



# City of Burlingame

BURLINGAME CITY HALL  
501 PRIMROSE ROAD  
BURLINGAME, CA 94010

## Meeting Minutes Planning Commission

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Monday, August 22, 2022

7:00 PM

Online

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

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

*Chair Gaul opened the public hearing.*

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

*Public Comments:*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Chair Gaul closed the public hearing.

*Commission Discussion/Direction:*

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



# Project Application - Planning Division

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

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

### Project Description:

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

### Applicant

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

### Property Owner

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

### Architect/Designer

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

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

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

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

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

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

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

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

August 29, 2022

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

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

Dear Ms. Keylon,

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

If you have any questions, please feel to contact me at [REDACTED] -

[REDACTED]

[REDACTED]

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

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

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

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



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

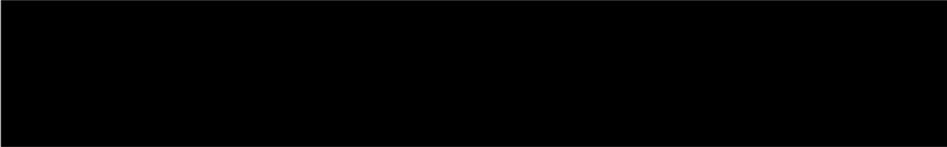


Name: Michael Carp

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

Property Addresses: 1250 Old Bayshore Highway

Property APNs: 026-142-140 and -150



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



Name: Michael Carp

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

Property Addresses: 1200 and 1240 Old Bayshore Highway

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



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



Name: Michael Carp



## City of Burlingame Special Permit Application – Building Height

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



## City of Burlingame Special Permit Application – Community Benefits

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

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

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

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

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

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

Please see attached document regarding General Plan consistency.



# ENVIRONMENTAL INFORMATION FORM

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

## GENERAL INFORMATION

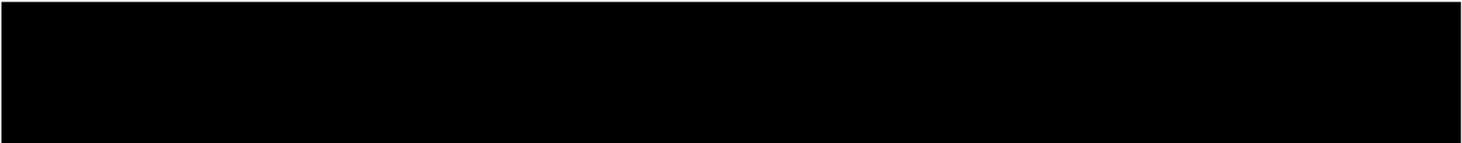
026113470, 026113330, 026113480, 026113450,  
026142110, 026142070, 026142140, 026142150,  
026142160, 026142020, 026142030, 026142180,  
026142170

Project Address: 1200-1338 Old Bayshore Highway

Assessor's Parcel Number: \_\_\_\_\_

Applicant Name: DW Burlingame Venture, LLC

Property Owner Name: DW Burlingame Venture, LLC



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

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

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

## SITE INFORMATION

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

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

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

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

Will any structures be demolished for this project?  Yes  No

Size and use of structures to be demolished: All

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

Will any of the existing trees be removed?  Yes  No

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

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

Yes  No If Yes, where? Easton Creek, between 1290 and 1300 Old Bayshore Hwy

Unnamed remnant tidal channel at 1200 Old Bayshore Hwy

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

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

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

Describe in general the existing surrounding land uses to the:

North One Bay Plaza office building and associated parking lots

South Airport Boulevard and Highway 101

East San Francisco Bay

West Old Bayshore Highway and commercial and industrial development

**PROPOSED PROJECT**

Project Description:

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

**Residential Projects:**

Number of Dwelling Units: 0

Size of Unit(s): N/A

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

**Commercial/Industrial Projects:**

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

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

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

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

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

Major function of facility: N/A

Estimated number of employees per shift: N/A

Estimated Occupancy: N/A

**For all Projects:**

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

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

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

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

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

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

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

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

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

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

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

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

Yes \_\_\_\_\_ No

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**General:**

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

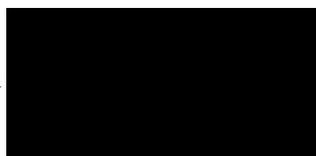
Change in existing features of any bays, tidelands, beaches, or hills, or substantial alteration of ground contours.	YES	
Change in scenic views or vistas from existing residential areas or public lands or roads.	YES	_____
Change in pattern, scale or character of general area of project.	YES	_____
Significant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

**CERTIFICATION**

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

Date 3/24/2022

Signature



Michael Carp

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

from Page 2:

**Site Information**

Square Footage of Existing Structures:

