



City of Burlingame

BURLINGAME CITY HALL
501 PRIMROSE ROAD
BURLINGAME, CA 94010

Meeting Minutes Planning Commission

Monday, June 13, 2022

7:00 PM

Online

- e. 777 Airport Boulevard, zoned BFC - Application for Environmental Review, Commercial Design Review, and Special Permits for building height and Development under Tier 3/Community Benefits for new 13-story Office/R&D building. (LPC West, applicant and property owner; Gensler, architect) (21 noticed) Staff Contact: Catherine Keylon

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

Chair Gaul opened the public hearing.

Marc Huffman, Jacob Peterson and Chris Payne, represented the applicant and answered questions regarding the project.

Public Comments:

> *There were no public comments.*

Chair Gaul closed the public hearing.

Commission Discussion/Direction:

> *Consider incorporating low-level pedestrian lighting that's close to the ground at sidewalks and crosswalks into the overall lighting plan.*

> *The building is so strong in shape and so tall, provide shadow study to see impacts.*

> *At the Burlingame Point project there's a lot of ground floor amenity, but it's not accessible to the public; to me that doesn't fit the bill of community benefit. This project has a plaza that's 7,600 square feet and the walking diagram showed you walk around the building and the plazas but you can't go in. I would like to see more of a community benefit here. I don't know why people would go walking through there. Maybe to get to the Bay Trail if coming from the Embassy Suites Hotel but for people who enjoy a plaza, you have to give them a reason to go there. It's not just a place to sit down. So, I really would like to see more of something that the community can use there. It could be a combined use and it doesn't have to be open 24 hours, but we're looking for a community benefit and not just the open space.*

> *There was a comment about less pedestrian activity on Anza Boulevard behind the building between the Bay Trail and the triangle at the rear. Because of all the vegetation back there, there's going to be a lot of pedestrian activity because it's hidden, that should be taken into consideration. That wooded area is a place that could encourage not such desirable activities. You might want to look at a pathway through there somehow and incorporate a plaza there. Something not too wooded that would encourage people not to be back there, because that end of the Bay Trail gets a lot of use by transients; it's an opportunity for mischief, if you will.*

> *I agree with my fellow commissioner. I feel that this building is way too big. It doesn't give any relief to the corners and it's just a big box that's put up right in your face on the lagoon side. You've done a good job with the exterior materials for bird remediation and I like the bottom floor. Having been involved on the bay side for the last few years and understanding the amount of work that goes into subterranean parking, I know it's very costly and I can appreciate and understand that. But putting cars on the top floors is not creating a public amenity as my fellow commissioner have mentioned. It's not creating that public amenity*

that I really want to see on that bay side. I want to see a coffee shop; I want to be able to go out there, enjoy what we've created and I want kids to go out there. We're going to have a nature preserve out there and hopefully Topgolf. There's no place to go out there to enjoy an evening. The building's owners need to create some restaurants for us in the evenings and the weekends for bike riders, it doesn't have to be late. Just even up to 6:00 pm, but that give us something. When you say public amenities and you give us the park and the sea level rise improvements, well that's awesome but that is also something that BCDC mandates for us and they're responsible for that. So in a perfect world, I don't know if that's a social benefit. What a social benefit to me is having this plaza, music, and something out there to go to. I don't see that here. I really feel that this is a very tall building and it needs to be scaled down. That's why I was hoping that the applicant could potentially look at going below grade for some of the parking because it would push the building height down a bit.

> I can appreciate the complexity of this project and the amount of effort being put into it. A lot of the exterior does work nicely. Most buildings these days are having to provide exterior areas just to not make them be boxes on the land. The open space is nice but it's not as much of a community benefit as my fellow commissioner has mentioned. It's just a little more open space. The height is tall, that's why I was asking about some of the comparable buildings in the area. This building is going to be double the height of the DoubleTree Hotel which is the next tallest building you can see out there. It's going to be a lot like Salesforce Tower being half a building taller than the rest of the city. It's something that needs to be looked at harder. Being able to look at some of the new projects which have not been built yet, but understanding the relationship to some of these other tall structures, it might help us get over 225 feet. The applicant is going to need to show some of that a little bit more. It may mean three-dimensional drawings and seeing where the other big buildings are that they're next to. I'm not really feeling the architecture. One of the other buildings we looked at earlier today, a multi-unit residential building on El Camino Real, that building started off stark and not very well designed, but it has come a long way. I'm not seeing a whole lot of material definition on this one. I'm not seeing a lot of depth and it is a big box. Unless we're going to see a lot more rendering of details of how it goes together and start to see more pedestrian scale, it's not doing anything for me. It's boring glass. The applicant is going to want to try and do some more with this in order to push this forward. It's an incredibly complex project. I can appreciate the efforts being put in it and what the team is doing but architecturally, it's not doing it for me right now. I would like to see more effort into that portion of it and obviously the sooner they do that, the sooner it will be reflected within their environmental scoping.

> It's worth repeating what someone said around retail, that's an important aspect on community benefit. On their plan, it says retail/amenity. Retail comes with the definition that it's public. I do think that's an important aspect of a community benefit. With respect to the height, I'm open to the height because it seems like it's compliant with the General Plan. If we want the height of the buildings lowered, it seems like we might want to look at the General Plan and what that allows. I don't fault the developers for maximizing what we have allowed in that zoning district.

> I know that this site is challenging and that the team has done a nice job of trying to work with this site. What I want to see more is some kind of organic relationship to this site, the shape, the neighborhood, the context of buildings in the area; as proposed it looks like it doesn't belong on the site. I'm okay with the height; they have met the FAR. Of course it's very expensive to develop these properties, so I want them to get out what they can in their development, but this building looks like it's plopped on the site and doesn't relate itself to the area. That pinched corner is concerning because it's so tight, it's coming right off the freeway exit and almost seems like you can drive right into the side of the building. Driving from afar, I came from a far distance to approach this site, and the new buildings at Burlingame Point made the buildings feel tall. Those four buildings are approximately 140 feet tall and this is one singular building that is on a narrow lot that would be 220 feet tall or so. Again, I don't have a problem with the height but it somehow needs to relate to the site, the shape of it. Setting itself back from a corner or some other shape and softening of the edges, it needs something so that it feels like it organically belongs on this site. There are efforts put towards the public amenity spaces, the park and such and I appreciate that, but by looking at what has been offered in terms of imagery and the types of furnishing or seating arrangements, it's not telling a complete story. It's just pictures from here and there, but would love it to feel a little bit more cohesive like it's really thought through as a space that's intended to be enjoyed by people and not just a side thought to the project.

> I agree with what has been said, I keep thinking of the Facebook project as well. It's not in our list from staff this time but I believe the building is the tallest one there. They're significantly shorter but my point is that they have an organic shape to them and that's what my fellow commissioner is saying. With this, it was plopped on the site and it needs to feel like it fits. It's not a graceful height. Sometimes the height, if it's tall and narrow can work, but the goal is to make a space that can accommodate any tenant and so that is a bit of a conundrum. The issue with retail at the Facebook project was that they promised a lot. It was going to be daycare and a restaurant open to the public, but as soon as that tenant changed ten years later, none of that was allowed because it was all going to be private. The eating spaces needed to be private, so we were left at the end of the day with no daycare, just this tiny little cafe, which is publicly accessible but it's a far cry from what we started with. It would be great to have but I don't know if that can be promised with this. Certainly it does feel very large for this site and that is a bit foreign. I do like what you've attempted to do with the rear of the site; we use that area a lot. I love what you're envisioning, the pathways and certain areas under that bridge that people can hang out.

> I don't disagree with what anybody said; I echo my fellow commissioner's viewpoint. The General Plan dictates our guidelines and height is allowable. When you compare the facade and the height to what's in the area, we're comparing it to very old and in my opinion, very ugly architecture. So, yes this will stand out in a good way. I totally agree with the retail aspect, but as a retailer myself, this is a terrible area for retail. It might be self-sustaining because of how many people will work in the office building; maybe there's a study that can bring that up. I would love to see that retail but I'm not going to tell my kids to go to a coffee shop on Anza Boulevard and Airport Boulevard. It's nice to have., but I don't know if I would want it as contingent. All in all, it's an improvement for the area. Life science is indeed in demand and I would love to have the tax dollars and the interest level come to Burlingame. That's a part of the plan and as the developer said, this is a hallmark-type building and that's really important to remember.

