number of Compact Spaces¹: None

Number of Existing Structures and Total Square Footage of Each: 2 Existing Structures: 555 Airport (120,681 Sq. Ft.) 577 Airport (137,537 Sq. Ft.)

Will any structures be demolished for this project? Yes No

Size and use of structures to be demolished: Existing trash enclosure

Number and size of existing trees on site²: 303 total existing trees, refer to L1 for locations and Arborist report for complete list

Will any of the existing trees be removed? Yes No

If Yes, list number, size and type of trees to be removed: 155 total trees to be removed, of these 17 are considered 'Protected' per City of Burlingame. Refer to L1 for complete list of Protected Trees to be removed, refer to Arborist Report for complete list of Existing Trees

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

Yes No If Yes, where? South - Burlingame Lagoon; East - Sanchez Channel

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

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

Describe in general the existing surrounding land uses to the:

North Office Buildings
South Burlingame Lagoon
East Sanchez Channel
West Surface parking lot

PROPOSED PROJECT

Project Description:

The project site is located at a developed parcel at the south end of the Airport Boulevard, east of US Freeway 101. It comprises of parcel APN 026-363-590 (555 and 577 Airport) and leased parcel APN 025-290-470 (State Land Commission). The total site area is 12.8 acres. The existing Bay Park plaza consists of one five-story and one eight-story multi-tenant office buildings built in 1983 and 1998. Total building area is 259, 733 sq. ft.. The project will add an 241,054 sq. ft. 8-story office / R&D building and a 5.5 level parking garage to the campus. The total building area on site is increased to 500, 787 sq. ft.. floor area ratio of the campus is 0.9. Parking for existing and new buildings will be provided at 3 cars per 1,000 sq. ft., with the new garage and surface parking lots. Other site improvements include new driveways, surfacing parking lots, landscape plaza, patios and walkways, service yards, as well as, utilities / equipment supporting the new project.

Residential Projects:

Number of Dwelling Units: Not Applicable
Size of Unit(s): Not Applicable
Household size (number of persons per unit) expected: Not Applicable

Commercial/Industrial Projects:

Type and square footage of each use: New Office / R&D Building at 241,054 sq. ft.

Estimated number of employees per shift: 800
Will the project involve the use, disposal or emission of potentially hazardous materials (including petroleum products)? Yes No
If Yes, please describe: _____

Institutional Projects (public facilities, hospitals, schools):

Major function of facility: Not Applicable
Estimated number of employees per shift: Not Applicable
Estimated Occupancy: Not Applicable

For all Projects:

Flood Hazard: Is this site within a special flood hazard area? Yes No

Land Use: If the project involves a conditional use permit, variance or rezoning application, please explain why the applications are required³: _____

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

Building gross square footage: Existing: ^{555 Airport (120,681 Sq. Ft.)} 577 Airport (137,537 Sq. Ft.) Proposed: New Office / R&D Building at 241,054 sq. ft.
Number of floors of construction: Existing: 13 Proposed: 8

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

Existing: Standard 879 (incl 15 BCDC parking stalls) Proposed: Standard 1,267
Compact _____ Compact 252
Total 879 Total 1,519

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

_____ 0-500 cubic yards _____ 5,000-20,000 cubic yards
_____ 500-5,000 cubic yards _____ Over 20,000 cubic yards(indicate amount) _____

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

Storm water runoff: Indicate area of site to be covered with impervious surfaces (parking lot paving, etc.): Total site includes approx. 380K SF imp. surface (both new and existing to remain)

Is the area with impervious surfaces less than 200 feet away from a wetland, stream, lagoon or bay?

Yes _____ No

Noise: Describe noise sources and timing of activity generated by your project during construction: _____
General construction noise, construction schedule TBD

Noise sources generated during operation of facility: _____

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

Exterior Lighting: Please describe any proposed exterior lighting of the facility⁴: _____
Parking lot area lighting, pedestrian pole lights, bollards. Refer to LT-1

Water: Expected amount of water usage:

Domestic _____ gal/day Peak use _____ gal/min
Commercial 24,762 gal. gal/day Peak use 175 gal/min

Expected fire flow demand Office building 1,000 gpm (assumes high-rise / automatic standpipes, three exit stairs) / parking structure 750 gpm (assumes no car stackers)

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

1. Would the proposed project result in an increase in pollutant discharges to receiving waters?
No, site is developed, inclusion of new C.3 treatment will reduce pollutant discharge.

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

2. Would the proposed project result in significant alteration of receiving water quality during or following construction? No

3. Would the proposed project result in increased impervious surfaces and associated increased runoff? No

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

5. Would the proposed project result in increased erosion in its watershed? No

6. Is the project tributary to an already impaired water body, as listed on the Clean Water Action Section 303(d) list? If so will it result in an increase in any pollutant for which the water body is already impaired? No

7. Would the proposed project have a potential significant environmental impact on surface water quality, to marine, fresh, or wetland waters? No

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

9. Will the proposed project cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses? No

10. Will the project impact aquatic, wetland, or riparian habitat? No

Sewer: Expected daily sewer discharge 668 Units (524 from WC/UR/LAV/SH/SK-mop, 128 from SK-kitch, 16 from dishwasher)
Source of wastewater discharge on site (i.e. restrooms, restaurants, laboratory, material processing, etc.)

General:

Are the following items applicable to the project or its effects? Provide attachment to explain nature of all items checked 'yes'.

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

CERTIFICATION

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

Date 05.11.2020

Signature 

DES. Architects and Engineers



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

Project Site: 567 Airport Boulevard, zoned AA

The City of Burlingame Planning Commission announces the following virtual public hearing via Zoom **on Monday, November 23, 2020 at 7:00 P.M.** You may access the meeting online at www.zoom.us/join or by phone at (669) 900-6833:

Meeting ID: 882 8688 2408 Passcode: 706924

Description: Application for Environmental Scoping, Commercial Design Review and Conditional Use Permits for floor area ratio and building height for a new eight-story office/research and development building and parking garage.

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

Mailed: November 13, 2020

(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)

567 Airport Boulevard
500' noticing
APN #: 026-363-590