<u>Address/Description</u>	<u>SF</u>	<u>Stories</u>	<u>Total SF</u>	<u>Use</u>
1338 & 1340 Bayshore Highway	11,963	1	11,963	Office
1310 Bayshore Highway	9,177	2	18,354	Mixed Restaurant/Office
1300 & 1308 Bayshore Highway	37,307	2	74,614	Mixed Restaurant/Office
1290 Bayshore Highway	9,030	2	18,060	Office
1250 Bayshore Highway	24,791	3	74,373	Hotel
1250 Bayshore Highway	7,322	1	7,322	Restaurant
1288 Bayshore Highway	1,598	1	1,598	Office
1240 Bayshore Highway	8,200	3	24,500	Office

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

### **Contact Information**

Project Name: 1200-1340 Old Bayshore Highway

Property Address: 1200-1340 Old Bayshore Highway, Burlingame, CA 94010

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

Consultant Name & Company: WRNS Studio, Contact: Ben Mickus

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

### **Project Information**

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

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

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

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

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

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

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

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

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

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

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

# CITY OF BURLINGAME

City Hall – 501 Primrose Road  
Burlingame, California 94010-3997



## COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division  
PH: (650) 558-7250  
FAX: (650) 696-3790

**Date:** September 20, 2023

**To:** Office of Planning and Research, Responsible Agencies, Trustee Agencies, Organizations, and Interested Parties

**From:** City of Burlingame, Community Development Department

**Subject:** **Notice of Availability of a Draft Environmental Impact Report (DEIR)**  
for the 1200-1340 Old Bayshore Highway Project (SCH# 2022080299)

Project Description: The Draft EIR analyzed potential environmental impacts of the proposed 1200-1340 Old Bayshore Highway Project (Project) in the City of Burlingame (City). The Project applicant proposes a life science and/or office development consisting of three life science and/or office buildings and two parking structures, along with site circulation, infrastructure, recreational and landscaping improvements. All existing buildings and surface parking lots on the Project site would be demolished and removed. The three 11-story buildings would total approximately 1.42 million gross square feet (gsf) and would include various tenant amenities and 5,000 gsf of café/restaurant space. The two parking structures would be 10 to 10½-stories tall with two basement levels of parking, providing a total of 3,400 parking spaces. Approximately 237,600 square feet (sf) of open space would be provided (approximately 137,553 sf of which would be landscaped), and a new 1,475-foot segment of the San Francisco Bay Trail would be extended across the eastern edge of the Project site, connecting the existing segments of the Bay Trail at the north and south ends of the Project site. The proposed Project also includes improvements to increase resilience to sea level rise and flooding, including raised ground elevation, sea walls, flood walls, and riprap slopes.

Project Location: The Project site, commonly known as 1200-1340 Old Bayshore Highway, is located along the bayfront in the City of Burlingame between Old Bayshore Highway and the San Francisco Bay. The approximately 12-acre Project site consists of 13 contiguous parcels, including Assessor's Parcel Numbers 026-113-470, 026-113-480, 026-142-220, 026-142-160, 026-142-170, 026-113-330, 026-113-450, 026-142-110, 026-142-200, 026-142-240, 026-142-020, 026-142-030, and 026-142-180.

Environmental Effects: The Draft EIR finds that the Project would not result in any significant and unavoidable impacts. The Draft EIR further finds that the Project would result in impacts that could be mitigated to a less-than-significant level to the following environmental resources: air quality, biological resources, archaeological/tribal cultural resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, and water supply. Finally, the Draft EIR finds that the Project would result in less-than-significant impacts or no impact to the following environmental resources: aesthetics, agriculture and forestry resources, energy, geology and soils, historical resources, land use, mineral resources, noise and vibration, population and housing, public services and recreation, transportation,

utilities and service systems (excluding water supply), and wildfire. The Project would be located on a site that is included on a list of hazardous materials sites pursuant to Government Code Section 65962.5.

**Review Period:**

The Draft EIR is available for a 45-day public review and comment period beginning on September 20, 2023 and ending on November 3, 2023. A Notice of Completion of the Draft EIR has been submitted to the State Clearinghouse. The Draft EIR is available for review at the City's website <https://www.burlingame.org/1200-1340bayshore>), at the Burlingame Community Development Department, Planning Division, and at the Burlingame Library, at the addresses below.

**City of Burlingame  
Community Development Department**  
Planning Division  
501 Primrose Road  
Burlingame, CA 94010

**Burlingame Public Library**  
480 Primrose Road  
Burlingame, CA 94010

Readers are invited to submit written comments on the adequacy of the document (i.e., does the Draft EIR identify and analyze the possible environmental impacts and recommend appropriate mitigation measures? Does it consider and evaluate a reasonable range of alternatives?).