> I've been a big proponent of the retail. I remember the Facebook project at the drive-in site with a proposed 26,000 square feet of commercial space. I'm not looking for a destination. It's going to be incidental to you going they're. The rendering shows people walking their dogs, an older couple, and a family with two little kids. It may not be a profitable space but that's the community benefit I'm looking for and I'm disappointed with what we got at Burlingame Point. I brought it up ten years ago whether we were doing that Burlingame Point, but Kincaid's is out there all by itself and it does really, really well. The people who stay at some of those hotels are looking for a place that's not the buffet breakfast at the Embassy Suites. That's why the Red Roof Inn does well because the hotel breakfast's are not good. So if you had a little breakfast café that would be great. If the people of Burlingame found out it was great, they would ride their bike every Saturday and Sunday.

> I agree with this being a tall, skinny box. One of the criteria of the Commercial Design Guidelines note "compatibility of the architecture with the mass, bulk, scale and existing materials of surrounding development and appropriate transitions to adjacent lower intensity of development and uses". I don't see them achieving this goal with that. I get that you want to maximize what you can, but I can guarantee that there are smaller life science companies that would look for a smaller building. So, I am concerned with the proposed height of 226 feet. I would like to see a list or a map of the heights of buildings around it for our next meeting.

> I would like the applicant to look at the proposed development at 1200-1340 Bayshore Highway that came in front of us at our Annual Joint City Council/Planning Commission meeting because that building, although it's big and it's right there on the water, it is beautiful architecturally. That's something that I would look for on the project like this. It's too big but if it the architecture was better, it could work. I want the architect to pull out the stops because I know it can be done.

The application is required to return on the Regular Action Calendar because it includes environmental review. No vote was taken.



September 6, 2022

Burlingame Planning Commission
Burlingame City Hall
501 Primrose Road
Burlingame, CA 94010

RE: Application for Design Review and Special Permit, 777 Airport Boulevard, Burlingame, CA 94010

Dear Burlingame Planning Commissioners:

We are pleased to have the opportunity to present our project for a second Design Review Study at your upcoming September 12 Planning Commission Meeting. At the prior June 13, 2022 meeting, the Commission expressed a number of concerns with the design of the building, including its height, massing, and public amenities. In response to your concerns, we challenged our design team to revisit the design of the project. Our team has responded with some significant changes to the design, and we are hopeful that the Commission will find that these changes address your concerns.

These changes include reducing the height measured from average top of curb to highest parapet from 226.5' to 194.0' by optimizing the parking, office, and mechanical roof areas. Second, the building structure was relocated 4'-8" to the south, which provides more public space at the corner of Airport Boulevard and Anza Boulevard and allows for the exterior of the building to have more articulation. Additional balconies of smaller sizes have also been distributed to help break up the massing and improve the building articulation. Lastly, in response to the interest for a publicly accessible food and beverage establishment in the building, we added a Café with ample outdoor seating at a continuous colonnade which connects Airport Boulevard to the Shoreline Park. An operable glass wall enhances the indoor-outdoor feeling of the space and strengthens the connection to the public realm.

Refer to Architectural drawing A0.01 (Site Plan). Revision 4.

Refer to Architectural drawing A1.01 (Ground Floor Plan). Revision 4.

Refer to Architectural drawings A2.01-A2.02-A2.03 (Elevations) and A2.04-A2.05 (Sections). Revision 4.

With the building's shift to the south and the addition of the new Café, the landscape and circulation plan for the building was redesigned to focus on an active and continuous linear plaza (colonnade) connecting Airport Boulevard to the diverse Shoreline Improvements and Bay Trail. The linear plaza is framed by gardens and activated by the public amenities such as the café and bike room, public art, interpretive programming, and multiple seating areas. The plaza is also activated by the building lobby and private amenity spaces.

Planting and seating islands at Airport Boulevard Plaza have been redesigned to facilitate (funnel) pedestrian connectivity to the shoreline. The linear plaza's enhanced pedestrian paving is a continuation of Airport Boulevard Plaza and the Shoreline Plaza, creating a seamless and active series of public spaces and amenities that wrap the east, south, and west sides of the building. The linear plaza and access drive experience has been enhanced by introducing a continuous row of street trees, street lights, and gardens south of the access drive which transforms the corridor into a garden allee with the stone-paved turnaround and sculpture as its centerpiece. This enhancement required a reduction of private surface parking south of the access drive. The quantity of Public Shore Parking stalls remains unchanged from the previous submittal – 11 dedicated stalls, plus two shared accessible stalls. Shoreline access from Anza Boulevard has also been improved by widening the sidewalk and the path connecting to the Bay Trail. Collectively, these changes significantly enhance public access to the shoreline and ground level building activation, reflecting the feedback received from Planning Commission and BCDC.

Refer to Landscape Architecture drawings L0.010-012, L1.001-L6.002, L7.001-002, L7.011, L8.001-003. Revision 4.

We look forward to reviewing our updated plans with the Commission and are hopeful that the changes address the concerns expressed at the June 13 meeting. If you have any questions or need any additional information, please contact me at [REDACTED]

[REDACTED]

J. Marc Huffman
Vice President, Planning & Entitlements



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

777 AIRPORT BOULEVARD, BURLINGAME CA 94010

APN 026-344-130

BFC

PROJECT ADDRESS

ASSESSOR'S PARCEL # (APN)

ZONING

PROJECT DESCRIPTION

A NEW COMMERCIAL BUILDING FOR OFFICE/RESEARCH AND DEVELOPMENT USE WITH ASSOCIATED PARKING

GROUND FLOOR USES INCLUDE LOBBY, SERVICES, AMENITIES AND PARKING,

PARKING WILL BE PROVIDED AT MEZZANINE AND LEVELS 2 - 6; LEVELS 7-12 SHALL BE OFFICE/R&D TOTAL 13 STORIES IN HEIGHT

+ MISCELLANEOUS ROOF ROOMS (MECHANICAL/ELEVATOR MACHINE, ELECTRICAL - TBD)

APPLICANT INFORMATION

LPC WEST [APPLICANT]

PROPERTY OWNER NAME APPLICANT?

PHONE

M. Arthur Gensler & Associates, Inc ("Gensler")

ARCHITECT/DESIGNER APPLICANT?

415.433.3700

PHONE

E-MAIL

45 Fremont St. Suite 1500, San Francisco, CA 94105

ADDRESS

E-MAIL

BURLINGAME BUSINESS LICENSE # Gensler - Bus. Lic. #928075

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 PLANNING COMMISSION/DIVISION

PROPERTY OWNER'S SIGNATURE

10/11/2021

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 _____ (INITIALS OF ARCHITECT/DESIGNER)

STAFF USE ONLY

APPLICATION TYPE

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

RECEIVED

NOV 10 2021

CITY OF BURLINGAME

DATE RECEIVED:

STAFF USE ONLY



COMMERCIAL APPLICATION

PLANNING COMMISSION APPLICATION SUPPLEMENTAL FORM

COMMERCIAL - OFFICE/RESEARCH AND DEVELOPMENT

- Proposed use of the site _____
- Days and hours of operation TBD
- Number of trucks/service vehicles to be parked at site (by type) 0
- 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	1,965	3-5	1,965	3-5	1,965	3-5
Part-time	0	0	0	0	0	0
Weekends Full-time	0	3-5	0	3-5	0	3-5
Part time	0	0	0	0	0	0

- 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	20	0	20	0	20	0
Weekends	0	0	0	0	0	0

- What is the maximum number of people expected on site at any one time (include owner, employees and visitors/customers): 1,985

7. Where do/will the owner and employees park? ON SITE PARKING PROVIDED

8. Where do/will the customers/visitors park? ON SITE PARKING PROVIDED

9. Present or most recent use of site HOTEL

- List other tenants on property, their number of employees, hours of operation (attach a list if more room is needed) there are no other tenants on property upon completion of the proposed



RECEIVED

April 7, 2022

APR 08 2022

CITY OF BURLINGAME
CDD-PLANNING DIV.

Ms. Catherine Keylon
Senior Planner
City of Burlingame
Community Development Department – Planning Division
501 Primrose Road
Burlingame, CA 94010

RE: Resubmittal of application materials for Design Review and Special Permit, 777 Airport Boulevard, Burlingame, CA 94010

Dear Ms. Keylon:

Attached please find our revised and updated application materials for the development of a new Office-Research & Development building at 777 Airport Boulevard (the "Project"). The materials have been refined and include revisions responding to the City's plan check comments received on February 25, 2022. The property remains owned by BW RRI II LLC; however, the Project applicant is LPC West.

