

## **Section 4**

# **Written Comments and Responses**

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### **4.1 INTRODUCTION**

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Written comments on the Draft Environmental Impact Report (EIR) are reproduced in this section. Written comments received were provided to the City of Burlingame by letter or via email. Discrete comments from each letter are denoted in the margin by a vertical line and numbered. Responses immediately follow each comment letter and are enumerated to correspond with the comment number. Response 19.1, for example, refers to the response for the first comment in Letter 19. Many responses in this section refer to the Master Response (see Section 3, Master Response, of this document) and Staff-Initiated Changes (see Section 6, Revisions to the Draft EIR, of this document).

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### **4.2 RESPONSES TO WRITTEN COMMENTS**

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Comment letters and responses begin on the following page.



EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

January 18, 2012

Maureen Brooks  
City of Burlingame  
501 Primrose Road  
Burlingame, CA 94010

Subject: 300 Airport Boulevard  
SCH#: 2010122012

Dear Maureen Brooks:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 13, 2012, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

1.1

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2010122012  
**Project Title** 300 Airport Boulevard  
**Lead Agency** Burlingame, City of

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**Type** EIR Draft EIR

**Description** Project includes the construction of 767,000 s.f. of new uses including office space or life science uses (at least 689,810 sf), retail uses (up to 18,030 sf), and food services (up to 22,160 sf). These uses would be housed in two five-story buildings, one seven-story building, and one eight-story building. The Project also includes a two-story, 37,000-sf amenities building (included in the 767,000 sf total) that would house a childcare and exercise facility (33,400 sf), a food service area (2,400 sf), and retail spaces (1,200 sf). Proposed development of site and 350 Airport Boulevard site would require amendments to the Bayfront Specific Plan.

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**Lead Agency Contact**

<b>Name</b>	Maureen Brooks	
<b>Agency</b>	City of Burlingame	
<b>Phone</b>	(650) 558-7250	<b>Fax</b> (650) 696-3790
<b>email</b>	mbrooks@burlingame.org	
<b>Address</b>	501 Primrose Road	
<b>City</b>	Burlingame	<b>State</b> CA <b>Zip</b> 94010

---

**Project Location**

<b>County</b>	San Mateo			
<b>City</b>	Burlingame			
<b>Region</b>				
<b>Lat / Long</b>	37° 35' 22" N / 122° 19' 55" W			
<b>Cross Streets</b>	Beach Road/Airport Boulevard			
<b>Parcel No.</b>	026-350-130, etc.			
<b>Township</b>	4S	<b>Range</b>	4W	<b>Section</b> 17/18 <b>Base</b> MDB&M

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**Proximity to:**

<b>Highways</b>	US 101, SR 82
<b>Airports</b>	SFO
<b>Railways</b>	
<b>Waterways</b>	SF Bay, Sanchez Channel, Anza Lagoon
<b>Schools</b>	BHS, SMHS, Washington, ...
<b>Land Use</b>	Anza Point North (APN) zoning, Anza Point South (APS) zoning, Anza Point - Waterfront Commercial LUD.

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**Project Issues** Aesthetic/Visual; Air Quality; Biological Resources; Drainage/Absorption; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Traffic/Circulation; Water Supply; Landuse; Cumulative Effects

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**Reviewing Agencies** Resources Agency; Department of Fish and Game, Region 3; Office of Historic Preservation; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 4; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

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<b>Date Received</b>	11/30/2011	<b>Start of Review</b>	11/30/2011	<b>End of Review</b>	01/13/2012
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**1. Scott Morgan, State Clearinghouse (Letter dated January 18, 2012)**

- 1.1 The City acknowledges receipt of the State Clearinghouse comment letter indicating that the 300 Airport Boulevard Project Draft EIR has been distributed to State agencies and departments for review and that the City has complied with the State Clearinghouse review requirements. No further response is necessary.



**DEPARTMENT OF TRANSPORTATION**

111 GRAND AVENUE  
P. O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5541  
FAX (510) 286-5559  
TTY 711



*Flex your power!  
Be energy efficient!*

January 13, 2012

SM101466  
SF-101-15  
SCH#2010122012

Ms. Maureen Brooks  
Community Development Department  
City of Burlingame  
501 Primrose Lane  
Burlingame, CA 94010

Dear Ms. Brooks:

### **300 Airport Boulevard Project – Draft Environmental Impact Report**

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the 300 Airport Boulevard Project. The following comments are based on the Draft Environmental Impact Report. The Department is specifically concerned with the traffic forecasting calculations and the impacts of the additional trips generated by the project that will exacerbate already poor level of service on US101.

#### ***Forecasting Calculations***

In the Traffic Impact Analysis (Appendix C), we believe the number of trips generated by the proposed development (Table 10) is not reflected in the intersection analysis. Assuming that all trips must use either Intersection 6 or 7, the difference of In and Out trips between Figure 11 (Cumulative plus Project Volumes - 300+350 Airport Blvd) and Figure 5 (Existing Traffic Volumes) should match those found on Table 10. However, from our calculations, it appears that the difference of inbound/outbound AM (PM) generated trips between the two figures is only 881(163)/134(290), contrary to the 1,263 (361) /263 (1,150) listed in Table 10. Please revise turning traffic per intersection in Figures 10 & 11 and traffic impact study accordingly.

2.1

#### ***Operations and Mitigation***

In order to lessen the identified traffic impacts on the state highways, please consider additional measures for reducing the motorized vehicle trip generation from this project. These measures could include providing employees at the project site with transit passes at a reduced rate in lieu of free parking; and reducing the parking requirements. See "Reforming Parking Policies to Support Smart Growth," an MTC study funded by the Department, for sample parking ratios and strategies. Also, to encourage employees to access the site by non-auto modes of transportation and reduce impacts on US101, continuous sidewalk and crosswalk circulation should be provided within the project.

2.2

If no possible traffic demand reduction is possible, the Department recommends the project provide a fair-share contribution to mitigate its impacts. Contrary to page 47 of the TIS, the

2.3

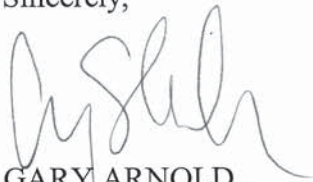
Ms. Maureen Brooks/City of Burlingame  
January 13, 2012  
Page 2

C/CAG (City/County Associations of San Mateo County) is currently studying the addition of HOV lanes to US101 in San Mateo County. The most feasible project would be to add an HOV lane from widening and lane conversion. Therefore, it is possible for the project to provide a fair-share contribution to mitigate its impacts.

↑  
**2.3**  
**Cont'd**  
■

Should you have any questions regarding this letter, please call Sandra Finegan of my staff at (510) 622-6144.

Sincerely,



GARY ARNOLD  
District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse

## **2. Gary Arnold, Caltrans (Letter dated January 13, 2012)**

2.1 The comment is correct in that all project traffic must travel through the Airport Boulevard/Anza Boulevard intersection or the Airport Boulevard/northbound US 101 off ramp intersection. However, project-generated traffic would displace some of the existing traffic that is using those intersections. The displaced traffic would use other routes to get to their destinations. Traffic displacement occurs when project traffic is numerous enough to affect the travel speed on nearby roads. As travel speeds decrease, alternative routes become more attractive. This process continues until the system is in equilibrium, which means that no motorist could save time by changing routes.

2.2 As described in Section 2, Project Description, of the Draft EIR, development at the 300 Airport Boulevard Site would include the implementation of a Transportation Demand Management (TDM) program to reduce vehicular traffic generated by the 300 Airport Boulevard Site. As further described in Section 3.4, Transportation, of the Draft EIR, the TDM program would reduce peak-hour trip generation by up to 13 percent by including following elements:

- Secure bicycle storage under each building,
- Showers and changing rooms in each building,
- Funding for extending the BART shuttle service from the Millbrae Intermodal Station to the Project Site and running 10-minute headways,
- Preferential parking for carpools and vanpools near the elevators in each garage,
- Video conference capability in each building,
- On-site amenities, including banking, restaurants, health club, delivery dry cleaning, and delivery pharmacy,
- Worksite bicycles to allow employees to travel during the workday to nearby businesses or recreation,
- On-site child care services at the Amenities Center, and
- Participation in a guaranteed ride home program.

As further described in Section 2, Project Description, of the Draft EIR, to encourage access by non-motorized modes, development at the 300 Airport Boulevard Site would include new sidewalks along Airport Boulevard as well as walkways within the Project Site and connections to a Bay Spur Trail to be constructed as part of the Project.

No project-specific development has been proposed for the 350 Airport Boulevard Site. However, Mitigation Measure AQ-1.1 would require implementation of a TDM program

for the 350 Airport Boulevard Site similar to that proposed for the 300 Airport Boulevard Site (see Draft EIR Section 3.5, Air Quality).

- 2.3 As described in Section 3.4, Transportation, of the Draft EIR, no comprehensive project to add through lanes on US 101 has been developed by Caltrans or C/CAG for individual projects to contribute to; thus there is no way to ascertain costs or appropriate fair share contributions from the Project, and no mechanism for making contributions. This uncertainty would make a fair-share contribution ineffective for addressing the Project's traffic impacts to freeway segment operations. Furthermore, no other mechanism exists for making a fair share contribution. Therefore, fair-share mitigation measure was not included, and the impact to freeway segments was determined to be significant and unavoidable.



San Francisco International Airport

RECEIVED

January 4, 2012

JAN 14 2012

CITY OF BURLINGAME  
CDD-PLANNING DIV.

Ms. Maureen Brooks, Planning Manager  
City of Burlingame  
Community Development Department  
Planning Division  
501 Primrose Road  
Burlingame, CA 94010-3997

**Subject:** *300 Airport Boulevard Draft EIR – City of Burlingame*

Dear Ms. Brooks:

Thank you for notifying San Francisco International Airport (SFO or the Airport) of the completion of a Draft Environmental Impact Report (EIR) for the proposed project at 300 Airport Boulevard (Project) in the City of Burlingame. We appreciate this opportunity to coordinate with the City of Burlingame (the City) in considering and evaluating potential land use compatibility issues that this and similar projects may pose.

The proposed office/life science development project consists of 767,000 square feet of new uses including office or life science uses, retail uses, and food services on a 18.12 acre site, formerly occupied by the Burlingame Drive-In Theater. These proposed uses would be housed in two 5-story buildings, one 7-story building, one 8-story building, and one 2-story building amenities building. Parking would be provided in above- and below-ground structures and surface lots. The overall building height of the tallest proposed building, Building B4, is 144 feet above ground level (155 feet above mean sea level).

The Draft EIR discusses land use compatibility with respect to policies of the 1998 Comprehensive Airport Land Use Plan Update for San Mateo County (CLUP). Since 2009, the CLUP for SFO has been undergoing an update, and is currently in its final stages before adoption. Because SFO relies on updated analyses of airspace, noise, and safety zones to inform current land use policy, it is advisable to refer to the current draft CLUP update in this Project's EIR document. The results of the new analyses do not alter the findings of the draft EIR.

An airspace analysis found that the maximum proposed building height of 144 feet does not penetrate any critical airspace surfaces. SFO concurs with the FAA's Determination of No Hazard for the aeronautical studies completed for the Project in November 2010 (Aeronautical Study Numbers 2010-AWP-5414-OE through 2010-AWP-5437-OE).

The most recent analyses of safety and noise environment forms the basis of land use policies in the current draft SFO CLUP update. According to these analyses, the Project site is not situated

3.1

within SFO's safety compatibility zones or noise compatibility zones (i.e., the CNEL 65 dBA noise contour). Therefore, the Project is not subject to the draft SFO CLUP update's land use policies with regard to safety or noise compatibility.

↑ 3.1  
Cont'd

However, since the Project site is within the airport influence area boundary, any property offered for sale must also adhere to the real estate disclosure requirements of state law, stated in draft CLUP policy IP-1, Airport Influence Area A – Real Estate Disclosure Area. This policy should be incorporated into the conditions of permit approval. In addition, any land use policy actions and related land development proposals must be referred to the Airport Land Use Commission in accordance with draft CLUP policy IP-2, Airport Influence Area B – Policy/Project Referral Area. These policies can be found in the enclosed excerpt from the draft SFO CLUP update.

3.2

The Airport appreciates your consideration. If I can be of assistance as the City considers airport land use compatibility as it relates to this project or future projects, please do not hesitate to contact me at (650) 821-7867 or at [john.bergener@flysfo.com](mailto:john.bergener@flysfo.com).

Sincerely,



John Bergener  
Airport Planning Manager  
San Francisco International Airport  
Bureau of Planning and Environmental Affairs

Enc: Draft SFO CLUP Update, Chapter 4, Airport/Land Use Compatibility Policies (pages IV-1 through IV-11)

cc: Nixon Lam, SFO, Manager of Environmental Affairs

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JAN 10 2012

CITY OF BERKELEY

**3. John Bergener, SFO (Letter dated January 4, 2012)**

3.1 As stated by the commentor, the Final Draft Comprehensive Airport Land Use Compatibility Plan (ALUP) for the Environs of San Francisco International Airport was released in February 2012. The update of the ALUP will likely be adopted in June or August 2012. However, as noted by the commentor, the Project is not within SFO's safety compatibility zones or noise compatibility zones. Therefore, the Project is not subject to the updated ALUP's land use policies with regard to safety or noise compatibility.