Please include your name and contact information, and direct your response to this Notice of Availability **by 5:00 pm on November 3, 2023** to:

Catherine Keylon, Senior Planner  
City of Burlingame, Community Development Department  
501 Primrose Road  
Burlingame, CA 94010  
Phone: (650) 558-7252  
Email: [ckeylon@burlingame.org](mailto:ckeylon@burlingame.org)

**Public Hearing:**

The Planning Commission will hold a public hearing to obtain additional comments from the community. The Planning Commission hearing for this Draft EIR has been scheduled for the regular October 23, 2023 meeting, which begins at 7:00 P.M. at the City Hall Council Chambers, 501 Primrose Road, Burlingame, CA 94010. The Planning Commission meeting will be held in person and on Zoom, a teleconference platform. See the City's website for more information:

[https://www.burlingame.org/departments/planning/planning\\_commission.php](https://www.burlingame.org/departments/planning/planning_commission.php)

To access the meeting by computer:

Go to

<https://us06web.zoom.us/j/89490923965?pwd=WVE0Zi9RSzVaSndVejdVUHJKMSt6UT09>

Meeting ID: 894 9092 3965      Passcode: 127949

To access the meeting by phone:

Dial 1-346-248-7799

Meeting ID: 894 9092 3965      Passcode: 127949

**From:** [REDACTED]  
**To:** [CD/PLG-Catherine Keylon](#)  
**Subject:** Re: 1200-1340 Bayshore Highway, Burlingame - EIR publication  
**Date:** Wednesday, September 20, 2023 11:49:38 AM

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Thank you Ms Keylon for your email regarding the draft EIR on this project.

I have a question if you may be able to help me. I do not see any analysis on this project's impact on the traffic on the Broadway overpass and especially on the traffic impact on the Caltrans RR crossing on Broadway. There are already back-ups especially afternoons and I do not see any analysis on how much the project will further increase congestion at these areas.

Thank you

Andrew Au

On 9/19/2023 3:44 PM, CD/PLG-Catherine Keylon wrote:

Dear Interested Party,

This email is being sent to you because you have expressed interest in the project at 1200-1340 Bayshore Highway. A Notice of Availability (NOA) of a Draft Environmental Impact Report (DEIR) has been issued for this project. Please see the attached NOA and visit the project page to access the DEIR: [1200-1340 Bayshore Highway Project Page](#).

Thank you,

***Catherine Keylon***

***Senior Planner***

***City of Burlingame***

***Community Development Department – Planning Division***

***Tel. 650-558-7252 I [ckeylon@burlingame.org](mailto:ckeylon@burlingame.org)***

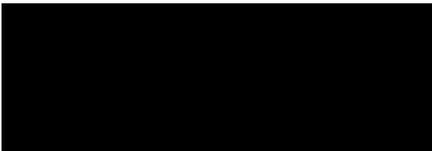
This email is from an external source. Please take caution when clicking links or opening attachments. When in doubt, contact your IT Department

To:  
Burlingame Planning Commission

My name is Andrew Au, a Burlingame [REDACTED] I wish to comment on the proposed project at 1200-1340 Bayshore Highway. There are several major reasons this project need to be rejected as proposed.

1. The size is way too big for the 12 acres of waterfront land. Proposed is 1.4 Million sf and over 210 ft tall. Compared this to the Face Book project that is 750,000 sf on 18 acres of land, which is well planned and harmonious to a waterfront location. This project should be sized similar to the Face Book project - thus should be at most 750,000 sf and no taller than nearby waterfront buildings.
2. The traffic on Broadway and Caltrans RR Tracks and Hwy101 is already congested, especially in the afternoons. This proposed project would severely add to the congestion. There is no traffic study on the impact of this project along Broadway. The timing of this project should be tied to the eventual completion of the Broadway overpass.
3. There are several other large biotech projects nearby that are now under construction or planned. There needs a traffic study on the impact on Broadway/Caltran RR Tracks/Hwy101 from this proposed project and should also include the other nearby biotech projects. This further justifies that the timing of this project should be tied to the eventual completion of the Broadway overpass.

Thank you,  
Andrew Au



**From:** [REDACTED]  
**To:** [GRP-Council](#); [CD/PLG-Catherine Keylon](#); [GRP-Planning Commissioners](#)  
**Subject:** 1200-1340 Burlingame Highway proposed development  
**Date:** Saturday, September 23, 2023 10:40:03 AM

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Some people who received this message don't often get email from smokiethecat@gmail.com. [Learn why this is important](#)

Dear Council members and Planning Commissioners and Planning Staff,  
As a resident of Burlingame [REDACTED] I have watched it grow and change.  
But enough already.

The 1200-1340 Burlingame Highway proposed development is way too big for the City of Burlingame.

There are already plenty of vacant office building spaces on Rollins Road by Kincaids and environs.