The Project consists of a new 13-story Office-Research & Development building, with seven floors of parking and 403,400 square foot ("sf") of office/R&D tenant space. The site area is approximately 3.08 acres, located at the intersection of Anza Blvd and Airport Blvd, and presently occupied by a Red Roof Inn that will be demolished as part of this Project. The proposed development involves a single high-rise building atop a multi-level parking podium, and on-site surface parking and landscape improvements onsite and in areas surrounding the site.

The proposed building will rise to a height of approximately 226.5 feet (238' NAVD), pending FAA approval. The design will accommodate anticipated Sea Level Rise elevations consistent with Burlingame Shoreline Adaptation Reach 4 strategies for the Burlingame Lagoon area and the proposed Zoning Code Sea Level Rise performance standards, as well as parking and access improvements for Bay Trail visitors. Vehicular access to the site is anticipated from Airport Blvd.

Our November 10, 2021 submittal included preliminary plans, as well as the following:

- Planning Application Form
- Commercial Application Form
- Environmental Information Form
- Climate Action Plan Checklist

In January 2022, we submitted additional material including the following:

- Updated Architectural Plans
- Landscape Plans
- Arborist Report
- Response to November 23, 2021 letter from City

We have also submitted the following technical reports for the City's review and inclusion in the environmental review document:

- Transportation Impact Analysis (prepared by Fehr & Peers)
- Air Quality/GHG Assessment (prepared by Illingworth & Rodkin, Inc.)
- Bird Safe Design Assessment (prepared by H.T. Harvey & Associates)

Our current submittal includes the following:

- Revised plans responding to City plan check comments
- Written responses to City plan check comments for each department
- Special Permit Applications for Building Height and Community Benefits

As reflected in the original project plans, consistent with the City's Zoning Ordinance, our project proposes additional height and development capacity, along with public benefits in excess of the City's normal requirements to improve the quality of life for employees, residents and/or visitors, and to assist the City in implementing its goals for the Bayfront Commercial district. Because we are proposing development at 3.0 FAR, our proposed project falls under Tier 3, requiring at least 3 community benefits as outlined in Section 25.12.040.C of the Zoning Ordinance. We are proposing 4 community benefits as follows:

- 1) A public plaza of 7,800 square feet fronting Airport Boulevard, greatly improving the pedestrian experience along the front of the proposed project;
- 2) Publicly Accessible Park Space (22,500 square feet) at the rear of the proposed project, adjacent to the Bay Trail, which will enhance the Bay Trail experience for pedestrians, bicyclists and other visitors to the site;
- 3) Off-site streetscape improvements (26,000 square feet) adjacent to the park space above, including a new ADA compliant connection to the Bay Trail, greatly expanding utility of the open space area; and

- 4) Sea level rise infrastructure, raising the shoreline areas adjacent to the Burlingame Lagoon to an elevation of 13' AMSL and armoring it to provide resilience to sea level rise and storms.

We look forward to working with City staff on the review and approval of this project. If you have any questions or need any additional information, please contact me at

[REDACTED]

[REDACTED]

J. Marc Huffman
Vice President, Planning & Entitlements

APR 08 2022

CITY OF BURLINGAME
CDD-PLANNING DIV.



City of Burlingame Special Permit Application – Building Height

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

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

The proposed structure will enhance the character of the neighborhood with a landmark office building. The increased height facilitates less surface parking and more and better open space. The proposed modification would allow additional height and result in a higher intensity office/research and development building, which would be consistent with existing character of the Bayfront district. The Bayfront district historically has supported higher intensity nonresidential uses and is distinctively different than Burlingame's neighborhoods, Downtown, and the Broadway commercial district. The area around the project is populated with commercial and industrial uses, and the project site is adjacent to Anza and Airport Boulevards. The mass and scale of the project is consistent with neighboring structures. At the increased height, no existing views from neighboring structures are substantially impacted.

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

The proposed modification would not result in any substantial negative affects on public health, safety or general welfare. The additional height requested would allow the development of the proposed project to occur on a smaller footprint, which would allow for provision of a larger public amenity along the Bay Trail. The proposed development will include sophisticated fire and life safety building systems and air, water and waste management systems consistent with the needs of research and development and life science tenants. The additional height would have no affect on sanitation, air quality, sewer or stormwater discharge, or water supply, and all public safety requirements would be addressed. While the building would increase shade on neighboring properties, no sensitive uses (i.e., residential, park, etc.) would be affected. The project as designed is consistent with General Plan principles, goals and policies for balanced and smart growth, water conservation, solar energy, green infrastructure, and community wellness (see attached).

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

The General Plan Bayfront Commercial (BFC) designation provides opportunities for higher-intensity office uses. The proposed modification would allow for the development of a higher-intensity office/research and development building, which would be consistent with the General Plan.

According to the General Plan, development in this area should prioritize public access to the waterfront; as stated above, the proposed modification would allow for a more substantial public amenity adjacent to the Bay Trail.

As proposed, the project is consistent with multiple General Plan goals and policies (see attached).

APR 08 2022



City of Burlingame Special Permit Application – Community Benefits

CITY OF BURLINGAME
CDD-PLANNING DIV.

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

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

The additional development capacity facilitates the General Plan's Economic Development, Design Character, Pedestrian and Bicycle Access, and Sea Level Rise policies and goals. The increased height and FAR facilitate a design that accommodates greater open space and public improvements on-site that complement and enhance proposed off-site public improvements. The community benefits proposed significantly improve the pedestrian experience along Airport Boulevard and the pedestrian and bicyclist experience along the Bay Trail, provide substantial new amenities along the Bay Trail that would be accessible to the public, promote accessibility to the Bay Trail, and enhance shoreline resilience to and protection from sea-level rise. The total value of these improvements is estimated in excess of \$5.6 million.

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

The proposed additional development capacity would not result in any substantial negative affects on public health, safety or general welfare. The additional development capacity is not anticipated to have any significant adverse impact on sanitation, air quality, sewer or stormwater discharge, or water supply, and all public safety requirements would be addressed. The proposed development will include sophisticated fire and life safety building systems, and air, water and waste management systems, consistent with the needs of research and development and life science tenants. While the additional development capacity would result in a larger building that would increase shade on neighboring properties, no sensitive uses (i.e., residential, park, etc.) would be affected. The project as designed is consistent with General Plan principles, goals and policies for balanced and smart growth, water conservation, solar energy, green infrastructure, and community wellness (see attached).

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

The General Plan Bayfront Commercial (BFC) designation provides opportunities for higher-intensity office uses. The proposed additional development capacity would allow for the development of a higher-intensity office/research and development building, consistent with the Bayfront area General Plan and Zoning maximum intensity of 3.0 FAR. The land use, business type, site design, and public improvements facilitated by the development capacity are consistent with multiple General Plan goals and policies (see attached).

COMMUNITY BENEFIT ITEMS | SUMMARY

PAGE	ITEM
3	COMMUNITY BENEFIT #1: PUBLIC PLAZA
4	COMMUNITY BENEFIT #2: PUBLICLY ACCESSIBLE PARK SPACE
5	COMMUNITY BENEFIT #5: OFF-SITE STREETSCAPE IMPROVEMENTS
6	COMMUNITY BENEFIT #12: SEA LEVEL RISE INFRASTRUCTURE

777 AIRPORT BLVD | SITE PLAN



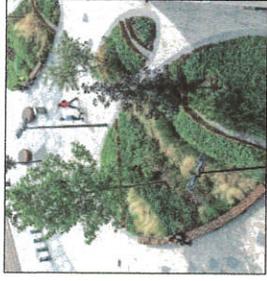
777 AIRPORT BLVD | COMMUNITY BENEFIT #1: PUBLIC PLAZAS

Airport Boulevard Plaza creates a community destination and dramatic visual amenity. The plaza's planting islands frame multiple routes of circulation between ground floor amenity spaces, the shoreline, and the streetscape, creating a porous and inviting garden plaza that buffers ground-level uses from the busy street. Ample plaza seating encourages community gathering and socializing, and inviting night lighting extends use into evening hours.