3.2 As stated by the commentor, the Project is subject to the real estate disclosure requirements of State law. Therefore, this policy has been incorporated into the conditions of permit approval. The following text has been added on page 2-36 of the Draft EIR as the fourth and fifth paragraphs under the subheader "Federal Aviation Administration and/or City/County Association of Governments of San Mateo County, Airport Land Use Committee."

However, since the Project is within the airport influence area boundary, the Project would be required to adhere to the real estate disclosure requirements of State law, as stated in ALUP Policy IP-1. Within Area A, Section 11010 of the Business and Professions Code requires people offering subdivided property for sale or lease to disclose the presence of all existing and planned airports within two miles of the property. The law requires that if the property is within the airport influence area designated by the ALUC, a Notice of Airport in Vicinity must be included in the notice of intent to offer the property for sale.

In addition, any land use policy actions and related land development proposals must be referred to the Airport Land Use Commission in accordance with ALUP Policy IP-2. Within Area B, the ALUC shall exercise its statutory duties to review proposed land use policy actions, including plan amendments and rezoning, and related land development proposals. All of Burlingame is located within Area B, including the Project Site.



DEPARTMENT OF PUBLIC WORKS  
Larry A. Patterson, P.E., Director

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January 17, 2012

Ms. Maureen Brooks  
Planning Manager  
City of Burlingame  
Community Development Department  
Planning Division  
501 Primrose Road  
Burlingame, CA 94010-3997

Re: ***City of San Mateo Comments to Draft EIR for 300 Airport Boulevard Project***

Dear Ms. Brooks:

The City of San Mateo has reviewed the draft EIR for the 300 Airport Boulevard Project, and has the following comments:

1. This project is adding a significant amount of traffic to the northeastern San Mateo street network. The City has been working with Burlingame over the past several years regarding potential safety improvements to the Poplar/Amphlett intersection. The City is currently evaluating three options to mitigate the safety concerns at this intersection. They include:

- Installation of a median barrier along the centerline of Poplar between the US101 freeway ramps through the Idaho Street intersection.
- Closure of the US101 Off-Ramp at Poplar.
- Full closure of the US 101 ramps at Poplar and relocation of the southbound ramps to the Peninsula Interchange.

Each of these options could significantly alter the local traffic patterns in San Mateo. With the addition of traffic from this project, the issues would be exacerbated. The study needs to further analyze traffic patterns and impacts considering the three potential safety improvement projects for Amphlett/Poplar.

2. The Poplar/Amphlett intersections will experience a significant impact due to the traffic generated by this project. That is clearly indicated in the EIR. The document recommends mitigation as fare share payment for any improvements we make to the intersection as part of our on-going safety improvement project. This is not adequate.

4.1

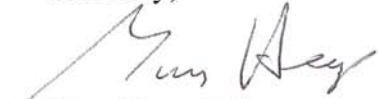
4.2

We need to somehow quantify the level of impact either through identifying the additional amount of delay at the intersection, or by an analysis of additional queuing at the intersection generated by the project.

↑ 4.2  
Cont'd

Please address these issues in the response to comments document. If you would like to discuss these comments further, I may be reached via e-mail at [gheap@cityofsanmateo.org](mailto:gheap@cityofsanmateo.org), or by phone at (650) 522-7307.

Sincerely,



Gary Heap, P.E.  
Senior Engineer  
Public Works Department  
City of San Mateo

C: Larry A. Patterson, Director of Public Works  
Susanna Chan, Deputy Director  
Lisa Grote, Community Development Director  
Ron Munekawa, Chief of Planning



**4. Gary Heap, P.E., City of San Mateo, Department of Public Works (Letter dated January 17, 2012)**

4.1 San Mateo has been studying the Amphlett Boulevard/Poplar Avenue intersection for several years and has worked through a long list of potential improvements, many of which have been screened out through a list of objective criteria. From the long list of potential improvements, San Mateo is now focusing on three options:

- A median barrier on Poplar Avenue from US 101 to Idaho Avenue;
- Closure of the US 101 off-ramp to Poplar Avenue; and
- Closure of both US 101 ramps at Poplar Avenue and relocation of the ramps to Peninsula Avenue.

The City of San Mateo has evaluated the transportation impacts of these three alternatives both in the context of existing traffic volume and in the context of a 2030 time horizon. The analyses have been completed using the San Mateo Citywide travel demand model, and the forecasts include traffic from potential development at both the 300 Airport Boulevard Site and 350 Airport Boulevard Site.<sup>1</sup>

The results of the City of San Mateo's analyses show that the Amphlett Boulevard/Poplar Avenue intersection would be operating at LOS D or better with implementation of any of the three improvement alternatives under either the existing conditions or 2030 scenario. The cost of the improvement alternatives has not been definitively determined.

San Mateo has not selected a preferred alternative from these three options. Each option raises some concerns, as follows:

Poplar median – this would divert traffic to Humboldt Street, which has residential development and a school.

Close off-ramp – this would divert traffic to 3<sup>rd</sup> Avenue and would involve much longer trip lengths for many destinations.

Peninsula ramps – this option would have right-of-way impacts, possibly requiring condemnation of private property, and may be infeasible as prohibitively expensive.

San Mateo's selection process to select a preferred improvement alternative is ongoing.

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<sup>1</sup> Hexagon Transportation Consultants, Inc., *Poplar Avenue, US 101 to Humboldt Street, Traffic Safety Improvement Project Traffic Impact Analysis*, prepared for the City of San Mateo, May 4, 2011.

As described in Section 3.4, Transportation, of the Draft EIR, the 300 Airport Boulevard Project would add traffic in northern San Mateo and would have a significant impact at the Amphlett Boulevard/Poplar Avenue intersection, because the intersection currently operates at LOS F and does not have any additional capacity to accommodate traffic growth added by the Project. Each of the City of San Mateo's proposed improvement alternatives would result in improvement to LOS D at the at the Amphlett Boulevard/Poplar Avenue intersection, and the project sponsor for the 300 Airport Boulevard Site, and any future project sponsor for development of the 350 Airport Boulevard Site, will make a fair-share contribution toward the cost of San Mateo's improvements addressing this intersection for each project's respective impacts, as discussed in Response to Comment 4.2. However, because of uncertainty concerning the timing and completion of one, or any, of the City of San Mateo's improvement alternatives, the impact to the Amphlett Boulevard/Poplar Avenue intersection remains significant and unavoidable.

- 4.2 According to the modeling done for the Draft EIR traffic analysis, the 300 Airport Boulevard Project would add 179 trips during the AM peak hour and 364 trips and PM peak hour to the Amphlett Boulevard/Poplar Avenue intersection. This compares to about 1,500 vehicles that currently use the intersection during the AM and PM peak hours. Because the intersection does not have any additional capacity to accommodate traffic growth, any traffic added by the 300 Airport Boulevard Project would displace traffic already there. Of the alternative improvements being considered by the City of San Mateo, the Poplar median most directly addresses traffic issues at the Amphlett Boulevard/Poplar Avenue intersection. The other alternatives, particularly the Peninsula off ramp construction, address traffic congestion at several intersections in northwestern San Mateo. Furthermore, there are additional barriers to implementing the Peninsula off ramp alternative, including the involvement of multiple jurisdictions (City of San Mateo and California Department of Transportation), and the need to acquire additional right of way. Because of the uncertainty that remains for the implementation of the Peninsula off ramp alternative, the most likely and appropriate measure to address the impacts of the 300 Airport Boulevard Project at the Amphlett Boulevard/Poplar Avenue intersection would be a fair share contribution to the City of San Mateo based on the construction costs of Poplar median construction.

As such, the City of Burlingame will establish a mechanism to collect, and distribute to the City of San Mateo a fair-share contribution of the estimated construction cost of the Poplar median from the project sponsors of the 300 Airport Boulevard Project and 350 Airport Boulevard Project. This would be calculated based on the net additional traffic contributed to the intersection by each Project.

**LETTER 5**

333 BUSH STREET, 30TH FLOOR SAN FRANCISCO, CA 94104-2834

*www.sedgwicklaw.com 415.781.7900 phone 415.781.2635 fax*

*Matthew Francois  
(415) 627-3628  
matthew.francois@sedgwicklaw.com*

January 16, 2012

*Via E-Mail*

Maureen Brooks, Planning Manager  
City of Burlingame, Planning Division  
Community Development Department  
601 Primrose Road  
Burlingame, CA 94010-3997

Re: New Town Hotel's Comments on 300 Airport Boulevard Project Draft Environmental Impact Report

Dear Ms. Brooks:

We are writing on behalf of our client, New Town Hotel ("NTH"), the owners of the 350 Airport Boulevard site, to submit comments on the 300 Airport Boulevard Project Draft Environmental Impact Report ("Draft EIR"). In general, we believe that the Draft EIR thoroughly and accurately analyzes the environmental impacts associated with development of both the 300 and 350 Airport Boulevard sites. Our specific comments as to the scope or treatment of certain environmental impacts (as organized by subject matter) are set forth in more detail below.

## **1. Project Description**

Given that the two properties are located in the same general vicinity of the Burlingame waterfront and pose similar development issues, they have long been subject to the same development regulations and controls as evidenced by their inclusion in the same sub-areas in the Bayfront Specific Plan ("Specific Plan") and Burlingame Zoning Ordinance ("BZO"). Because the 300 Airport Boulevard project involves changes to the Specific Plan and the BZO that also affect the 350 Airport site, the Draft EIR appropriately analyzes the environmental impacts of the proposed changes on both sites. These changes primarily involve increasing the permitted floor area ratio ("FAR") for office from 0.6 to 1.0. The changes would also allow for increased building heights and reduced front, shoreline and parking setbacks.

The Draft EIR assumes that the buildings at the 300 Airport site will be developed at a 1.0 FAR and consist of approximately 767,000 square feet of primarily office and/or life science uses with a

5.1

maximum of 2,475 employees.<sup>1</sup> If one were just to count the former Drive-In site, which is approximately 16.23 acres, the project would result in development greater than 1.0 FAR. We assume that the development potential on the 300 Airport site would be limited by the ultimate amount of land that Millennium Partners would own after realignment of Airport Boulevard. We request that this point be clarified and confirmed in the Final EIR and conditions of approval on the Project.

5.1  
Cont'd

The 300 Airport project would realign Airport Boulevard from its current location to the middle of the 300 Airport site with a connector roadway to access Fisherman's Park. *See, e.g.*, Draft EIR Figure 2-4 and Figure 2-5. Airport Boulevard in its current location provides the sole means of access to the NTH site as well as to Fisherman's Park. Thus, the Final EIR, mitigation measures and conditions should make it clear that access to the NTH site will remain open while the realigned Airport Boulevard is being constructed and that appropriate transitions will be constructed between the proposed connector roadway to Fisherman's Park and the portion of the roadway that will go through the 300 Airport site. Also, we assume that the part of Airport Boulevard to be located adjacent to NTH's land will be a public right-of-way (as is the current Airport Boulevard), but this should be made explicit in the EIR and in the conditions imposed on the project.

5.2

## 2. Approach to the Environmental Analysis

The Draft EIR analyzes the impacts of the 300 Airport development at a project-specific level of review and the impacts of the 350 Airport site at a more general, programmatic level of review and specifies that further project-level environmental review would be required if and when a specific development project is proposed on the 350 Airport site. Because the Draft EIR is essentially a program EIR for the 350 Airport site, it should be made clear that the methodology for a program EIR will be followed in connection with any subsequent environmental review of the 350 Airport site. As such, if development on the 350 Airport site would have effects that were not examined in the program EIR, a new initial study would be prepared leading either to an EIR or a negative declaration. CEQA Guidelines § 15168(c)(1). Conversely, if no new effects would occur or new mitigation measures would be required, the City could approve development on the 350 Airport site as being within the scope of the project covered by the program EIR and no new environmental document would be required. CEQA Guidelines § 15168(c)(2).

5.3

On page 3.1-4, the Draft EIR states that it considered 11 projects either recently constructed, under construction or recently approved as part of the cumulative analysis. It also states that these projects include residential, institutional and commercial developments. We did not find a list of these projects in the Draft EIR and request that one be included in the Final EIR.

5.4

## 3. Transportation

The Draft EIR concludes that both projects will result in a significant impact (both on a project level and on a cumulative level ) to the Amphlett/Poplar intersection in San Mateo. *See* Impact TR-1 and Impact TR-7. Mitigation Measure TR-1 requires both project sponsors to pay their fair share toward

5.5

<sup>1</sup> In some places, the Draft EIR refers to the 300 Airport Boulevard project as consisting of a total development of 730,000 square feet. *See, e.g.*, Draft EIR, pp. S-6, S-8, 2-13, 2-31, 2-32, 3.2-13, 3.10-6. This figure appears to exclude the 37,000 square foot amenities building. Thus, these references should be revised to reflect the total 767,000 square feet of

improvements to this intersection. The Draft EIR acknowledges that no specific improvement has been identified for this intersection and concludes that since the intersection is under the control of an agency other than the City of Burlingame, *i.e.*, the City of San Mateo, the impact is significant and unavoidable. The nature and scope of this improvement needs to be further defined and the list of potentially responsible parties needs to be discussed, especially since the property owners contributing to this improvement will likely encompass more than just these 2 property owners.