Another office building is being constructed now in that same area. All I see are leasing signs in all the existing buildings.

This is not the time or place for a project of this scope, size and magnitude. I do not care how much money it brings to the City coffers.

In addition traffic in this area is already at its peak. I don't know how the Broadway interchange and the area can handle the amount of vehicles that will be generated by this project. How will folks get in and out of Burlingame?

The one million square footage proposed for this project is massive. We do not need any more development of this size on the Bayfront.

Please reconsider this project proposal. It is way too massive for our quaint, small town of Burlingame.

Thank you  
Jane G

[REDACTED] external source. Please take caution when clicking links or opening attachments. When in doubt, contact your IT Department



Kelly Beggs <[kbeggs@goodcityco.com](mailto:kbeggs@goodcityco.com)>

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**Re: Access to CalEEMod Output Files**

[Redacted]

Fri, Oct 6, 2023 at 11:53 AM

To: [ckeylon@burlingame.org](mailto:ckeylon@burlingame.org), [kbeggs@goodcityco.com](mailto:kbeggs@goodcityco.com)

[Redacted]

Good morning and Happy Friday Kelly and Catherine,

I called earlier to inquire about the Peninsula Crossing Project (1200 Bayshore Highway, Burlingame) and wanted to follow-up via email. I am reviewing the Project's DEIR and associated documents including the appendices. However, when looking at the Air Quality and GHG Appendix, we noticed that the actual **CalEEMod and AERMOD output files** were not included in the Appendix.

Perhaps this is an oversight since I'd been dividing the combined files from the website, but I wanted to see if there was a way to obtain the separate documents containing that information?

Please let me know if it is contained in the documents on the City's website or if there is an appropriate contact person to

[Redacted]

**From:** [REDACTED]  
**To:** [CD/PLG-Catherine Keylon](mailto:CD/PLG-Catherine.Keylon)  
**Cc:** [kbeggs@goodcityco.com](mailto:kbeggs@goodcityco.com); [REDACTED]  
**Subject:** Re: Access to CalEEMod Output Files  
**Date:** Wednesday, October 18, 2023 12:50:43 PM

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Hi all, thanks for getting back to us with these documents. After further review, we noticed that the DEIR mentions the preparation of three Phase I ESAs (DEIR, p. 4.8-1.) However, we cannot locate the Phase I -- neither on the City website and the appendices link is broken and inaccessible. May you please assist us in obtaining these documents as well?

My best,  
Marjan R. Abubo



On Tue, Oct 17, 2023 at 12:19 PM CD/PLG-Catherine Keylon <[ckeylon@burlingame.org](mailto:ckeylon@burlingame.org)> wrote:

Hi-

Please find attached the files requested.

Thank you,

*Catherine Keylon*

*Senior Planner*

*City of Burlingame*

*Community Development Department – Planning Division*

*Tel. 650-558-7252 | [ckeylon@burlingame.org](mailto:ckeylon@burlingame.org)*

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**From:** Marjan Kris Abubo <[REDACTED]>  
**Sent:** Friday, October 6, 2023 11:54 AM  
**To:** CD/PLG-Catherine Keylon <[ckeylon@burlingame.org](mailto:ckeylon@burlingame.org)>; [kbeggs@goodcityco.com](mailto:kbeggs@goodcityco.com)  
**Cc:** Michael Lozeau <[REDACTED]>; Lina Savage <[REDACTED]>  
**Subject:** Re: Access to CalEEMod Output Files



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

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

The City of Burlingame Planning Commission announces the following public hearing on **Monday, October 23, 2023 at 7:00 P.M.** You may attend the meeting in person at City Hall (501 Primrose Rd) or online at [www.zoom.us/join](http://www.zoom.us/join) or by phone at (346) 248-7799:

Meeting ID: 894 9092 3965

Passcode: 127949

**Description:** Public Comment on Draft Environmental Impact Report for an application for Commercial Design Review, Special Permits for Building Heights and Development under Tier 3/Community Benefits for a new development consisting of three, 11-story life science/office buildings and two, 10-story parking structures.

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

For more information, please visit [www.burlingame.org/pcmeetings](http://www.burlingame.org/pcmeetings)

Mailed: October 13, 2023

*(Please refer to other side)*

## PUBLIC HEARING NOTICE

### City of Burlingame - Public Hearing Notice

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

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

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

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

Kevin Gardiner, AICP  
Community Development Director

*(Please refer to other side)*

**1200-1340 Bayshore Highway**

**500' noticing**

**APNs: 026-113-480, 026-113-470, 026-113-450, 026-113-330, 026-142-020, 026-142-030, 026-142-110, 026-142-160, 026-142-170, 026-142-180, 026-142-200, 026-142-220, 026-142-240**