- Continuous public plaza along Airport Blvd is approx. 7,800 SF.
- Concrete pavers extend to back of curb within ROW
- Approximately 6 new street trees (27' OC spacing) along Airport Boulevard, 36" box
- Plaza Planting and Seating adjacent to ROW as public amenities
- Public Bike Parking - Approximately 8 bikes
- Repurposed existing streetlights + additional new streetlights as needed
- Trash and Recycle receptacles
- Inviting night lighting and signage that includes plaza hours of operation



AIRPORT BOULEVARD PLAZA

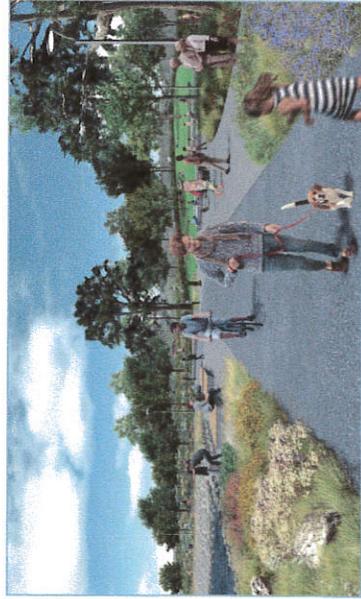


PETERSEN STUDIO
LPC WEST | Gensler

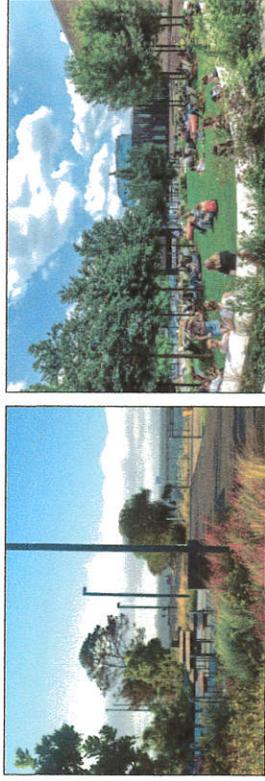
777 AIRPORT BLVD | COMMUNITY BENEFIT #2: PUBLICLY ACCESSIBLE PARK SPACE

A sloped lawn with integrated seating terraces creates an informal amphitheater overlooking the activity of the Shoreline Plaza and Bay Trail, while providing panoramic views across the lagoon. A layered garden of native perennials, shrubs and trees surround the lawn and plaza to create a comfortable wind-sheltered waterfront park environment that encourages outdoor recreation throughout the year. Adjacent public parking, diverse furnishings, night lighting, bike racks, and a drinking fountain help create a multi-faceted park node along the Bay Trail.

- Total Publicly Accessible Park Space is approximately 22,500 SF (in addition to Bay Trail and shoreline improvements)
- Area includes Shoreline Plaza with seatwalls, tables and chairs, at approx. 7,200 SF
- Area includes Sloped Lawn, a seating slope with concrete seating terraces, at approx. 3,200 SF
- Ornamental gardens with native plantings and shade trees at plaza edge (Refer to Page 7)
- Inviting night lighting at shoreline and plaza
- Dedicated Public Parking with 2 Accessible Parking Stalls and Public Bike Parking (Approximately 16 bikes)
- Accessible Drinking Fountain with Dog Fountain
- Dog Bag Dispenser and Trash and Recycle Receptacles



BAY TRAIL AND SHORELINE PLAZA



777 AIRPORT BLVD | COMMUNITY BENEFIT #5: OFF-SITE STREETSCAPE IMPROVEMENTS

Significant Off-site Streetscape and Shoreline improvements within the Anza ROW include the widened 14' Bay Trail between the Property Line and the Anza bridge underpass (approximately 150 linear feet), a new accessible path connecting the Bay Trail to the Anza Boulevard sidewalk, a picnic plaza and exercise node overlooking the lagoon, and over 15,000 SF of native-focused coastal scrub and perennial plantings on the Anza embankment. Improvements in this Off-site area complement the more intensively programmed park-like improvements described in Community Benefit #2.

- Total Off-Site Streetscape Improvement Area is approx. 26,000 SF
- New ADA compliant asphalt path connecting the Bay Trail with Anza Boulevard Sidewalk
- Preservation of existing semi-mature Live Oak trees at Anza ROW
- Ornamental gardens with native and adapted planting at sidewalk and path edges (Refer to Page 7)
- Picnic Plaza and Exercise Node along Shoreline
- Dog Bag Dispenser and Trash and Recycle Receptacles
- Interpretive Signage at Shoreline related to Lagoon and Sanchez Creek



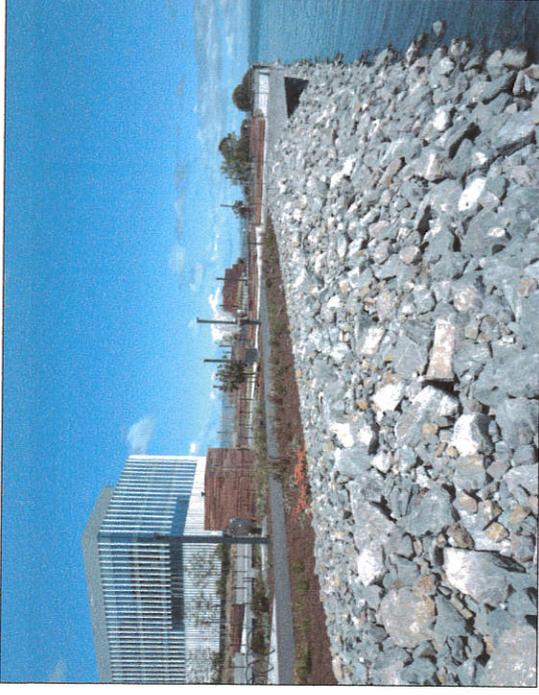
BAY TRAIL AND OFF-SITE IMPROVEMENTS NEAR ANZA OVERPASS



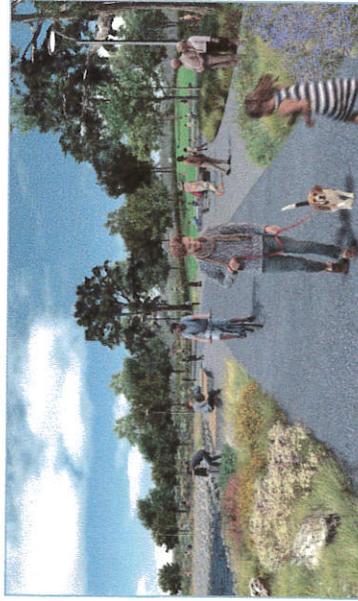
PETERSEN STUDIO
LPC WEST | Gensler

777 AIRPORT BLVD | COMMUNITY BENEFIT #12: SEA LEVEL RISE INFRASTRUCTURE

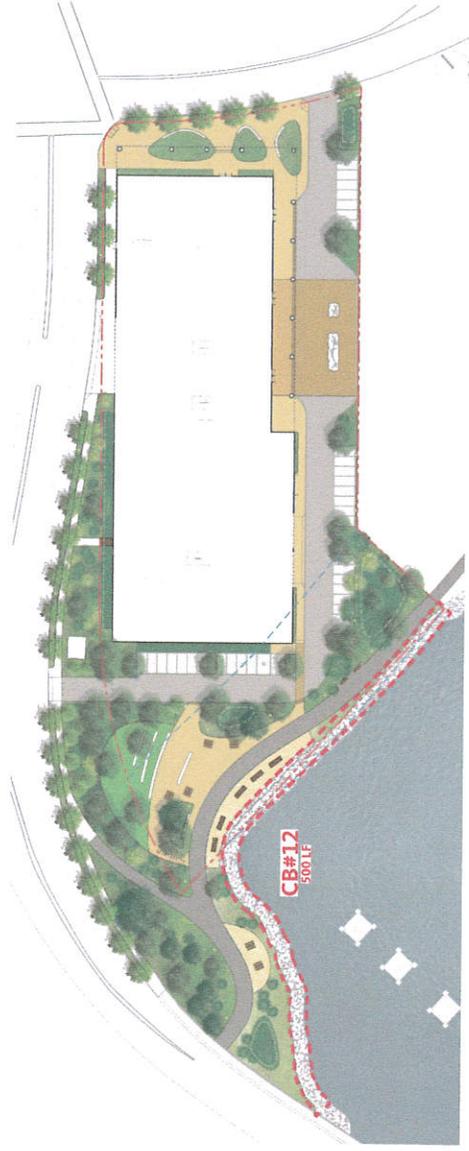
A new riprap-armored shoreline revetment will significantly enhance long-term shoreline sea level rise resilience. The construction of the project will raise the shoreline, Bay Trail, and adjacent park-like areas to minimum elevation of 13', providing resilience through mid-century. The project would be designed to include the capacity to adapt to a rise of the shoreline revetment and Bay Trail to a minimum elevation of 16' to accommodate sea level rise through end of century.