5.5  
Cont'd

On page 3.4-31, the Draft EIR notes that under conditions with traffic from the 300 Airport project alone as well as under conditions with traffic from both 300 Airport plus the potential future development at the 350 Airport site, the project would have a significant effect on 6 freeway segments during at least one peak hour. However, a comparison of the 300 Airport and 300 Airport plus 350 Airport projects in Table 3.4-13 shows that traffic from the 350 Airport project alone would not exceed the pertinent 1% threshold on several of the freeway segments and thus would not have a significant impact on these segments. Thus, the analysis and conclusions regarding this impact should be reviewed and reconsidered in the Final EIR.

5.6

The Draft EIR similarly concludes that both projects would have a significant impact to 10 freeway segments under cumulative conditions. *See* Impact TR-9. As with the analysis of project-level impacts, we think it is likely that the 350 Airport project alone would not result in significant cumulative impacts to certain freeway segments. We cannot confirm this point, however, since no table comparable to Table 3.4-13 is included in the Draft EIR for the cumulative freeway segment analysis. At minimum, we request that a table depicting the cumulative freeway segment analysis be included in the Final EIR (on page 3.4-45, the Draft EIR states that Table 3.4-15 includes this analysis, but that table actually shows the Cumulative Freeway Ramp Capacity Analysis). If the resulting analysis shows that the 350 Airport project would not have a significant cumulative impact to certain freeway segments, this should be made clear in the Final EIR.

5.7

#### 4. Air Quality

The Draft EIR concludes that because both projects would increase vehicle miles traveled, they would conflict with or obstruct implementation of the regional Clean Air Plan. *See* Impact AQ-1. It is unclear where this threshold comes from. It appears to be more conservative than the Bay Area Air Quality Management District (“BAAQMD”) standards, and if so, the Final EIR should point this out.

5.8

The Draft EIR concludes that both projects would result in significant air quality impacts related to construction activities. Mitigation Measure AQ-3.1 requires both projects to implement specified construction equipment emission minimization measures, including those pertaining to emissions of nitrogen oxides (“NOx”). As shown in Table 3.5-5, the project’s unmitigated NOx emissions are less than the BAAQMD standards. Thus, it seems like the 350 Airport project should not have to comply with the portions of this mitigation measure related to NOx emissions.

5.9

The Draft EIR likewise concludes that both projects would result in significant impacts related to operations. However, Table 3.5-6 shows that none of the BAAQMD standards would be exceeded in connection with operation of the 350 Airport project. Thus, the analysis should be updated and clarified in this regard.

5.10



On page 3.5-27, the Draft EIR states that if construction activities for the 350 Airport project were to occur within 1,000 feet from the child care center proposed to be operated as part of the 300 Airport project, a health risk assessment (“HRA”) would be required. Yet, later on this same page, the Draft EIR states that the child care center would be located farther than 200 meters (i.e., the minimum required screening distance) from the 350 Airport site and concludes that construction activities on the 350 Airport site would not be expected to result in a cancer risk or non-cancer risk above the regulatory thresholds. At minimum, the EIR should be revised to clarify that a HRA would only be needed if the child care center were operating at the time of construction of the 350 Airport project and construction activities would occur within the screening distance from the center.

5.11

On page 3.5-28, the Draft EIR notes that a HRA would need to assess the risk of operational exposure to toxic air contaminants if the 350 Airport site were to include a sensitive receptor or if back-up generators would not observe the same operating characteristics as the 300 Airport site.<sup>2</sup> At least as to sensitive receptors, this seems to be more of an impact of the environment on the project. Since CEQA is focused on the impacts of a project on the environment, such matters need not be considered in the EIR. See, e.g., *Ballona Wetlands Land Trust v. City of Los Angeles*, 201 Cal.App.4<sup>th</sup> 455 (2011) and *South Orange County Wastewater Authority v. City of Dana Point*, 196 Cal.App.4<sup>th</sup> 1604 (2011).

5.12

The Draft EIR concludes that both projects as well as cumulative projects would not be consistent with the regional Ozone Attainment Plan and Clean Air Plan. The Draft EIR goes on to note that even with implementation of a transportation demand management (“TDM”) program for the 350 Airport site (as required per Mitigation Measure AQ-.1.1), “the amount reduction for the 350 Airport Boulevard Project and the increase in [vehicle miles traveled] cannot be further mitigation for the 300 Airport Boulevard Project, resulting in significant and unavoidable impacts.” Draft EIR, p. 3.5-34. This text should be revised to state that even with mitigation, both projects would result in significant and unavoidable cumulative impacts with respect to consistency with regional air quality plans, as seems to be implied by this text.

5.13

As discussed above, the 350 Airport project does not appear to have a significant air quality impact related to operations. Yet, the Draft EIR concludes that the 350 Airport project would have a significant cumulative air quality impact related to operations. See, Draft EIR, pp. 3.5-34 to 3.5-35. Thus, the analysis and conclusions regarding cumulative air quality impacts should be reviewed and reconsidered. There is also a reference in the cumulative air analysis that the traffic/air analysis reflects implementation of a TDM program. Draft EIR, p. 3.5-35. This appears to be true only for the 300 Airport site and not for the 350 Airport site. This point should be clarified and confirmed in the Final EIR.

5.14

## 5. Hydrology and Water Quality

The Draft EIR identifies a significant impact related to flooding associated with sea level rise and imposes fairly extensive mitigation measures to protect both sites against a potentially worst-case 4.6 foot rise in sea levels. See Impact HY-7 and Mitigation Measures HY-7.1 through HY-7.4 Yet, recent

5.15

<sup>2</sup> The Draft EIR indicates that these operating restrictions include testing and maintenance operations performed when the child care center is not in operation. Draft EIR, p. 3.5-29. Please specify if any other operating restrictions were assumed for the 300 Airport project.

case law makes clear that sea level rise is an impact of the environment on the project and thus need not be considered in an EIR because an EIR is supposed to focus on the impact of the project on the environment. *Ballona Wetlands Land Trust, supra*.

Even if one were to consider this potential impact, other studies besides the one relied on by the Draft EIR should be considered. The Draft EIR appears to rely on a 2005 study regarding sea level rise prepared by the California Climate Change Center. In the *Ballona Wetlands* case, the court upheld the agency's reliance on an estimate prepared by the Intergovernmental Panel on Climate Change which the agency found to be more reliable than the "extreme worst case" projections contained in a draft paper prepared by the California Climate Change Center. At minimum, the Final EIR should provide more clarity as to the Climate Change Center study relied on by the Draft EIR and should consider other studies regarding sea level rise, including, but not limited to, studies prepared by the Intergovernmental Panel on Climate Change.

5.15  
Cont'd

## 6. Parks and Wind Effects on Recreation

As to potential wind impacts, the Draft EIR concludes that the wind shadow caused by the 300 Airport project would not substantially affect the prime windsurfing and kite boarding areas or substantially impair access to those areas and thus would not result in significant impacts to recreational wind surfing and kite boarding uses in the area. Draft EIR, pp. 3.11-10 to 3.11-11. The Draft EIR notes that the wind shadow caused by both 300 Airport and 350 Airport would extend farther north and east into the Bay compared to the 300 Airport project alone. The Draft EIR implies that this is not a significant impact, but this should be made clear in the Final EIR. Also, the Final EIR should specify and also depict the square footage and building heights it assumed for the 350 Airport site in its programmatic wind analysis.

5.16

Mitigation Measure RW-1.1 requires that a wind tunnel analysis of the 350 Airport site be conducted in order to ensure that future development of the site is designed in a way to minimize wind shadow impacts at surrounding windsurfing areas. The Final EIR should provide further guidance in this regard. For instance, if the impact is less than or equal to the wind shadow studied in the Draft EIR, the impact should be characterized as less than significant such that only increased wind shadow impacts of the 350 Airport site would need to be assessed in any further environmental review for that project.

5.17

## 7. Utilities and Service Systems

The Draft EIR notes that while both projects would not exceed wastewater treatment requirements or result in the need to construct new wastewater treatment facilities, the projects would require the expansion and rehabilitation of existing wastewater treatment infrastructure. Mitigation Measure UT-3.1 requires both projects to contribute fair share funds toward upgrades of the 399 Rollins Road Pump Station and potential associated upgrades to the City's wastewater treatment plant "in an amount concomitant with increases in wastewater flows contributed by the 300 Airport Boulevard Project." Draft EIR, p. 3.12-21. The fair share amount should be based on the increase in wastewater flows associated with each project. In addition, the nature and scope of these improvements needs to be further discussed, especially since the property owners contributing to these improvements will encompass more than just these 2 property owners.

5.18

## 8. Other

On page 4-1, the Draft EIR indicates that both projects would have significant and unavoidable project and cumulative impacts with respect to non-compliance with the “2010 Climate Action Plan.” We believe that these references were instead intended to refer to the “Clean Air Plan.” In addition, the summary here notes that the 350 Airport project would have significant and unavoidable project and cumulative impacts with respect to exceedance of criteria air pollutants and ozone precursor emissions during operations. As discussed above, we do not believe that the analysis supports these conclusions.

5.19

On pages 5-21 to 5-25, the Draft EIR concludes that implementation of both projects under the Existing Zoning Alternative would result in significant unavoidable impacts to the Amphlett/Poplar intersection as well as 3 freeway segments under existing plus project conditions and an unspecified number of freeway segments under 2035 plus projects. The Final EIR should specify the freeway segments impacted under 2035 plus project conditions and detail the impacted intersections under both project and cumulative conditions on both sites assuming implementation of the Existing Zoning Alternative. Also, the reference in the first line of the fifth paragraph on page 5-25 to the 300 Airport Boulevard Project should be to the 350 Airport Boulevard Project.

5.20

On pages 5-26 to 5-30, the Draft EIR concludes that implementation of both projects under the Existing Zoning Alternative would result in less than significant operational-related air quality impacts for 300 Airport but significant and unavoidable operational-related air quality impacts for 350 Airport based on the combined effect of development on both the 300 and 350 Airport sites. The Final EIR should explain why the impact is significant and unavoidable for the 350 Airport site when the 350 Airport emissions alone are less than the thresholds.

5.21

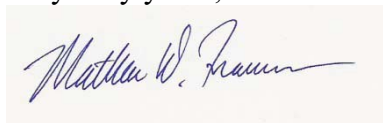
On page 5-35, the reference to the 350 Airport Boulevard site in the third sentence of the first full paragraph should be to the 300 Airport Boulevard site.

5.22

\*\*\*\*\*

Thank you for your consideration of NTH’s comments on the Draft EIR. We look forward to receiving and reviewing the City’s responses to our comments as well as monitoring the progress of the 300 Airport project.

Very truly yours,



Matthew Francois  
Sedgwick LLP

cc: William Siu  
Scott Kirkman  
Jack Munson  
Anna Shimko

**5. Matthew Francois, New Town Hotel/Sedgwick (Letter dated January 16, 2012)**

- 5.1 The FAR for the 300 Airport Boulevard Project has been calculated using the area of the 300 Airport Boulevard Site as identified in Figure 2-1 of the Draft EIR.
- 5.2 Both Fisherman's Park and the 350 Airport Boulevard Site will retain access during construction and operation of the 300 Airport Boulevard Project. The Project does not propose to alter the current status of Airport Boulevard as a public right of way.
- 5.3 As described in Section 1, Introduction, of the Draft EIR, the requested planning and zoning amendments analyzed in the Draft EIR would be applicable to the entirety of the APN subarea and zoning district, which includes both the 300 Airport Boulevard Site and the adjacent undeveloped 8.58-acre area referred to in this document as the 350 Airport Boulevard Site. At this time, the City has not received any application for the development of the 350 Airport Boulevard Site. Therefore, for the purposes of CEQA, the Draft EIR assumed development of the 350 Airport Boulevard under the zoning regulations proposed in the Draft EIR. This assumed development is analyzed in the Draft EIR on a programmatic basis. However, as further described in the Section, prior to approvals for the development of the 350 Airport Boulevard Site, additional project-level environmental analysis would be required subsequent to certification of this EIR. The type of subsequent environmental analysis required would be at the discretion of the City at the time that an application for development of the 350 Airport Boulevard Site is submitted.
- 5.4 The Draft EIR discusses cumulative projects on page 3.1-4. As stated, cumulative impacts of the Project are analyzed for each environmental topic at an appropriate level of detail. As indicated by the City, the cumulative analysis in the Draft EIR considers 11 projects either recently constructed, under construction, or recently approved as of January 2011.

However, as the commentor notes, a list of cumulative projects is not included in the Draft EIR. In response to this comment, a table has been added to the Draft EIR. However, it is important to note that this list is from January 2011 and was prepared around the time of the release of the Notice of Preparation (NOP). Several of these projects (such as the animal shelter at 1450 Rollins Road and the commercial buildings at 1450 Howard Avenue) have been constructed and are now operational. Nonetheless, these projects are still considered in the cumulative scenario rather than the baseline since this was the conditions at the time of the release of the NOP.

The following text has been added to the third paragraph on page 3.1-4 of the Draft EIR and the table has been added after this text.

As indicated by the City, the cumulative analysis in this EIR considers 11 projects either recently constructed, under construction, or recently approved as of January 2011. These projects, which are outlined in Table 3.1-1, below, include residential,

institutional, and commercial developments. It is important to note that all 11 projects are located south and east of US 101 and are not within the Bayfront Specific Plan area. ~~This is discussed further in~~ The appropriate sections of the Environmental Analysis discuss the cumulative project list as of January 2011, which was prepared around the time of the release of the Notice of Preparation (NOP) for the Project.

**Table 3.1-1**  
**Cumulative Project List**

<u>Project Address</u>	<u>Development Type</u>	<u>Description</u>	<u>Development Status<sup>a</sup></u>	<u>Distance from Project Site<sup>b</sup></u>
<u>556 El Camino Real</u>	<u>Residential</u>	<u>18-unit residential condominium zoned R-3. The project would demolish the existing 14 units and build 18 units.</u>	<u>Submitted in August 2006. Still in review</u>	<u>1.3 miles</u>
<u>1512-1516 Floribunda Avenue</u>	<u>Residential</u>	<u>9-unit residential condominium with below-grade parking, zoned R-3. Current structures (one single-family home and a four-unit multi-family building) would be demolished.</u>	<u>Construction completed</u>	<u>1.25 miles</u>
<u>1427 Chapin Avenue</u>	<u>Office</u>	<u>Remodel and addition to an existing building, zoned C-1, Subarea B1. Demolition of the accessory structures and remodel of the interior with a two-story addition (8,750 sf).</u>	<u>Construction completed</u>	<u>1.1 miles</u>
<u>1818 Trousdale Drive</u>	<u>Assisted Living (Residential)</u>	<u>Four-story, 79-unit assisted living facility with below-grade parking, zoned TW. There is currently a one-story vacant office building.</u>	<u>Approved in July 2006; construction is underway</u>	<u>2.7 miles</u>
<u>1840 Ogden Drive</u>	<u>Residential</u>	<u>Four-story, 45-unit residential condominium, zoned TW. Currently, the site contains a single-story office building, which would be demolished.</u>	<u>Approved July 2006; construction is underway</u>	<u>2.8 miles</u>
<u>1441-1445 Bellevue Avenue</u>	<u>Residential</u>	<u>Four-story, 20-unit residential condominium, zoned R-4. Currently, the site contains multi-family residential dwelling units with 18-units in five structures. The buildings would be demolished.</u>	<u>Approved July 2007; a building permit has not been issued</u>	<u>1.2 miles</u>



**Table 3.1-1  
Cumulative Project List**

<u>Project Address</u>	<u>Development Type</u>	<u>Description</u>	<u>Development Status<sup>a</sup></u>	<u>Distance from Project Site<sup>b</sup></u>
<u>1800 Trousdale Drive</u>	<u>Residential</u>	<u>Seven-story, 25-unit residential condominium, zoned TW. Currently, the site contains a single-story office building, which would be demolished.</u>	<u>Approved April 2007; a building permit has not been issued</u>	<u>2.7 miles</u>
<u>1450 Rollins Road</u>	<u>Animal Shelter</u>	<u>Remodel of an existing building and construction of a new building, zoned RR. The site would be used by the Peninsula Humane Society and SPCA.</u>	<u>FEIR certified in June 2007; construction underway</u>	<u>1.8 miles</u>
<u>1226 El Camino Real</u>	<u>Residential</u>	<u>Construction of a 9-unit, 4-story residential condominium, zoned R-3. Currently, the site contains 12 apartment units in 4 separate buildings, which would all be demolished.</u>	<u>Approved May 2008; construction complete</u>	<u>1.7 miles</u>
<u>260 El Camino Real</u>	<u>Commercial</u>	<u>Construction of a new 13,755 sf commercial retail building, zoned C-1, subarea A. The existing gas station building would be demolished.</u>	<u>Approved January 2009; construction complete</u>	<u>1.2 miles</u>
<u>1450 Howard Avenue</u>	<u>Commercial</u>	<u>Replacement of the existing Safeway with a new 44,982 sf store with 6,865 sf mezzanine. New Two-story retail/office building with 13,332 sf of retail space a 5,407 sf of office. The existing Safeway and Walgreens would be demolished. Existing building at 249 Primrose would be remodeled.</u>	<u>Approved February 2010; under construction</u>	<u>1.1 miles</u>

Source: City of Burlingame, 2011.

Notes:

a. Development Status as of January 2011.

b. Distance measured to the center of the 300 Airport Boulevard Site. All cumulative projects are south and east of US 101; none are in the Bayfront Specific Plan area.

5.5 Please refer to Response to Comment 4.1 for a discussion of the fair share contribution towards improvements to the Amphlett Boulevard/Poplar Avenue intersection.

- 5.6 As described in Section 3.4, Transportation, of the Draft EIR, the traffic analysis for the Project included a project-level analysis of the 300 Airport Boulevard Site and a programmatic analysis of the 300 Airport Boulevard Site plus 350 Airport Boulevard Site. The traffic study did not include a scenario with development only on the 350 Airport property since no application for the development of the 350 Airport Boulevard Site has been submitted to the City. Therefore, no conclusions can be drawn relative to the traffic impacts of development of the 350 Airport Boulevard Site alone.
- 5.7 Please see the response to comment 5.6 for a discussion of the traffic analysis completed for the Project.
- 5.8 The commentor is correct in stating that Section 3.5, Air Quality, of the Draft EIR determined that the 300 Airport Boulevard Project combined with the 350 Airport Boulevard Project would increase VMT, thereby conflicting with the Clean Air Plan. The threshold for Impact AQ-1 is derived from BAAQMD methodology. As stated on page 3.5-14 of the Draft EIR, “under BAAQMD methodology, for consistency with the 2010 CAP, a project or plan must demonstrate that the population or vehicle miles traveled (VMT) assumptions contained in the CAP would not be exceeded and that the project or plan implements transportation control measures (TCMs) as applicable.” Metropolitan Transportation Commission (MTC) maintains an inventory of population and VMT for the region and by county. This data was used in order to determine the impact of the change in employment and VMT as a result of implementation of the Project.

As discussed in Impact AQ-1 (see Section 3.5, Air Quality, of the Draft EIR), under the proposed zoning (including the increased FAR) development of the 300 Airport Boulevard Site would result in an increase in the amount of employees beyond the increase that would result from development under current zoning regulations. As such, this proposed development would not comply with the CAP. In addition, based on a net new vehicle trip generation and trip length assumptions from the 300 Airport Boulevard Operational CARB URBEMIS 2007 model (see Appendix D of the Draft EIR), the addition of Project-related VMT to the 2035 forecast would result in an increase in VMT with the Project. Consequently, the increase in VMT (0.33 percent) would be more than the increase in population (0.10 percent) and would therefore be considered inconsistent with the population and VMT assumptions of the CAP.

As further discussed in Section 3.5, Air Quality, of the Draft EIR, development of the 350 Airport Boulevard Site is speculative at this time since no project specific development has been proposed. Therefore, air quality impacts related to VMT and population increase could change depending on the ultimate development proposal. As stated on pages S-9 and 2-13 of the Draft EIR (and referenced in Section 3.5, Air Quality), “for the purposes of programmatic analysis, development of the 350 Airport Boulevard Site is assumed to be office uses to the greatest permissible density allowed under the proposed amendments to

the Specific Plan and APN zoning district (1.0 FAR). This assumption represents a conservative scenario.” Based on the net new vehicle trip generation and trip length assumptions from the 350 Airport Boulevard Operational CARB URBEMIS 2007 model (see Appendix D of the Draft EIR) the addition of VMT from the potential development of the 350 Airport Boulevard Site to the 2035 forecast would result in a total VMT increase of 0.45 percent. Consequently, the rate of increase in VMT (0.45 percent) would be greater than the rate of increase in population (0.06 percent) and would be considered inconsistent with the population and VMT assumptions of the CAP. In addition, it should be noted that operation of 350 Airport Boulevard would likely occur concurrently with that of 300 Airport Boulevard. As such, the combined effect of the Project would also be inconsistent with the CAP, thus resulting in a significant impact on the implementation of State and federal air quality plans.

5.9 The commentor is correct in stating that Table 3.5-5 in Section 3.5, Air Quality, of the Draft EIR demonstrated that construction related unmitigated NO<sub>x</sub> emissions of the 350 Airport Boulevard project were less than the thresholds established by BAAQMD. However, page 3.5-18 of the Draft EIR stated, “no specific development for the site has been proposed at this time, and thus, specific construction details, such as construction phasing and equipment, are unknown. However, this analysis assumed that construction activities for the site would include similar activities to those proposed for development of the 300 Airport Boulevard Site.” As described in Section 2.5, Project Description, of the Draft EIR, for purposes of the analysis development of the 350 Airport Boulevard Site is assumed to be office uses to the greatest permissible density allowed under the proposed amendments to the Specific Plan and APN zoning district (1.0 FAR), a conservative scenario. Because there is currently no project-specific application for the development of the 350 Airport Boulevard Site, the configuration, height, and bulk of buildings analyzed in the Draft EIR for the 350 Airport Boulevard Site is speculative. The associated construction impacts could change depending on the ultimate development proposal. Mitigation Measure AQ-3.1 is derived from the BAAQMD CEQA Guidelines, as described in Section 3.5, Air Quality, of the Draft EIR. Additional project-level environmental analysis would be required for the 350 Airport Boulevard Site if, or when, an application for the development of the 350 Airport Boulevard Site is submitted to the City, and subsequent environmental documentation would be conducted in order to determine the necessary construction mitigation measures.

5.10 As stated in Section 1, Introduction, of the Draft EIR, the “project” analyzed in the Draft EIR refers to the specific development proposed for the 300 Airport Boulevard Site as well as amendments to the Bayfront Specific Plan and zoning regulations applicable to the entire Anza Point North subarea and zoning district, which includes the 300 Airport Boulevard Site and the adjacent 350 Airport Boulevard Site. As stated on page 1-1 of the Draft EIR, “the 350 Airport Boulevard Site is under separate ownership and the City has not received any application for development of this site. Therefore, this EIR, analyzes the development

of the 300 Airport Boulevard Site on a project-specific basis, and also analyzes the potential effects of requested planning and zoning changes as they relate to the 350 Airport Boulevard Site on a programmatic basis. Prior to approvals for the development of the 350 Airport Boulevard Site, additional project-level environmental analysis would be required subsequent to certification of this EIR.”

As described in Response 5.8, for the purposes of the CEQA analysis, development of the 350 Airport Boulevard Site is assumed to be office uses at 1.0 FAR. This assumption represents a conservative scenario on the basis that office uses would accommodate a higher ratio of employees per square foot of floor area compared to other uses (i.e., life-science uses, hotel restaurant, etc.) and therefore would have greater effects on transportation and related impacts. As stated on page 3.5-25 of the Draft EIR, “operation-related emissions only associated with the 350 Airport Boulevard Project would not have the potential to exceed the 2011 BAAQMD thresholds of significance based on the estimated model. However, since a project application has not yet been submitted for the 350 Airport Boulevard Site, it is assumed that it would be operating after implementation of 300 Airport Boulevard and operational activities associated with the 350 Airport Boulevard Site would occur concurrently with operational activities of the 300 Airport Boulevard Site. As shown in Table 3.5-6, the combined effect of the operation at both the 300 Airport Boulevard Site and the 350 Airport Boulevard Site would exceed BAAQMD thresholds.” The analysis presented in Section 3.5, Air Quality, of the Draft EIR regarding potential impacts related to future development of the 350 Airport Boulevard Site is conclusive only at a programmatic level. The operational impacts could change depending on the ultimate development and site plan proposed. As stated on page 2-2 of the Draft EIR, additional project-level environmental analysis will be required for the 350 Airport Boulevard Site if or when an application for the development of the 350 Airport Boulevard Site is submitted to the City.

- 5.11 In response to the comment, Draft EIR text on page 3.5-27, last sentence of the first paragraph, is revised as follows:

If construction activities for the 350 Airport Boulevard Site occurred within 1,000 feet of the childcare center while the childcare center is operational, a HRA would be required as part of the environmental review of the project to ensure the impacts to the childcare center would be less than significant.