- Approximately 500 linear feet of new Riprap Revetment: 270 LF adjacent to south property line, and 230 LF adjacent to Anza ROW
- Riprap Revetment with Geotextile backing will provide long-term Shoreline Resiliency
- Revetment provides Resiliency through mid-century and is Adaptable through 2100, consistent with BCDC policy
- Revetment will be designed by a Geotechnical Engineer in conformance with FEMA accreditation



BAY TRAIL AND RIPRAP SHORELINE REVETMENT



777 AIRPORT BLVD | SITE PLANTING



1 BAY TRAIL EDGE PLANTING
Enhanced coastal scrub planting at shoreline edge preserves views to lagoon from Bay Trail.



2 SHORELINE PLANTING
A mix of native and adapted grasses, perennials, and shrubs that provide habitat opportunities, a buffer from traffic, and enclosure at the sloped lawn.



3 ORNAMENTAL GARDEN PLANTING
A mix of flowering and shade tolerant evergreen grasses, perennials, and ferns for year-round interest.



4 STORMWATER GARDEN PLANTING
Native and adapted grasses, shrubs, and trees suitable for stormwater treatment flow-through planters.



5 STREETSCAPE PLANTING
City-approved *Platanus acerifolia Columbia* with continuous 5ft band of evergreen grasses and perennials at Anza Blvd.



4 NATIVE OAK SLOPE
Existing slope with Coast Live Oaks mixed with shoreline planting. No permanent irrigation needed.



7 GARDEN-ENCLOSED SLOPED LAWN



6 STORMWATER GARDEN PLANTING
Native and adapted grasses, shrubs, and trees suitable for stormwater treatment flow-through planters.



3 ORNAMENTAL GARDEN PLANTING



5 STREETSCAPE PLANTING

RECEIVED

APR 08 2022

CITY OF BURLINGAME
CDD-PLANNING DIV.

777 Airport Boulevard
Special Permit Application
Consistency with General Plan Goals & Policies

The proposed project is located in the Bayfront District and would demolish a dated hotel and build an approximately 871,000 Office/Research and Development building with enclosed parking and ground floor amenity space for a wellness center and conference area. The proposed project supports General Plan principles for focusing commercial growth and accommodating a mix of businesses and high-quality office space in the Bayfront District. General Plan principles include Balanced and Smart Growth, and Economic Diversity and Vitality. An important tenet of Balanced and Smart Growth under the General Plan is to focus commercial growth in the Bayfront District. In the General Plan, encouraging Economic Diversity and Vitality includes accommodating a mix of businesses and the capacity to respond to demands for high-quality and adaptable office space that attract high-quality professionals.

As stated in the General Plan, along San Francisco Bay, land use patterns reflect the dividing line created by Highway 101 and the proximity to San Francisco International Airport (SFO). The Bayfront district historically has supported higher intensity nonresidential uses and is distinctively different than Burlingame's neighborhoods, Downtown, and the Broadway commercial district. For example, the Bayfront features hotels serving travelers in and out of SFO, industrial uses, and utility uses such as the wastewater treatment facility. The location of properties directly on the Bay offers opportunities for vibrant new uses that provide jobs for all income levels and recreation amenities for locals and visitors to enjoy. The Bayfront Commercial (BFC) designation provides opportunities for both local and tourist commercial uses. Permitted uses include entertainment establishments, restaurants, hotels and motels, retail, and higher-intensity office uses. Development in this area should prioritize public access to the waterfront; thus, the designation allows public open space and includes open space easements to implement local and regional trail plans, recreation, and habitat preservation objectives. The proposed project includes new 13-story office building for office, research and development tenants, on-site and off-site public improvements, shoreline public amenities, and sea level rise resilient design.

Goal CC-1: Incorporate sustainable practices in all development decisions.

CC-1.1: Climate Action Plan Maintain up-to-date Climate Action Plan policies, and continue to provide annual sustainability reports.

The proposed project is consistent with the City's Climate Action Plan.

CC-1.2: Mixed Use, Transit-Oriented Infill Development Promote higher-density infill development with a mix of uses on underutilized parcels, particularly near transit stations and stops.

The proposed project is a higher-density infill development which would redevelop an existing dated hotel use in favor of a new landmark building targeted to attract office/research and development tenants, such as a life science tenant. The site is located within 200 feet of a transit stop on a high-quality transit corridor.

CC-1.3: Walkable Streets and Neighborhoods Promote walkable neighborhoods and encourage pedestrian activity by designing safe, welcoming streets and sidewalks that incorporate signalized

crosswalks, attractive lighting and landscaping, curb extensions, and traffic-calming measures at appropriate locations.

The proposed project will encourage pedestrian activity through improvements to the sidewalk and streetscape on Anza Boulevard and Airport Boulevard, including new public plazas, inviting night lighting and landscaping, and improvements to the Bay Trail. A continuous pedestrian path along the south edge of the building connects Airport Boulevard Plaza to the shoreline improvements, and a new accessible path connects the Anza Boulevard streetscape to the shoreline improvements.

CC-1.5: Transportation Demand Management (TDM) Require that all major development projects include a Transportation Demand Management (TDM) program, as defined in the City's TDM regulations, to reduce single-occupancy car trips. "Major development" shall be defined in the TDM regulations by square footage for commercial development, or minimum number of units for residential development.

The proposed project includes a TDM program to achieve a 20% reduction in single-occupancy car trips.

CC-1.6: Water Conservation Promote water conservation by encouraging and incentivizing property owners to incorporate drought-tolerant landscaping, "smart" irrigation systems, water-efficient appliances, and recycled water systems. Continue to enforce the water-efficiency landscaping ordinance. Encourage recycling and reuse of graywater in new buildings.

The proposed project incorporates drought-tolerant plant materials, smart irrigation systems, and water-efficient appliances and fixtures throughout the building. The project will conform to CALGreen outdoor water use regulations and the Model Water Efficient Landscape Ordinance (MWELO). The City anticipates that reclaimed water will ultimately be delivered to the site along the Airport Boulevard frontage. The project will install the irrigation system to accommodate and facilitate the transition from potable water to reclaimed water when it is delivered to the site by the City.

CC-1.7: Solar Energy Incentivize solar panel installation on existing buildings and new developments.

The proposed project will include a photovoltaic solar panel installation exceeding the requirements of the City's reach codes.

CC-1.8: Green Infrastructure Encourage green infrastructure systems that rely on natural processes for stormwater drainage, groundwater recharge, and flood management, continue to implement storm drainage fee programs that discourage broad applications of impervious surface coverage, and require that new development minimize impervious surfaces and meet San Mateo Countywide Stormwater Pollution C.3 requirements.

The proposed project is consistent withal City green infrastructure programs, would minimize impervious surfaces, and meet San Mateo Countywide Stormwater Pollution C.3 requirements.

CC-1.9: Green Building Practice and Standards Support the use of sustainable building elements such as green roofs, cisterns, and permeable pavement, continue to enforce the California Green Building Standards Code (CALGreen), periodically revisit the minimum standards required for permit approval, and adopt zero-net energy building goals for municipal buildings.

The proposed project will include measures aimed at water and energy efficiency, indoor air quality, and the use of sustainable building materials to meet CALGreen mandatory requirements. The proposed project may incorporate permeable pavers at Airport Boulevard Plaza. Several flow-through planters (stormwater gardens) distributed across the site will treat stormwater before discharge into the City's storm drain system. Other measures include but are not limited to bicycle parking, dedicated parking for electric and fuel-efficient vehicles, EV charging stations, and smart waste management in coordination with Recology San Mateo. The building will be 100% electric and will comply with the City's green building requirements in the reach codes. Additionally, the proposed project includes voluntary measures to further enhance the application of sustainable features, such as high-performance HVAC systems and ultra-high-efficiency lighting with both programmable and astronomical controls.

CC-1.10: Site Design Establish sustainable site design standards that maintain and protect valuable stands of vegetation, minimize impacts of runoff to San Francisco Bay and local creeks, reduce water consumption, optimize buildings' solar orientation, and minimize the impact of new structures on wind movement.

The proposed project will minimize runoff impacts to San Francisco Bay by conveying stormwater into flow-through planters (stormwater gardens) for treatment before discharge. Water consumption will be reduced through the use of water efficient appliances and fixtures and drought-tolerant plant materials. No valuable stands of vegetation exist on the project site.

CC-1.13: Electric Vehicle Network Support the electric vehicle network by incentivizing use of electric vehicles and installations of charging stations.