- 5.12 In *Ballona Wetlands Land Trust v. City of Los Angeles*, the court ruled that the requirements established in CEQA Guidelines Section 15126.2 and Appendix G, that an EIR identify the effects of the environment on a project and its users and structures is neither consistent with CEQA’s legislative purpose nor required by the CEQA statutes. However, it is important to note that although the court ruled in *Ballona Wetlands Land Trust v. City of Los Angeles* that the lead agency was not required to evaluate the effect of

the environment (sea level rise) on the project, this ruling does not preclude a lead agency from evaluating environmental conditions that are relevant and important to a specific project. Further, the checklist questions included in Appendix G are intended to provide lead agencies with a guide for determining the scope of a given environmental analysis and should not be construed as thresholds of significance. The checklist questions in Appendix G of the CEQA Guidelines do not preclude the lead agency in asking additional questions it feels are relevant to the project under analysis. Additionally, as stated in CEQA Guidelines Section 15064(b) and 15064.7(b), the City of Burlingame, as lead agency, is permitted discretion in establishing significance thresholds and determining how to apply these thresholds in varying settings, as long as the application does not foreclose consideration of potentially significant impact.

As stated on page 3.5-9 of the Draft EIR, the standard of significance used by the City of Burlingame to determine air quality impacts associated with the project include the BAAQMD CEQA Guidelines. As further stated on page 3.5-28 of the Draft EIR, BAAQMD Guidelines recommend that all TAC and PM<sub>2.5</sub> sources within 1,000 feet of the Project boundaries be identified and their individual impacts on a proposed receptor development determined. It is unknown at this time if 350 Airport Boulevard may construct a back-up generator associated with onsite operations, however it is assumed for the purposes of the analysis, that the generator would operate under the same restrictions as those identified for 300 Airport Boulevard as included on page 3.5-31 of the Draft EIR as “Improvement Measures.” At the time full project definition and development specifications for 350 Airport Boulevard are known a full health risk evaluation with respect to the new development design may be required if the proposed development includes sensitive receptors or if any back-up generators are proposed that would not observe the same operating conditions as identified for the 300 Airport Boulevard development. Based on compliance with the BAAQMD Guidelines, introduction of a sensitive receptor would not be considered an impact of the environment on the 350 Airport Boulevard project.

- 5.13 In response to the comment, Draft EIR Table S-3, on page S-13, and in Draft EIR text on page 3.5-34, second and third full sentences of the second paragraph, are revised as follows:

MITIGATION MEASURE. Implementation of Mitigation Measure AQ-1.1 for the 350 Airport Boulevard Project would require TDM as a project component. However, the amount of reduction for the 350 Airport Boulevard Project and the increase in VMT cannot be further mitigated for the 300 Airport Boulevard Project. The combined effect of operation of 300 Airport Boulevard and 350 Airport Boulevard would result in significant and unavoidable cumulative impacts with respect to consistency with regional air quality plans. (SU)



5.14 As stated in Section 1, Introduction, of the Draft EIR, the “project” analyzed in the Draft EIR refers to the specific development proposed for the 300 Airport Boulevard Site as well as amendments to the Bayfront Specific Plan and zoning regulations applicable to the entire Anza Point North subarea and zoning district, which includes the 300 Airport Boulevard Site and the adjacent 350 Airport Boulevard Site. As stated on page 1-1 of the Draft EIR, “the 350 Airport Boulevard Site is under separate ownership and the City has not received any application for development of this site. Therefore, this EIR, analyzes the development of the 300 Airport Boulevard Site on a project-specific basis, and also analyzes the potential effects of requested planning and zoning changes as they relate to the 350 Airport Boulevard Site on a programmatic basis. Prior to approvals for the development of the 350 Airport Boulevard Site, additional project-level environmental analysis would be required subsequent to certification of this EIR.”

As stated on page 3.5-24 of Section 3.5, Air Quality, of the Draft EIR, “a development proposal for 350 Airport Boulevard has not been submitted. Future development would increase the number of employees who travel to the site and visitors who may use surrounding recreation facilities. However, for the purposes of programmatic analysis, development of the 350 Airport Boulevard Site is assumed to be office uses at 1.0 FAR. This assumption represents a conservative scenario on the basis that office uses would accommodate a higher ratio of employees per square foot of floor area, compared to other uses (i.e., life-science uses, hotel restaurant, etc.) and therefore would have greater effects on transportation and related impacts.” Since a project-specific application has not yet been submitted for the 350 Airport Boulevard Site, it is assumed that it would be operating after implementation of 300 Airport Boulevard and operational activities associated with the 350 Airport Boulevard Site would occur concurrently with operational activities of the 300 Airport Boulevard Site. As stated in Section 3.5 Air Quality, BAAQMD considers projects that result in a significant criteria air pollutant impacts on a project level to also result in a cumulatively considerable contribution to regional criteria air pollutants. Therefore, the combined operational effect at both the 300 Airport Boulevard Site and the 350 Airport Boulevard Site (the “project” evaluated in the Draft EIR), would result in a net increase in emissions greater than BAAQMD’s thresholds for ROG, NO<sub>x</sub>, and PM<sub>10</sub> even with the TDM program that would be incorporated as a Project component.

5.15 In *Ballona Wetlands Land Trust v. City of Los Angeles*, the court ruled that the requirements established in CEQA Guidelines Section 15126.2 and Appendix G, that an EIR identify the effects of the environment on a project and its users and structures is neither consistent with CEQA’s legislative purpose nor required by the CEQA statutes. However, it is important to note that although the court ruled in *Ballona Wetlands Land Trust v. City of Los Angeles* that the lead agency was not required to evaluate the effect of the environment (sea level rise) on the project, this ruling does not preclude a lead agency from evaluating environmental conditions that are relevant and important to a specific project. Further, the checklist questions included in Appendix G are intended to provide

lead agencies with a guide for determining the scope of a given environmental analysis and should not be construed as thresholds of significance. The checklist questions in Appendix G of the CEQA Guidelines do not preclude the lead agency from asking additional questions it feels are relevant to the project under analysis. Additionally, as stated in CEQA Guidelines Section 15064(b) and 15064.7(b), the City of Burlingame, as lead agency, is permitted discretion in establishing significance thresholds and determining how to apply these thresholds in varying settings, as long as the application does not foreclose consideration of potentially significant impact.

Furthermore, it is appropriate to include analysis of sea level rise because there would be stormwater flows and underground storm drainage infrastructure associated with the Project. As described in Impact HY-7, pages 3.9-30 to 31, of the Draft EIR, the Project would include an underground storm drain system that could be subject to flooding from increases in the shallow groundwater table and backwater effects and reduced conveyance capacity due to the effects of sea level rise. If the effects of sea level rise are not accounted for in the design of utility infrastructure for the Project higher water surface elevations in the Bay could also cause higher water surface elevations in Sanchez Channel and backing-up of the storm drain system, increasing the change of both on- and off-site flooding.

The analysis of potential impacts related to sea level rise contained in Section 3.9, Hydrology and Water Quality, of the Draft EIR relies upon projections from the San Francisco Bay Conservation and Development Commission (BCDC) to estimate the extent of future sea level rise in the San Francisco Bay. BCDC is the federally-designated state coastal management agency for the San Francisco Bay segment of the California coastal zone.<sup>1</sup> As described on page 3.9-19 of the Draft EIR, BCDC was established for the purpose of preventing unnecessary filling of the Bay and to improve public access to the Bay. In order to achieve its management goals BCDC adopted the Bay Plan in 1968. On October 6, 2011, BCDC approved an amendment to the Bay Plan to address climate change. The finding and policies that have been incorporated into the Bay Plan are primarily based on information provided in the background report titled, *Living with a Rising Bay: Vulnerability and Adaptation in San Francisco Bay and on the Shoreline*. The background report uses two sea level rise projections as the basis for its vulnerability assessment: a 16-inch sea level rise by mid-century and a 55-inch rise in sea level by the end of the century. The projections used in BCDC's background report fall within the sea level rise ranges suggested by the Coastal and Ocean Working Group of the California Climate Action Team in their Sea Level Rise Interim Guidance document, which was endorsed by a resolution of the California Ocean Protection Council in 2011.<sup>2</sup> The analysis

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<sup>1</sup> BCDC, History of the San Francisco Bay Conservation and Development Commission, website: <http://www.bcdc.ca.gov/history.shtml>, accessed February 24, 2012.

<sup>2</sup> BCDC, Living with a Rising Bay: Vulnerability and Adaptation in San Francisco Bay and on its Shoreline, October 6, 2011, website: <http://www.bcdc.ca.gov/BPA/LivingWithRisingBay.pdf>, accessed February 24, 2012.

of potential impacts related to sea level rise contained in Section 3.9, Hydrology and Water Quality, of the Draft EIR relies on two sea level rise scenarios, 16 inches by mid-century (2055) and 20 to 55 inches by the year 2099, consistent with BCDC assumptions. In terms of the Draft EIR's reliance on sea level rise projections established in the BCDC Bay Plan as opposed to the use of projections from alternative scientific bodies, under CEQA, a lead agency's basis for analyzing potentially significant impacts in an EIR is not subject to question based on whether its technical studies are irrefutable or could have been better, only that the technical studies are "sufficiently credible" to be considered as part of the total evidence that supports the lead agency's determinations. *See Eureka Citizens*, 147 Cal. App. 4th at 372, *citing Laurel Heights Improvement Assn v. Regents of Univ. of California* (1988) 47 Cal. 3d 376, 409.

Based on discussion between City staff and BKF Engineers,<sup>3</sup> Draft EIR Table S-3, on page S-34, and Draft EIR text in Mitigation Measure HY-7.1, page 3.9-33 of the Draft EIR are revised as follows:

*HY-7.1 Provide Flood Protection up to the 100-Year Flood Event plus Sea Level Rise for Underground Structures.* To protect underground structures from sea level rise flood risks, prior to approving grading and/or building permits the City shall ensure that the project design incorporates its floodplain development requirements into all applicable project features using a flood elevation of at least ~~11.6~~ 7.1 feet. All below-ground structures, including storm drains, sewers, equipment facilities, and others, shall be flood proofed and designed to withstand hydrostatic forces and buoyancy from water surface elevations up to ~~11.6~~ 7.1 feet in elevation. Certain portions of the shoreline open space may not be protected at the ultimate level of flooding, given proposed heights. However, developed areas of the Project would be protected. For the shoreline areas, an adaptive strategy would be implemented to address end-of-century conditions.

- 5.16 As discussed in the Draft EIR, the development of 350 Airport Boulevard Site is speculative at this time such that wind impacts from the development of that Site cannot be assessed. Draft EIR Mitigation Measure RW-1.1 on page 3.11-14 of the Draft EIR requires any development of the 350 Airport Boulevard Site to demonstrate that it minimizes potential wind impacts using the same threshold that was used for evaluation of the 300 Airport Boulevard site, through implementation of a wind analysis specific to any proposed developoment at 350 Airport Boulevard. Section 3.11, Parks and Wind Effect on Recreation, of the Draft EIR determined that upon this demonstration, impacts from any

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<sup>3</sup> Tom Morse, BKF Engineers/Surveyors/Planners, *Memorandum: Burlingame Point Draft EIR Hydrology Comments*, to Aaron Foxworthy, Coblenz, Patch, Duffy & Bass LLP, January 17, 2012.

proposed future development at the 350 Airport Boulevard Site would be less than significant.

For purposes of showing estimated cumulative wind speed impacts from the 300 Airport Boulevard Project as well development of the 350 Airport Boulevard Site, as shown in Figure 3.11-3, the Draft EIR wind study created a model of development of the 350 Airport Boulevard Site based on compliance with established FAR and parking requirements, with the structures consisting of a six story, 175, 200 square-foot building on the west side of the site and a five-story 146,000 square-foot building on the east side of the site. Regardless of this estimation, development of the 350 Airport Boulevard Site will be required to comply with Mitigation Measure RW-1.1.

- 5.17 As stated in Section 1, Introduction, of the Draft EIR, the “project” analyzed in the Draft EIR refers to the specific development proposed for the 300 Airport Boulevard Site as well as amendments to the Bayfront Specific Plan and zoning regulations applicable to the entire Anza Point North subarea and zoning district, which includes the 300 Airport Boulevard Site and the adjacent 350 Airport Boulevard Site. As stated on page 1-1 of the Draft EIR, “the 350 Airport Boulevard Site is under separate ownership and the City has not received any application for development of this site. Therefore, this EIR, analyzes the development of the 300 Airport Boulevard Site on a project-specific basis, and also analyzes the potential effects of requested planning and zoning changes as they relate to the 350 Airport Boulevard Site on a programmatic basis. Prior to approvals for the development of the 350 Airport Boulevard Site, additional project-level environmental analysis would be required subsequent to certification of this EIR.”

As described in Response 5.16, above, Section 3.11 of the Draft EIR recognizes that the wind analysis conducted for the 350 Airport Boulevard Site used a speculative site plan and building design to model the potential effects of the planning and zoning changes proposed as part of the Project. The analysis presented in Section 3.11 regarding potential impacts related to future development of the 350 Airport Boulevard Site is not conclusive and the wind shadow effect could change depending on the ultimate development and site plan proposed. As such, the Draft EIR determined that implementation and adherence to Mitigation Measure RW-1.1 (which requires that the 350 Airport Boulevard Site be designed to minimize wind shadow effects consistent with community wind standards established in the Bayfront Specific Plan the significance criteria established by the City), would ensure that future development of the 350 Airport Boulevard Site would result in a less-than-significant impact on windsurfing and kiteboarding resources. The Draft EIR and the program-level analysis of the 350 Airport Boulevard Site does not preclude future project-specific environmental review of the 350 Airport Boulevard Site at the time a development proposal for the site is submitted to the City of Burlingame.

- 5.18 Page 3.12-18 to 3.12-20 of Section 3.12, Utilities, of the Draft EIR states that development of the 300 Airport Boulevard Project would not exceed wastewater treatment requirements or result in the need to construct new facilities with the implementation of Mitigation Measure UT-3.1. Mitigation Measure UT-3.1 requires that the respective Project Sponsors of the 300 Airport Boulevard Project and 350 Airport Boulevard Project implement upgrades to the Rollins Road Pump Station related to the controller and pumps (not the entire pump station) necessary to accommodate the addition to peak wet weather flows through the Pump Station from the respective Projects.

Similarly, Mitigation Measure UT-3.1 requires that the respective Project Sponsors of the 300 Airport Boulevard Project and 350 Airport Boulevard Project rehabilitate portions of the existing wastewater conveyance system within either Basin 2 or 6 identified in the City of Burlingame's Stormwater Management Plan. These improvements would reduce peak wet weather flows reaching the City's wastewater treatment plant in amounts necessary to offset each respective Project's contribution to peak wastewater flow to the plant.

For the pump station improvements, the Project Sponsor of 300 the Airport Boulevard Project would be responsible for the cost of all necessary improvements to the Rollins Road Pump Station. These costs would be offset by a fair-share contribution from the future project sponsor(s) of development of the 350 Airport Boulevard Site necessary to reimburse the 300 Airport Boulevard Project Sponsor. Each Project Sponsor will be responsible for upgrades to the City's waste water conveyance system within Basin 2 and 6 as discussed previously. The Draft EIR does not contemplate improvements for properties in addition to the 300 Airport Boulevard Project and 350 Airport Boulevard Project, nor that other property owners would be making fair share contributions for wastewater utility upgrades discussed in Impact UT-3 and mitigation measure UT-3.1.

- 5.19 Please see responses to comments 5.8 and 5.14 for a discussion of air quality impacts associated with the potential future development of the 350 Airport Boulevard Site.

The commentor is correct that the Draft EIR has an error in reference to the Climate Action Plan on page 4-1. Therefore, Draft EIR text on page 4-1, second bullet point, is revised as follows:

Non-compliance with the 2010 ~~Climate Action~~ Clean Air Plan;

- 5.20 The discussion of impacts to intersections associated with the Existing Zoning Alternative in the Draft EIR for both the 300 Airport Boulevard Site and the 350 Airport Boulevard Site includes text that all but one study intersection would be impacted by the alternative. The discussion goes on the read that the impacted intersection is the Amphlett Boulevard/Poplar Avenue intersection due to the existing operational issues at that intersection.



The traffic analysis for cumulative conditions was performed at a qualitative level. Because a number of freeway segments would be impacted under project conditions, it can be assumed that these same freeway segments (at a minimum) would be impacted under cumulative conditions.

The text in the first line of the fifth paragraph on page 5-25 of the Draft EIR is correct. The term “300 Airport Boulevard Project” refers to the project as whole when comparing impacts associated with project alternatives to those associated with the “Project.”

- 5.21 As stated on pages 5-28 to 5-29, of the Draft EIR, “because the 350 Airport Boulevard Site is currently vacant and construction would occur after development of the 300 Airport Boulevard Site, there would be an increase in operational emissions over existing conditions with implementation of the Existing Zoning Alternative.” In addition as stated on page 5-29 of the Draft EIR, “operation-related emissions only associated with the 350 Airport Boulevard Existing Zoning Alternative would not have the potential to exceed the 2011 BAAQMD thresholds of significance based on the estimated model. However, since it is assumed that the 350 Airport Boulevard Site would be in operation after construction of the 300 Airport Boulevard Site operational activities with both Project Sites would occur concurrently. The combined effect of the operation at both the 300 Airport Boulevard Site and the 350 Airport Boulevard Site would exceed BAAQMD thresholds.” As such, based on the assumptions made for purposes of the programmatic analysis of the 350 Airport Boulevard Project (as stated in the Draft EIR) the impact determination of significant and unavoidable was made for the 350 Airport Boulevard Site as a component of the evaluated project.
- 5.22 The requested change made by the commentor is incorrect. The current reference to the 350 Airport Boulevard Project on page 5-35, third sentence, of the Draft EIR, is correct and will remain. As stated, similar to the 350 Airport Boulevard Project, the Existing Zoning Alternative at the 350 Airport Boulevard Site would not impact special-status species or wetlands. This holds true for the 300 Airport Boulevard Project as well; however, since the alternatives analysis compares the impacts of the alternatives to the Project as proposed, the alternatives analysis at the 350 Airport Boulevard Site is compared to the Project analysis at the 350 Airport Boulevard Site.



## LETTER 6

### SAN FRANCISCO BOARDSAILING ASSOCIATION

1592 UNION STREET, BOX 301 • SAN FRANCISCO, CALIFORNIA 94123

January 15, 2012

Maureen Brooks, Planning Manager  
City of Burlingame  
Community Development Department  
Planning Division  
501 Primrose Road  
Burlingame, CA 94010-3997  
Fax: (650) 696-3790  
Email: [mbrooks@burlingame.org](mailto:mbrooks@burlingame.org)

**Subject: Comments on the Draft Environmental Impact Report for the proposed 300 Airport Boulevard Project and the need to completely and accurately address Impacts to the Recreational Uses of Windsurfing and Kiteboarding on San Francisco Bay**

Dear Ms. Brooks

This letter provides comments with respect to the content, significance thresholds, impact analysis methodologies and proposed findings of the Draft Environmental Impact Report (DEIR) for the proposed 300 Airport Boulevard Project.

The San Francisco Boardsailing Association (SFBA) is a California not-for-profit organization founded in 1986 to protect and enhance boardsailing access, and to promote boardsailing safety and related education in the San Francisco Bay Area. To this end, SFBA actively participates in the planning processes for special events, development, reuse and redevelopment of public and private properties adjacent to San Francisco Bay which may enhance, threaten and/or directly or indirectly impact the recreational uses of Windsurfing and/or Kiteboarding.

The World-Class recreational uses of windsurfing and kiteboarding at Coyote Point Recreation Area are irreplaceable because of the regional geography and superior wind conditions unique to the San Francisco Bay Area. More specifically, the local geography of the Coyote Point Recreation Area is unique in that it is the only public water-contact access location on the entire San Francisco Bay Peninsula that is suitable for windsurfing and kiteboarding instruction and is open to the greater Bay waters for more advanced windsurfers and kiteboarders (also frequently referred to as sailors).



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## PROJECT SELECTION AND ALTERNATIVES ANALYSIS

SFBA’s review of the Draft EIR confirms that the project is approximately 60% larger than existing zoning allows within the Bayfront Specific Plan, and as such, would significantly impact both wind speeds and turbulence as we know it today.

This EIR concerns a land use plan change that would allow a substantial increase in density, from 471,000 square feet to 777,000 square feet, adjacent to one of the few sites in San Francisco Bay used to teach windsurfing and kiteboarding. Even development at the lower intensity would adversely affect recreation on the Bay; the higher intensity proposed further increases this intensity, and the EIR is tailored to argue that such impacts are less than significant and require neither an effort to develop less damaging alternatives nor mitigation measures.

We disagree; we think that a fair analysis would find that the impact of the proposed development on established and protected recreational resources would constitute a significant impact under CEQA. Although the CEQA Process and comments about this EIR are not meant to be a discussion about entitlements of the proposed project, SFBA believes that the project’s proposed FAR of 1.0 in an area zoned for an FAR of 0.6 demands stronger alternatives selection and analysis than presently provided.

**We ask that the draft EIR be corrected and re-circulated for comment** as a result of:

1. The omissions of important state policy and current activities in selecting significance thresholds;
2. The bias in the document which does not adequately evaluate the wind impacts of development at the density allowed under existing zoning; and
3. The City’s decision to withhold from public review most of the technical content of the underlying wind tunnel analysis.

**As a result, the document fails to meet even the most lenient standard of adequacy.**

## SIGNIFICANCE THRESHOLDS AS A STANDARD FOR IMPACT ANALYSIS

CEQA defines significant effects on the environment as “a substantial, or potentially substantial, adverse change in the environment.” Until 2005, the CEQA guidelines advised that recreational impacts were generally considered significant. While that was changed, this provision in Section 15064(e) of the CEQA Guidelines is of particular importance:



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“..... If the physical change causes adverse economic or social effects on people, those adverse effects may be used as a factor in determining whether the physical change is significant. For example, if a project would cause overcrowding of a public facility and the overcrowding causes an adverse effect on people, the overcrowding would be regarded as a significant effect.”

Thus, in considering the impact on recreation, the actual impact of the physical changes on human activities must be considered. In establishing significance thresholds for this proposal, the City relies on Appendix G of the CEQA guidelines without examining either the particular nature of recreation that occurs adjacent to the site, or the full policy framework that is extended to coastal waters under existing laws. To be sure, these policies are more expansive than the threshold selected by the City.

The starting point for considering impacts on access to the water must be the California Constitution; recreational access to the Bay is different from other forms of recreation that may be evaluated under CEQA because it has Constitutional standing. Section 4 of Article X of the State Constitution provides, in most relevant part:

**No ... corporation ... possessing the frontage .... of a... bay... in this State, shall be permitted to exclude the right of way to such water** whenever it is required for any public purpose, **nor to destroy or obstruct the free navigation of such water** (emphasis added)

Thus, a policy that prohibits obstructing the free navigation of the publicly owned waters in the Bay has already been established in the Constitution. This policy should be used in consideration of this project, which will obstruct and substantially impair the free flow of wind necessary to 1) successfully navigate this area on a windsurfer or with a kite and 2) enjoy the existing recreation on the bay along the site frontage.

The City limits its consideration of adverse windsurfing impacts to one of substantial impairment of prime windsurfing areas, which ignores both the nature of the current recreational use – windsurfing and kiteboarding instruction - and its relative scarcity.

For perspective, San Francisco Bay is the largest Pacific estuary in the Americas with an area of approximately 1,600 square miles, or 1,024,000 acres. Yet only a relatively small part of that area is suitable for windsurfing, and an even tinier part of that area (several acres?) is suitable for windsurfing instruction.

6.3  
Cont'd



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Throughout the Bay there are only a handful of beaches, and this beach is particularly valuable because:

1. The prevailing Northwest and West-Northwest winds blow students safely toward the shore instead of out-to-sea, and
2. It is stable, while much of the shoreline in the West Bay, and essentially all of the other windsurfing and kiteboarding launches, are eroding.

A fair effort to establish your significance threshold for recreation would consider the current and existing use of the area, namely teaching or instruction, and the scarcity of such sites, and it would conclude that **impairment of one of the few available teaching sites is indeed a significant impact.**

The Constitutional language cited above further provides direction that the “...Legislature shall enact such laws as will give the most liberal construction to this provision, so that access to the navigable waters of this State shall be always attainable for the people thereof.” The MacAteer-Petris Act, which established BCDC and the nation’s first Coastal program, and the recently enacted Bay Trail are two examples of such legislation.

The Bay Plan, developed by BCDC under the MacAteer-Petris Act, includes the following policy language as part of the mapping of Coyote Point Recreation Area as a protected waterfront park and beach: **“Preserve beach and launching ramp, ...Preserve and improve windsurfing...”**

The Water Trail Act, passed by the legislature to increase public access onto the Bay, is now included in the Public Resources Code, and establishes policies that should have been used in formulating thresholds of significance, including:

1. “The San Francisco Bay Area Water Trail, established pursuant to this chapter, shall be implemented consistent with the goals of improving access to, within, and around the bay” (Section 6691(f), and
2. **“Water-oriented recreational uses of the San Francisco Bay, including kayaking, canoeing, sail boarding, sculling, rowing, car-top sailing, and the like, are of great benefit to the public welfare of the San Francisco Bay Area.”**

6.3  
Cont'd





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We ask that the City of Burlingame establish significance thresholds which include consideration of all of the above policies and laws, and that:

1. This effort must recognize that state policy, which must be used as a benchmark in establishing significance thresholds, is to preserve and improve access to the Bay, not allow damage to that access, and that
2. Nothing in these policies supports the idea that only impacts to prime windsurfing sites should be considered to be potentially significant.

6.3  
Cont'd

### USING WIND TUNNEL STUDIES TO PROVIDE A FAIR ASSESSMENT OF IMPACT

We appreciate the efforts of the developer to develop a physical model and subject it to wind tunnel testing to estimate the impacts of the project. While the wind tunnel sensors and measuring process (hot-wire anemometers – HWA) can provide a fairly robust comparison of wind speeds (not wind direction or turbulence) under existing conditions and with the proposed development, the full analytical results have not been made available for detailed review by the interested public.

As it stands today, the Draft EIR technical appendices include only summarized information, which is averaged in a manner that we believe obscures the actual impact.