The proposed project will include 96 electric vehicle charging stations, as well as 96 "EV ready" spaces which could be adapted in the future for charging.

CC-1.14: Bird-friendly Design For projects in the Bayfront area, incorporate into the development review process design measures that promote bird safety as a means of minimizing adverse effects on native and migratory birds.

The proposed project incorporates a number of bird-safe design features, including bird-safe glazing and window pattern elements, minimizing indoor and outdoor nighttime lighting, and consolidating outdoor lighting to critical circulation routes and gathering spaces. Outdoor light fixtures will be full cutoff and will direct light only in a downward direction to help minimize light bleed and preserve dark skies (except low intensity accent lights).

Goal CC-2: Ensure that public and private trees are beautiful, healthy, and safe, and that they remain an integral feature of the community.

The project will improve the Burlingame urban forest with the planting of new healthy trees on-site and off-site. Many existing on-site trees are being removed to accommodate fill for the elevation required by the City and BCDC to provide sea level rise resilience and prevent flooding. New trees will be planted on and off-site. The project will remove approximately 88 existing on-site trees, and 23 off-site trees (primarily Acacia and Eucalyptus), and will plant approximately 65 new higher-value trees (on-site and off-site) that will notably improve the character of Burlingame's urban forest.

CC-2.1: Public Street Trees Recognize street trees for their ability to help achieve targeted environmental and public health benefits, and identify specific species that perform best to maximize the environmental, economic, and social benefits of Burlingame's street trees.

The proposed project would significantly increase the number of street trees along Anza and Airport Boulevards. The proposed street tree is *Platanus acerifolia* 'Columbia' (London Plane Tree), which is one of the most tolerant trees of urban streetscape conditions. This same tree was successfully planted as the Airport Boulevard street tree for the Burlingame Point project. Street trees will be planted in 5' wide continuous soil trenches, greatly enhancing soil volumes and long-term tree health. The new higher-value trees will better promote environmental, social and public health benefits.

CC-2.2: Increase the Public Street Tree Population Identify ways to increase the overall population of trees in Burlingame to stem the natural decline of the urban forest and create a more equitable distribution of tree canopy.

The proposed project will significantly increase the number of street trees along Anza and Airport Boulevards. Approximately 25 new street trees will be planted along Airport and Anza Boulevards.

CC-2.4: Invasive Vegetation Reduction Discourage the planting of invasive vegetation, and encourage the removal of existing invasive vegetation through the development review process or through capital improvement projects, except for any trees listed or eligible for listing on historic registries. Examine all proposed removals on a case-by-case basis to ensure desired resources are not removed.

No invasive vegetation will be included within the plant palette for the proposed project. All existing invasive or difficult to control vegetation (primarily Acacia and Eucalyptus trees) will be removed from the project site. No valuable stands of trees or other vegetation exist on the project site. Several existing native *Quercus agrifolia* (coastal live oaks) within the adjacent Anza Boulevard ROW will be protected in place during project development.

CC-2.5: Development Review Preserve protected, historical, and other significant trees as part of the development review process through the following measures:

- Limit the adverse effect on the health and longevity of protected or other significant trees through appropriate design measures and construction practices.
- Encourage the preservation of native oak trees.
- Require appropriate tree replacement when tree preservation is not feasible.
- As a condition of new development, require, where appropriate, the planting and maintenance of both street trees and trees on private property.
- Protect trees during construction projects.
- Manage infrastructure to ensure that the placement and maintenance of street trees, streetlights, signs, and other infrastructure assets are integrated.
- Where urban development occurs adjacent to natural plant communities (e.g., oak woodland, riparian forest), ensure landscape plantings incorporate native tree species.
- Limit the number of new curb cuts for development projects to provide adequate space for protection of tree roots and for planting of new trees.

The project will improve the Burlingame urban forest with the planting of new healthy trees on-site and off-site, and will preserve existing semi-mature live Oak trees at the Anza ROW. Many existing on-site trees are being removed to accommodate fill for the elevation required by the City and BCDC to provide sea level rise resilience and prevent flooding. New trees will be planted on and off-site. The project will remove approximately 88 existing on-site trees, and 23 off-site trees (primarily Acacia and Eucalyptus), and will plant approximately 65 new higher-value trees (on-site and off-site) that will notably improve the character of Burlingame's urban forest. Preliminary tree removal and replacement plans have been reviewed with the City arborist. Several existing native *Quercus agrifolia* (Coast Live Oaks) within the adjacent Anza Boulevard ROW will be protected in place during project development.

Goal CC-5: Maintain and promote the Bayfront Area as a premier destination along San Francisco Bay for land- and water-based recreation, hospitality uses, creative industries, logistics support, water-based transit service, and local businesses that benefit from proximity to San Francisco International Airport.

The proposed additional development capacity would be consistent with the Bayfront Commercial designations maximum intensity of 3.0 FAR, and would help facilitate the enhancement of the Bayfront Area as a premier destination along San Francisco Bay, eliminating a dated hotel use in favor of a new landmark building targeted to attract office/research and development tenants, such as a life science tenant.

CC-5.1: Commercial Destinations Support and encourage commercial uses along the waterfront that enliven the area and serve as destinations for residents and visitors, including hotels, restaurants, and entertainment venues. [MP, DR]

The proposed additional development capacity would help facilitate a new premier commercial use along the waterfront which would enliven the area, and would provide for substantial improvements to the Bay Trail, including a new public plaza adjacent to it.

CC-5.2: Diverse Industrial Uses Continue to accommodate diverse industrial functions, and support emerging creative businesses through flexible zoning regulations. [DR]

The proposed additional development capacity would accommodate diverse industrial functions and support emerging creative businesses by allowing the development of a new premier office/research and development building, targeted at potential life science tenants.

CC-5.4: Parks and Open Space Preserve and enhance Bayfront parks and open spaces, and identify strategies to increase usage of recreational amenities. [FB, SO, H]

The proposed project would allow for the preservation and enhancement of the Bay Trail, including a new public plaza adjacent to it.

CC-5.5: Trail Connectivity Coordinate with partner agencies to connect gaps in the Bay Trail, and require new waterfront development to improve and maintain trail segments along property lines. [AC, PA, H]

The proposed project will include the improvement of Bay Trail within and adjacent to the project site, including widening the trail to 14', new lighting, signage, diverse furnishings, and a new ADA compliant asphalt path connecting the Bay Trail with the Anza Boulevard sidewalk.

Goal CC-6: Establish a cohesive design character for the Bayfront Area that protects views to the waterfront, encourages walking and biking, accommodates water-based recreation and ferry service, and addresses sea level rise.

The proposed project would eliminate a dated hotel use in favor of a new landmark building that would substantially improve the design character of the Bayfront Area. It would not affect views to the waterfront, would enhance walking and biking opportunities through improvements to the Bay Trail and streetscape, and would address sea level rise by raising the site to meet sea level rise resilience and adaptation standards.

CC-6.1: View Preservation Ensure that new development preserves public views to the waterfront. Consider sightlines and viewsheds from Bayfront open spaces when planning future projects. [DR, MP, SO]

The additional development capacity proposed, in conjunction with the additional height requested, would occur in a taller, narrower design that will create a view corridor from Airport Boulevard to the Lagoon, as envisioned by Burlingame Zoning Code Section 25.12.060 Item B – Design Principles for Bayfront Commercial Zoning District, which states that the width of a structure or combined structures on a lot shall not obstruct more than 75 percent of the length of the property line along Airport Boulevard, including setbacks. The additional height proposed allows for an enhanced view corridor and reinforces the gesture with the addition of sidewalk linking Airport Boulevard the shoreline.

CC-6.4: Design Character Establish design standards that facilitate attractive interfaces between use types, enhance the public realm, and activate commercial districts. Prioritize pedestrian improvements and waterfront access. [MP, DR]

The additional development capacity proposed, in conjunction with the additional height requested, would result in a smaller building footprint on the site, allowing for a design which incorporates a public plaza with a generous colonnade fronting Airport Boulevard. The Airport Boulevard Plaza connects the building to its urban context while creating a visually dynamic arrival experience. The plaza's planting islands frame multiple routes of circulation between ground floor amenity spaces, the shoreline, and the streetscape, creating a porous and inviting garden plaza that buffers ground-level uses from the busy street. Ample plaza seating and bike racks encourage pedestrian activation of the streetscape while identifying the building as a walking and biking destination. Further, in accordance with Burlingame Zoning Code Section 25.23.060 Item E encouraging Ground Floor Transparency, at least 25 percent of the exterior walls on the ground floor or first level facing the street is transparent; in the proposed the front is almost completely transparent and inviting.