SFBA representatives and others have met with the project sponsor and their consultants before and during the DEIR comment period, and understand that substantial data was collected along a grid representing the area where windsurfing and boardsailing instruction takes place. In the most recent meeting, their presentation of that data identified reductions in wind speed on the order of 20% in many areas. Please note however, that **their study did not and could not evaluate changes in wind direction, changes in wind speed over time (gustiness) nor turbulence or Turbulence Intensity (TI)**, all of which are critical components of wind quality and potential wind impacts.

Because the full study and its analytical results have not been made available for more specific examination, it is impossible for us to fully evaluate the results of their limited wind speed findings. The data presented in the EIR and the appendix used an averaging technique to conclude that the impact was not significant. It appears to us that their averaging uses periods of time during the early and late parts of a typical day (when wind speeds are low and windsurfing is not possible or desirable) to average out and minimize the impacts of substantial impacts during the windsurfing season.

6.4



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More specifically, the wind directions of greatest interest and concern to existing recreational uses are from the Northwest and West Northwest. The impact of particular concern is in the area currently used for instructing windsurfing and kiteboarding. The EIR based its conclusions on concern only for an ill-defined prime windsurfing area, the unobstructed wind-field well offshore and used only by experts. The nearshore use was not recognized in the EIR.

The City has received expert testimony from Rebecca Geffert, who teaches at the site, about the location and significance of this use. In order to provide a fair analysis of the significance of potential impacts, the impacts on wind velocity (velocity = speed + direction) and turbulence during times of teaching must be evaluated. Instead of doing this, the EIR appears to use additional data points, gathered using wind directions where the project would not affect windsurfing, to, in-effect, dilute the numerical analysis of impact.

As noted earlier, our examination of the underlying wind speed ratios show a decrease of wind speed during these evaluated wind directions of approximately 20%, a substantial decrease by any standard. Since we have not been able to review the entire technical body of information, we are not sure whether techniques in addition to averaging other measures have been used to apply the data selectively and further “dilute” the impact on recreation.

It is a well-established principle in CEQA practice that the affected parties should have an opportunity to review the basis for conclusions on significance; withholding that information from the EIR clearly defeats that purpose. SFBA recently requested this data from the project sponsor via email on January 11, 2012; sponsor’s response stated that they needed guidance from the City before they could provide said data. We have not received said data at the time of the writing of this letter.

**There is a second major shortcoming in the wind tunnel studies.** The analysis that we have seen uses a design for development under the existing zoning (Bayfront Specific Plan) that makes no effort to minimize wind impacts. This is then compared to the impacts of the current proposal to conclude that it is not substantially worse than the existing zoning. This is unacceptable, and fails to provide either a fair assessment or the “robust array of alternatives” we asked for in our scoping comments.

The mere fact that the City has an existing planning and zoning designation that allows approximately 450,000 square feet at the site does not mean that the site would be developed in a manner that makes no effort to minimize the wind impact. Yet the configuration used for modeling purposes seems designed to maximize, rather than minimize wind impact, and thus provides a biased basis for comparison that undermines the credibility of the entire effort.

6.4  
Cont'd



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SFBA has maintained that an examination of turbulence is critical to evaluating impacts. While turbulence has not been incorporated into the City's EIR Significance Threshold, some examination of turbulence is needed in order for the windsurfing and kiteboarding community to evaluate different development proposals during the approval process.

**SFBA asks that all alternative configurations be equally evaluated, including scale model wind tunnel tests and completion of three-dimensional computational wind modeling for induced turbulence flow impacts.** SFBA representatives are welcome to meet with City officials and Planning Commissioners to address wind study or wind impact technical issues.

In closing, SFBA maintains that windsurfing, kiteboarding and other recreational uses are fundamental rights, and that substantial impairment of the ability to do so must be considered a significant impact. For the multiple reasons described above, SFBA considers the DEIR inaccurate and incomplete.

Sincerely,

William Robberson,  
Board President  
San Francisco Boardsailing Association

[BillRobberson@sfba.org](mailto:BillRobberson@sfba.org)

6.4  
Cont'd

**6. William Robberson, San Francisco Boardsailing Association (Letter dated January 15, 2012)**

- 6.1 An analysis of the Project at the existing permitted zoning is included in Section 5, Project Alternatives, of the Draft EIR as the Existing Zoning Alternative. As shown in Table 5-1, page 5-3 of the Draft EIR, the Existing Zoning Alternative would allow construction at the 300 Airport Boulevard Site of up to 473,725 square feet (which is up to 0.6 FAR). The analysis of the Existing Zoning Alternative, compared to the Project, is included on pages 5-18 through 5-41 of the Draft EIR. In addition, Table 5-9, starting on page 5-56, summarizes the comparison of impacts. As shown, the Existing Zoning Alternative would still result in impacts similar to the 300 Airport Boulevard Project. The main difference between the Project and the alternative is that the Existing Zoning Alternative would reduce the significant and unavoidable air quality impacts related to compliance with the 2010 Clean Air Plan and operational air pollutant emissions.

The impacts of the Existing Zoning Alternative on wind conditions are analyzed on page 5-38 through 5-39 of the Draft EIR. As stated, development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights, because the buildings proposed for the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project). As discussed in Section 3.11, Parks and Wind Effects on Recreation, of the Draft EIR, the 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; therefore, it was determined that the 300 Airport Boulevard Project would result in less-than-significant wind effects to recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. Since the Project as proposed would have a less-than-significant impact on wind conditions, CEQA does not require consideration of an alternative that further reduces wind the impacts.

For clarity, Draft EIR text on page 5-38, last paragraph, is revised as follows:

**Wind Effects.** Development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. ~~However, the winds in this area would be comparably affected.~~ These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights,

because the buildings proposed for the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project). ~~However, the winds in this area would be less affected than under the 300 Airport Boulevard Project because the buildings would be between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet.~~ The 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; and therefore, it was determined that the 300 Airport Boulevard Project would result in a less-than-significant impact to windsurfing recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. ~~Because the Existing Zoning Alternative would result in buildings with less height and bulk, the effect on wind speeds would be minimized and this alternative would also have a less than significant effect on nearby windsurfing recreational resources.~~ (LTS)

For a further discussion of the relative wind impacts as a result of the Project and the Existing Zoning Alternative, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

- 6.2 For a discussion of wind impacts as a result of the Project, including the establishment of significance thresholds, potential re-circulation of the Draft EIR, dissemination of project information, and the adequacy of the analysis, please refer to the Master Response in Section 3, Master Response, of this Final EIR. None of these issues meet the standard for recirculation of the Draft EIR as they do not present significant new information not already in the Draft EIR (see CEQA Guidelines Section 15088.5).
- 6.3 For a discussion of the establishment of significance thresholds and analysis of project effects on wind surfing and kite boarding, please refer to the Master Response in Section 3, Master Response, of this Final EIR.
- 6.4 For a discussion of the use of wind tunnels to determine potential wind impacts as a result of the Project, consideration of near-shore uses (including instructional uses), and alternative wind analyses submitted by commentors, please refer to the Master Response in Section 3, Master Response, of this Final EIR.



## LETTER 7

**From:** Petebank1@aol.com [mailto:Petebank1@aol.com]  
**Sent:** Tuesday, January 10, 2012 3:28 PM  
**To:** CD/PLG-Brooks, Maureen  
**Cc:** BillRobberson@sfba.org  
**Subject:** Opposition to Cooyote Point Project

Maureen Brooks, Planning Manager  
City of Burlingame  
Community Development Department  
Planning Division  
Dear Ms. Brooks,

As a windsurfer of twenty years, I urge you to oppose the proposed (approximately 770,000 sq ft) building project northwest of Coyote Point.

This building project would substantially impair windsurfing and kiteboarding access to San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community. This largely unobstructed natural windflow pattern must be protected.

Therefore, the building project, as proposed, must be denied.

**Peter E. Bank**  
**Phone: 510-531-5449**  
**CELL: 510-520 5438**  
**FAX: 510-530 4584**

**5458 Fernhoff Road**  
**Oakland, CA 94619**

7.1

**7. Peter Bank (letter dated January 10, 2012)**

- 7.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 8

**From:** Darren Bass [mailto:lieutenantglorp@hotmail.com]  
**Sent:** Tuesday, January 10, 2012 9:45 AM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Coyote Point development

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

8.1

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature - making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Darren Bass  
650-207-8598

**8. Darren Bass (letter dated January 10, 2012)**

- 8.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 9

From: Steve Bodner [mailto:bodnersp@gmail.com]  
Sent: Monday, January 09, 2012 3:57 PM  
To: CD/PLG-Brooks, Maureen  
Subject: Coyote point development

Maureen

I am writing as a concerned waterman who uses the San Francisco Bay for recreation. I have been sailing at coyote point for the last 10 years and there is no other access on the peninsula that allows the unique winds that funnel through the mountains gap as coyote point does. It would be tragic to see the type of development that is being proposed. As a design professional, I am ashamed to see such a large volume building next to the shoreline where it impedes the wind flow.

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Thanking you in advance.  
Steve Bodner  
696 20th ave  
SF ca 94121

9.1



**9. Steve Bodner (letter dated January 9, 2012)**

- 9.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 10

From: Bronny, Mike JM [mailto:mike.jm.bronny@intel.com]  
Sent: Monday, January 09, 2012 6:38 PM  
To: CD/PLG-Brooks, Maureen  
Subject: 1 vote no

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Mike Bronny  
3385 sudbury Road  
Cameron Park  
Ca 95682

10.1

**10. Mike Bronny (letter dated January 9, 2012)**

- 10.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 11

**From:** tom\_burlingame@keybank.com [mailto:tom\_burlingame@keybank.com]  
**Sent:** Thursday, January 12, 2012 3:23 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Coyote Point Development

Dear Sirs and Madams,

I would like to formally protest the development plans circulating around Coyote Point.

In addition to the obvious windsurf/recreation access points that most of your received emails will speak to, I have two other simple points:

1-Coyote Point is the last gasp spot for windsurfers from 3rd Avenue to come in at if they have equipment or wind issues. If the Coyote Point wind vectoring is changed, the last safe landing area for distressed windsurfers before they disappear into the San Francisco Bay, will effectively be removed. It will be more dangerous for all inner Bay sailors.

2-Coyote Point is a Destination Spot for many Oregon/Washington sailors looking for warm early season getaways. For example, I always return to Coyote, along with 5/6 compatriots, in April or May to warm up for the Oregon season. If Coyote Point is developed inappropriately, it will wipe out the safety of the corridor and drive visiting sailors from the North to Rio Vista and other Delta windsurf spots that are safer. My guess is I spend about \$2500 in San Francisco on a week long trip.

Bonaire was once a thriving windsurf destination. They decided a 6 story resort that blocked the wind was a good money maker. I advise that your planning staff take a look at the Bonaire tourism numbers after the resort hotel was eventually built. It is no longer whispered on the tongues of windsurfers as a great spot, its merely an "I remember when" island now.

Thank you for your time.

Tom Burlingame  
Relationship Manager  
Key Bank  
Westgate Branch  
3785 SW Hall Blvd.  
Beaverton, OR 97005  
phone: 503-626-3908  
fax: 503-277-5215

11.1

**11. Tom Burlingame (letter dated January 12, 2012)**

- 11.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 12

**From:** jim carranza [mailto:jimcarr\_95127@yahoo.com]  
**Sent:** Sunday, January 15, 2012 10:57 AM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** 300 airport boulevard development

Good day,

Just a short letter to voice concern about the increase of square footage on developers plan for Coyote Shoreline. We should stick to boards recommendation for a smaller, sleeker, organic architecture for this site. This will set precedence for future development for the area.

Thank you,  
James Carranza

12.1



**12. James Carranza (letter dated January 15, 2012)**

- 12.1 This comment pertains to the design of the Project and does not address the adequacy of the Draft EIR or the Project's compliance with CEQA. The Draft EIR analyzes whether the design features of the Project as proposed would impact the environment and surrounding areas, but does not consider specific design features that would not have a substantial physical impact on the environment.

As noted in Section 3, Environmental Analysis, of the Draft EIR, the increase in permitted square footages would result in significant and unavoidable impacts associated with traffic, air quality, and climate change. Alternatives to the Project that would reduce the square footage were analyzed in Section 5, Project Alternatives, of the Draft EIR. Other than the No Project Alternative, all alternatives would result in significant and unavoidable impacts. As stated on page 5-60 of the Draft EIR, the Existing Zoning Alternative would still result in impacts similar to the 300 Airport Boulevard Project. However, the Existing Zoning Alternative would reduce the significant and unavoidable air quality impacts related to compliance with the 2010 Clean Air Plan and operational air pollutant emissions.

The Draft EIR adequately addresses the impacts associated with the increase in square footage in Section 3, Environmental Analysis, of the Draft EIR. In addition, the Draft EIR analyzes three alternatives to the Project in Section 5, Project Alternatives, that could reduce the significant and unavoidable impacts.