CC-6.5: Pedestrian and Bicycle Access Improve pedestrian and bicycle access to the Bayfront across Highway 101 and along the Bay Trail, and identify opportunities for new bicycle and walking connections to key waterfront destinations. [MP, H]

Similarly, the smaller building footprint would allow for a proposed design which greatly improves the Bay Trail. The width of the trail would be widened to 14' for a more comfortable sharing of the trail, and new seating areas, lawns and bike racks provide a destination and meeting place for visitors. Additional to the improvement of existing links North, South and to Anza, a new sidewalk links Airport Boulevard to

the shoreline improvements for improved bike and pedestrian connection. This sidewalk coincides with the planned view corridor protecting the sightline from Airport Boulevard to the Lagoon.

CC-6.7: Sea Level Rise Require that new and existing development along the Bayfront make provisions for sea level rise and flood risks, which may involve payment of assessments to fund City or other efforts to build a unified defense system. Maintain minimum waterfront setback, with the setback area providing space in the future to accommodate sea level rise and flooding defenses. Design new buildings with habitable areas elevated to minimize potential damage from exceptional storm events. [DR, FB, AC, S]

The project addresses sea level rise resilience and adaptation. Construction of the project would raise the shoreline and Bay Trail to a minimum elevation of 13'. The 13' minimum proposed shoreline elevation is based upon ESA's recommendations documented within their 2019 sea level rise and resiliency study/memo prepared for the City of Burlingame. That study describes the BFE of the Burlingame Lagoon as 10' and recommends elevating the north shoreline of the Lagoon to an elevation between 11'-13'. The proposed shoreline elevation meets the higher of these recommended elevations (13' minimum). The project would furthermore be designed to adapt to a 16' minimum elevation in the future in anticipation of end of century sea level rise requirements, as identified on the City's Map of Future Conditions. The proposed sea level rise resilience and adaptation approach is consistent with BCDC's policy for shoreline improvements/elevations to be constructed as "resilient" through mid-century, and "adaptable" to end of century (future conditions). A new riprap-armored shoreline revetment designed by the project geotechnical engineer will be constructed consistent with FEMA accreditation.

Goal ED-1: Maintain a diversified economic base that provides a wide range of business and employment opportunities capable of ensuring a healthy and prosperous economy for generations to come.

ED-1.1: Diverse Building Types and Sizes Encourage development of new office, research, and technology spaces to diversify the types of businesses in Burlingame, specifically focusing on the Rollins Road, Bayfront, and Downtown areas. [DR, MP, SO, PA]

The proposed project would build a new 13-story landmark office building designed for office, research and development businesses, attracting new such tenants to the Bayfront area.

ED-1.6: Community Benefits of Development Ensure that major commercial development projects contribute toward desired community benefits of urban design, land use, sustainability, resiliency, affordable housing, and community health while also expanding the economic base of the city. [DR, FB, SO, PA]

In addition to attracting new office, research and development businesses, the proposed project would include contribute community benefits that include a public plaza along Airport Boulevard (approx. 7,800 sf), publicly accessible park space (approx. 22,500 sf), off-site streetscape improvements, including an ADA compliant connection to the Bay Trail, public amenities and landscaping (approx. 26,000 sf), and sea level rise resilience and adaptation improvements.

ED-2.1: Land Use Compatibility Address potential land use compatibility issues and roadway/truck access conflicts between office, industrial, retail, and residential uses in areas of transitioning land uses, such as the Bayfront and North Rollins Road areas. [DR, MP, PA]

The project will include roadway and access improvements on Anza Boulevard to facilitate smooth transition from the existing hotel use to the future office, research and development land use.

ED-2.3: Transportation Access Work with businesses citywide to develop local transit and bicycle connections and first mile/last mile strategies from the Caltrain stations to Burlingame's employment and retail destinations. [AC, PA, H, S]

The project site is located within 200 feet of a local transit stop on a high-quality transit corridor that is part of the Burlingame Shuttle route providing connection to the Millbrae BART and Caltrain station. Encouraging use of the transit is an integral part of the project proposed TDM program to achieve a 20% reduction in single-occupancy car trips.

ED-2.10: Bayfront Office and Research and Development Position the Bayfront area as a location for larger office-based and research and development businesses as a complement to the hospitality businesses. [SO, MP, PA]

The proposed project would build a new landmark 13-story office building designed to attract new office, research and development tenants to the Bayfront area.



ENVIRONMENTAL INFORMATION FORM

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

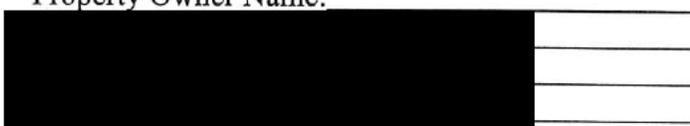
GENERAL INFORMATION

Project Address: 777 AIRPORT BOULEVARD

Assessor's Parcel Number: APN: 026-344-130

Applicant Name: LPC WEST

Property Owner Name: BW RRI II LLC



Permit applications required for this project (special permit, variance, subdivision map, parcel map, condominium permit, building permit, etc.): SPECIAL PERMIT, DEMOLITION PERMIT, DESIGN REVIEW, BUILDING PERMIT

Related permits, applications and approvals required for this project by City, Regional, State and Federal Agencies: BCDC, FAA

SITE INFORMATION

Site size: 3.087 Acres and 134,475 Square Feet Existing Zoning: BFC

Existing use(s) of property: HOTEL

Total Number of Existing Parking Spaces¹: 211 Number of Compact Spaces¹: _____

Number of Existing Structures and Total Square Footage of Each: 4 STRUCTURES
4 STRUCTURES; (1) 21,380 S.F., (2) 23,595 S.F., (3) 21,290 S.F. AND (4) 3,857 S.F.; TOTAL 70,122 S.F.

Will any structures be demolished for this project? Yes No

Size and use of structures to be demolished: 4 STRUCTURES
4 STRUCTURES; (1) 21,380 S.F., (2) 23,595 S.F., (3) 21,290 S.F. AND (4) 3,857 S.F.; TOTAL 70,122 S.F.

Number and size of existing trees on site²: _____ TBD

Will any of the existing trees be removed? Yes No

If Yes, list number, size and type of trees to be removed: _____ TBD

Are there any natural or man-made water channels which run through or adjacent to the site?
 Yes No If Yes, where? _____

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 COMMERCIAL
South (BURLINGAME LAGOON)
East COMMERCIAL
West COMMERCIAL

PROPOSED PROJECT

Project Description: _____
A NEW COMMERCIAL BUILDING FOR OFFICE/RESEARCH AND DEVELOPMENT USE WITH ASSOCIATED PARKING
GROUND FLOOR USES INCLUDE LOBBY, SERVICES, AMENITIES AND PARKING,
PARKING WILL BE PROVIDED AT MEZZANINE AND LEVELS 2 - 6; LEVELS 7-12 SHALL BE OFFICE/R&D
+ MISCELLANEOUS ROOF ROOMS (MECHANICAL/ELEVATOR MACHINE, ELECTRICAL - TBD)
TOTAL 13 STORIES IN HEIGHT

Residential Projects:

Number of Dwelling Units: N/A
Size of Unit(s): _____
Household size (number of persons per unit) expected: _____

Commercial/Industrial Projects:

Type and square footage of each use: 403,400 S.F. of Office/R&D uses and supporting parking
Estimated number of employees per shift: 1,965
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: N/A
Estimated number of employees per shift: _____
Estimated Occupancy: _____

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.)

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 20,250 gpd
Source of wastewater discharge on site (i.e. restrooms, restaurants, laboratory, material processing, etc.)



City of Burlingame Climate Action Plan Consistency Checklist for New Development

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

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

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

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

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

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

Burlingame’s Reach Codes: www.burlingame.org/reachcode

For questions regarding this Checklist or the CAP, please contact Sigalle Michael, Sustainability Coordinator at smichael@burlingame.org

Contact Information

Project Name: 777 Airport Boulevard

Property Address: 777 Airport Boulevard, Burlingame, CA 94010

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

Consultant Name & Company: _____

Consultant Phone & Email: _____

Project Information

Proposed land use (residential, commercial, industrial, mixed use, or other): Office R&D

Brief project description: New Office R&D building over podium parking

Project size (sq. ft. and/or unit size): 403,400 sf

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

If yes, briefly explain why: _____

Climate Action Plan Measure	Project Compliance
REQUIRED MEASURES	
<p>Green Building Practices and Standards (CAP Measure 11): Support, enforce, and expedite green building practices and standards.</p> <p>Burlingame’s reach codes: www.burlingame.org/reachcode</p>	<p>Required Measure Does the project comply with the City’s green building requirements in the reach codes? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Will the project request any exceptions? If so, briefly explain. No</p>
<p>Alternatively-Powered Residential Water Heaters (CAP Measure 15): Support transition from traditional to solar and electrically powered water heaters.</p> <p>Burlingame’s reach codes: www.burlingame.org/reachcode</p>	<p>Required Measure Does the project include a solar or electrically powered water heater as required in the reach code?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (Not Applicable)</p>
<p>Solar Power (CAP Measure 14): Encourage installation of photovoltaic systems.</p> <p>Burlingame’s reach codes: www.burlingame.org/reachcode</p>	<p>Required Measure Does the project include a photovoltaic system as required by CALGreen and/or the City’s reach code?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>Electric Vehicle Infrastructure and Initiatives (CAP Measure 6): Support the electric vehicle (EV) network by incentivizing use of EVs and installations of charging stations.</p> <p>Burlingame’s reach codes: www.burlingame.org/reachcode</p>	<p>Required Measure Does the project comply with the City’s EV charging requirements in the reach code? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>List total number and type of EV chargers to be installed: EV chargers will be installed in accordance with the reach code.</p>
<p>Zero Waste (CAP Measure 18): Reduce organic and recyclable materials going to the landfill and achieve the City’s diversion goals.</p>	<p>Required Measure Does the project include facilities for collecting recycling and composting?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Describe any composting and recycling strategies used in the project : Composting and recycling will be coordinated with Recology.</p>

<p>Transportation Demand Management (TDM) (CAP Measure 2): The City shall require new multi-unit residential developments of 10 units or more and commercial developments of 10,000 sq. ft. or more to incorporate TDM strategies that reduce trip generation rates below the standard rate published in the latest Institute of Transportation Engineers (ITE) Trip Generation Manual (10th edition), or other reputable source. TDM measures may include but are not limited to: shuttles, carpool, transit incentives, and car and/or bike share programs. Residential projects of 100 units or more and commercial projects of 100,000 sq. ft. or more shall have a designated TDM coordinator and provide a report to city staff annually on the effectiveness of the TDM plan.</p> <ul style="list-style-type: none"> GreenTRIP: http://www.transformca.org/landing-page/greentrip City/County Association of Governments of San Mateo County, http://ccag.ca.gov/programs/transportation-programs/transportation-demand-management/ <p>City of San Francisco TDM Tool, https://sfplanning.org/resource/transportation-demand-management-tdm-tool</p>	<ol style="list-style-type: none"> Will the project have a TDM program that meets the 20% reduction in trip generation rates when compared to standard ITE trip generation rates? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Briefly describe the project's TDM Plan: A separate TDM Plan has been submitted. TDM Plan will be prepared at a later time. The goal of the TDM plan will be to achieve a 20 percent trip reduction, consistent with the City of Burlingame's Climate Action Plan as well as the goals of the C/CAG/s Congestion Management Program.
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<p>Parking Pricing, Parking Requirements, and Creative Parking Approaches (CAP Measure 7): Implement parking reduction strategies including, but not limited to, parking lifts, shared parking, and unbundling of parking costs.</p>	<p>Required Measure Does the project meet the parking requirements in the zoning code or TDM plan as applicable? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA</p> <p>Describe any parking reduction strategies used in the project: Priority space locations for carpool, rideshare, and low emitting vehicles.</p>
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VOLUNTARY MEASURES

<p>Peninsula Clean Energy ECO100 (CAP Measure 13): Increase enrollment in PCE's standard option, ECOplus, for 100% GHG free energy; or PCE's premium option, ECO100 for 100% renewable energy. https://www.peninsulacleanenergy.com/opt-up/</p>	<p>Voluntary Measure Will the project enroll in PCE? <input type="checkbox"/> Yes <input type="checkbox"/> No TBD Which PCE option, ECOplus or ECO100?</p>
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<p>Complete Streets (CAP Measure 3): Develop a network of complete streets that support pedestrian and bicycle accessibility.</p>	<p>Voluntary Measure Does the project include on-site pedestrian, transit, or cycling improvements, such as enclosed bike storage or employee showers?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA</p> <p>What is the project's walkscore (www.walkscore.com)? 41</p> <p>Describe any pedestrian/bicycle friendly measures used in the project:</p> <p>Exterior (short term) bike racks will be included. Enclosed (long term) bike storage and shower facilities will be included. Proximity to SF Bay Trail will encourage bike use for building users and visitors.</p>
<p>Burlingame Shuttle Service (CAP Measure 8): Increase awareness and use of local shuttles.</p> <p>Burlingame shuttle map: https://www.burlingame.org/departments/sustainability/shuttles.php</p>	<p>Voluntary Measure Is the project located near a shuttle station?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>How will shuttle information be distributed to occupants? TBD</p>
<p>Water Conservation for New Residential Developments (CAP Measure 17): Implement water conservation elements beyond CALGreen requirements, such as efficient landscaping and Energy Star rated appliances.</p> <p>Water Conservation Resources, https://www.burlingame.org/departments/public_works/water_conservation/index.php</p>	<p>Voluntary Measure Does the project use Energy Star® rated dishwashers and clothes washers or go beyond CALGreen?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> NA</p> <p>Describe any water conservation elements in the project:</p>
<p>Construction Best Management Practices (CAP Measure 10): Require projects to implement the Air District's Best Practices for Construction; and use electrically-powered construction equipment as available and feasible.</p>	<p>Voluntary Measure Will the project use any electric off-road construction equipment?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If yes, describe what electric construction equipment will be used:</p>

Increase the Public Tree Population (CAP Measure 20):

Increase the number of trees in Burlingame.

Voluntary Measure

Will the project be adding new trees? Yes No NA

How many trees will be planted in the public right-of-way (like sidewalks)?

TBD

How many trees will be planted on private property?

TBD

**06.13.21 PC Meeting
Item 8E
777 Airport Blvd.
Page 1 of 1**

*COMMUNICATION RECEIVED
AFTER PREPARATION
OF STAFF REPORT*

RECEIVED
JUN 13 2022
CITY OF BURLINGAME
CDD – PLANNING DIV.

-----Original Message-----

From: Adrienne Leigh <[REDACTED]>
Sent: Sunday, June 12, 2022 1:16 PM
To: GRP-Planning Commissioners <PlanningCommissioners@burlingame.org>
Subject: 777 Airport Boulevard comments for meeting

Hello Commissioners,

I am Adrienne Leigh, commissioner with Burlingame's Traffic, Safety and Planning Commission, TSPC. These are my personal observations on the design exterior that I would appreciate the planning commissioners address on the 777 Airport Boulevard project's exterior. In order to meet the needs of both pedestrians and bicyclists, I would appreciate your attention to these items below.

1. Confirm there is at least a 4' parkway with native trees and shrubs along the length of Airport Boulevard.
2. Confirm there is at least a 6' wide sidewalk on both roadway frontages of the building.
3. Move sidewalks as far away from street as possible. It looks like there's lots of room on Airport to push back sidewalk from street.
4. Include accessible and covered bike racks at entrances to building where visitors and employees enter the building.
5. Use only "dark sky" light fixtures along the Sidewalk and roadway to be respectful of the natural surroundings and birds, etc.
6. Focus the brightest lighting on the crosswalks, and driveway entrances where collisions are likely to occur.
7. Install 16" or less pedestrian level "dark Sky" light fixtures along all sidewalk areas for the comfort and safety of people walking. All I see on the plans are way up high roadway lights. Low level pedestrian lights can be added to the same poles to focus light on sidewalks.

Thank you for your attention to my suggestions to improve the user friendliness of this project for decades to come.

Regards,

Adrienne Leigh
[REDACTED]



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

Project Site: 777 Airport Boulevard, zoned BFC

The City of Burlingame Planning Commission announces the following virtual public hearing via Zoom on **Monday, September 12, 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: 864 9704 7133	Passcode: 301476
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Description: Second Review of Application for Environmental Review, Commercial Design Review, and Special Permits for building height and Development under Tier 3/Community Benefits for new 13-story Office/R&D building.

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

Mailed: September 2, 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)

777 Airport Boulevard
500' noticing
APN: 026-344-130