## LETTER 13

From: carl claras [<mailto:swimwithfishes@hotmail.com>]  
Sent: Sun 1/8/2012 2:03 PM  
To: CD/PLG-Brooks, Maureen  
Subject: Tall Buildings and Coyote Point wind

To Maureen Brooks and other city planner staff,

I windsurf at Coyote Point very often and these giant buildings would have devastating wind shadows. Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Carl Claras

(408)202-3805

13.1

**13. Carl Claras (letter dated January 8, 2012)**

- 13.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

**From:** carl claras [mailto:naishdisciple@yahoo.com]  
**Sent:** Friday, January 13, 2012 2:20 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Proposed large buildings on Airport Blvd = TRAFFIC NIGHTMARE

Hi Maureen and Planning Commission,

The proposed large building on Airport Blvd (near Peninsula Ave) would be a NIGHTMARE for anyone going to Hwy 101 South.

It's already bad at commute times. You have to go thru side streets to get to Poplar Ave and wait in a long line at the stop sign.

PLEASE DON'T approve this large building.

Thankyou

Karen Claras

14.1

**14. Karen Claras (letter dated January 13, 2012)**

- 14.1 This comment is important for the public discourse on the merits of the Project and whether it is viewed as an asset to the City. However, this comment does not address the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits.

## LETTER 15

**From:** evancohen83@gmail.com [mailto:evancohen83@gmail.com] **On Behalf Of** Evan Cohen  
**Sent:** Saturday, January 14, 2012 9:17 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Coyote Point construction project

Dear Ms. Brooks,

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Sincerely,

Evan C.  
Palo Alto, CA

15.1



**15. Evan Cohen (letter dated January 14, 2012)**

- 15.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

**From:** Ed Coyne [mailto:edcoyne@sbcglobal.net]  
**Sent:** Tuesday, January 10, 2012 9:43 AM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Drive-In-Theater Development Impacts

Maureen Brooks, Planning Manager  
City of Burlingame  
Community Development Department  
Planning Division  
501 Primrose Road  
Burlingame, CA 94010-3997

RE: Drive-In-Theater; Proposed Bayfront Development at 300 Airport Blvd.

TO: Planning Commisison, City of Burlingame

Please protect the recreational use of San Francisco Bay for local residents, windsurfers and kitesailors alike. Coyote Point represents one of the best access and sailing areas in the entire Bay Area for us. The proposed 770,000 square foot project would definitely disrupt the wind near the shore that is necessary for our sport.

The current development guidelines allowing 0.6 FAR and requiring appropriate wind analysis and mitigation measures, such as alignment of buildings to minimize wind disruption, are not overly burdensome on the developers. They can still have a feasible real estate project and make a healthy profit without unduly harming public recreational users.

Shoreside developments in other parts of the Bay have disrupted wind patterns and thereby nearly curtailed sailing at some sites (for example, at the Rod & Gun Club access in San Rafael). Wind disruption is a real problem for our sport. Once a building has been built there is no going back and correcting the situation. A disrupted site is lost forever.

We have been using Coyote Point for windsurfing for decades, and I believe Bayfront development should take into consideration preservation of this environmentally friendly use.

Thank you for your consideration.

Sincerely,

Ed Coyne  
65 Treehaven Dr.  
San Rafael, CA 94901

16.1

**16. Ed Coyne (letter dated January 10, 2012)**

- 16.1 An analysis of the Project at the existing permitted zoning is included in Section 5, Project Alternatives, of the Draft EIR as the Existing Zoning Alternative. As shown in Table 5-1, page 5-3 of the Draft EIR, the Existing Zoning Alternative would allow construction at the 300 Airport Boulevard Site of up to 473,725 square feet (which is up to 0.6 FAR). The analysis of the Existing Zoning Alternative, compared to the Project, is included on pages 5-18 through 5-41 of the Draft EIR. In addition, Table 5-9, starting on page 5-56, summarizes the comparison of impacts. As shown, the Existing Zoning Alternative would still result in impacts similar to the 300 Airport Boulevard Project. The main difference between the Project and the alternative is that the Existing Zoning Alternative would reduce the significant and unavoidable air quality impacts related to compliance with the 2010 Clean Air Plan and operational air pollutant emissions.

The impacts of the Existing Zoning Alternative on wind conditions are analyzed on page 5-38 through 5-39 of the Draft EIR. As stated, development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights, because the buildings proposed for the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project). As discussed in Section 3.11, Parks and Wind Effects on Recreation, of the Draft EIR, the 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; therefore, it was determined that the 300 Airport Boulevard Project would result in less-than-significant wind effects to recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. Since the Project as proposed would have a less-than-significant impact on wind conditions, CEQA does not require consideration of an alternative that further reduces wind the impacts.

For clarity, Draft EIR text on page 5-38, last paragraph, is revised as follows:

**Wind Effects.** Development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. ~~However, the winds in this area would be comparably affected.~~ These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights, because the buildings proposed for

the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project). ~~However, the winds in this area would be less affected than under the 300 Airport Boulevard Project because the buildings would be between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet. The 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; and therefore, it was determined that the 300 Airport Boulevard Project would result in a less-than-significant impact to windsurfing recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. Because the Existing Zoning Alternative would result in buildings with less height and bulk, the effect on wind speeds would be minimized and this alternative would also have a less than significant effect on nearby windsurfing recreational resources.~~ (LTS)

For a further discussion of the relative wind impacts as a result of the Project and the Existing Zoning Alternative, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 17

**From:** Marc Demoly [mailto:mdemoly@gmail.com]  
**Sent:** Monday, January 09, 2012 6:33 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Coyote Point

As a fellow windsurfer, please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Thanks,

Marc Demoly  
822 Haight Street  
San Francisco, CA 94117

17.1

**17. Marc Demoly (letter dated January 9, 2012)**

- 17.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.



## LETTER 18

**From:** Chuck Dennison [mailto:chuckdennison@sbcglobal.net]  
**Sent:** Tuesday, January 10, 2012 2:56 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Save windsurfing access to the Bay at Coyote Pt.

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Charles Dennison  
5719 Algonquin Way  
San Jose, CA

18.1

**18. Charles Dennison (letter dated January 10, 2012)**

- 18.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

**From:** Sam Devine [mailto:damsevine@yahoo.com]  
**Sent:** Monday, January 16, 2012 2:54 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** 300 Airport Blvd Development

Maureen Brooks,

I am a lifelong Bay Area resident and a kitesurfing instructor at Boardsports School. I have been kiting for over ten years and engage in all kitesports (kitesurfing, kitebuggying, snowkiting).

I did my IKO certification (<http://www.ikointl.com/>) in the waters around Coyote Point. IKO certification is usually only offered in Maui or Florida. Our international teachers were very impressed by the facilities and the quality of wind.

For teaching, Coyote Point offers a unique and invaluable location. It is steadily windy and offers many down-wind exit points. In other words, a beginning student can easily make it safely to shore and without being subjected to the dangers of shipping channels or the open Bay.

The development at 300 Airport Blvd poses a serious threat to this great resource. The EIR says that wind speed will not be significantly affected, but the proposed buildings would undoubtedly cause wind turbulence , making kitesurfing impossible.

19.1

A good example of fast, but unusable wind can be found at the Serene Lakes, not far from Tahoe. Near the Donner summit, there is plenty of wind on these lakes, but it is not clean wind. I have attempted snowkiting there only to watch my kite hit from the back by turbulent wind, spin in the air and levitate as if by magic. This is very dangerous and similar conditions will occur if a large development is built by Coyote Point.

Development at 300 Airport is possible and could be mutually beneficial, especially if a sporting facilities were considered. Orienting the buildings to align with dominant winds, restricting overall height and rounding edges — all edges, not just the sides — could all help reduce the impact on this irreplaceable resource.

Thank you for your time and consideration,  
Sam Devine  
1210 6th Ave  
San Francisco, CA 94122  
415-568-7394

**19. Sam Devine (letter dated January 16, 2012)**

- 19.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

**From:** Kirk van Druten [mailto:kirk@lansharks.net]  
**Sent:** Tuesday, January 10, 2012 8:54 AM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Don't Goof With the Wind at Coyote Point

Dear Mr. Brooks,

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Kirk van Druten - Kitesurfer  
 5960 Merriewood Drive  
 Oakland, CA 94611

Kirk out

Kirk van Druten -----> [kirk@lansharks.net](mailto:kirk@lansharks.net)  
 LANsharks Consulting -----> <http://www.lansharks.net>  
 510-601-KIRK -----> (510-601-5475)

20.1

**20. Kirk van Druten (letter dated January 10, 2012)**

- 20.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.



**From:** Nicolas Dudet [mailto:nicolasdk@gmail.com]  
**Sent:** Tuesday, January 10, 2012 2:18 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Hi Maureen Brooks

*Dear Maureen Brooks*

*Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.*

*The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied. At the most, I urge you to keep the Planning commission's staff original recommendations: 1) a limit of 471,000 square feet of building space, 2) That the buildings be developed diagonally to minimize the impact on the wind, 3) that the developers to include wind impact studies with their proposed design.*

*Kindest regards,*

Nicolas Dudet

1996 Camino a los Cerros, Menlo Park

21.1

**21. Nicolas Dudet (letter dated January 10, 2012)**

- 21.1 An analysis of the Project at the existing permitted zoning is included in Section 5, Project Alternatives, of the Draft EIR as the Existing Zoning Alternative. As shown in Table 5-1, page 5-3 of the Draft EIR, the Existing Zoning Alternative would allow construction at the 300 Airport Boulevard Site of up to 473,725 square feet (which is up to 0.6 FAR). The analysis of the Existing Zoning Alternative, compared to the Project, is included on pages 5-18 through 5-41 of the Draft EIR. In addition, Table 5-9, starting on page 5-56, summarizes the comparison of impacts. As shown, the Existing Zoning Alternative would still result in impacts similar to the 300 Airport Boulevard Project. The main difference between the Project and the alternative is that the Existing Zoning Alternative would reduce the significant and unavoidable air quality impacts related to compliance with the 2010 Clean Air Plan and operational air pollutant emissions.

The impacts of the Existing Zoning Alternative on wind conditions are analyzed on page 5-38 through 5-39 of the Draft EIR. As stated, development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights, because the buildings proposed for the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project). As discussed in Section 3.11, Parks and Wind Effects on Recreation, of the Draft EIR, the 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; therefore, it was determined that the 300 Airport Boulevard Project would result in less-than-significant wind effects to recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. Since the Project as proposed would have a less-than-significant impact on wind conditions, CEQA does not require consideration of an alternative that further reduces wind the impacts.

For clarity, Draft EIR text on page 5-38, last paragraph, is revised as follows:

**Wind Effects.** Development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. ~~However, the winds in this area would be comparably affected.~~ These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights, because the buildings proposed for

the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project). ~~However, the winds in this area would be less affected than under the 300 Airport Boulevard Project because the buildings would be between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet. The 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; and therefore, it was determined that the 300 Airport Boulevard Project would result in a less-than-significant impact to windsurfing recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. Because the Existing Zoning Alternative would result in buildings with less height and bulk, the effect on wind speeds would be minimized and this alternative would also have a less than significant effect on nearby windsurfing recreational resources.~~ (LTS)

For a further discussion of the relative wind impacts as a result of the Project and the Existing Zoning Alternative, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 22

**From:** Copperline [mailto:selliott@copperlineinc.com]  
**Sent:** Monday, January 09, 2012 7:34 AM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Proposed construction near Coyote Pt.

To whom it may concern:

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

I personally have been sailing off of Coyote Pt. since the mid 1980's and I know a lot of others with similar history there. This is one of the best places to access the winds on the bay for a lot of reasons: One of the few with an active concession on the site, sandy beach and good rigging areas, beginner access on the inside, etc... I feel this project as proposed would jeopardize this site and negatively impact sailors the businesses that caters to them.

Steve Elliott  
53 Ridge Rd.  
Fairfax, CA 94930

22.1

**22. Steve Elliot (letter dated January 9, 2012)**

- 22.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 23

**From:** Ian Esten [mailto:ianesten@gmail.com]  
**Sent:** Tuesday, January 10, 2012 11:53 AM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Proposed Burlingame development

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

An illustration of the effects of the proposed development can be seen in the attached image.

Sincerely,  
Ian Esten

23.1

**23. Ian Esten (letter dated January 10, 2012)**

- 23.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.



## LETTER 24

From: JF [<mailto:1956kiteboarder@gmail.com>]  
Sent: Sat 1/7/2012 12:02 PM  
To: CD/PLG-Brooks, Maureen  
Subject: Coyote point development

I am opposed to any new development that will prevent or disturb windsurfing and kite boarding in the Coyote point area.

There is an 18 acre lot just northwest of the Coyote Point Launch that is going to developed into an office Park.  
\*When the proposal was originally presented to the Burlingame Planning commission, the Planning commission's staff recommended: 1) a limit of 471,000 square feet of building space, 2) That the buildings be developed diagonally to minimize the impact on the wind, 3) that the developers to include wind impact studies with their proposed design.

24.1

The developers are proposing:

\*A 777,000 square foot project = 64% increase in the City Council's own staff recommendation!

\*A flawed wind study comparing their current design of 770k square feet to a 471 square foot design that was never suggested. Instead of comparing their current design 771sq ft design to a 471k sq ft design where the buildings were build diagonally, they compared their design to a building layout that had zero consideration for wind impact. The result is that they are looking to say that their increased design will not have significantly more impact on the wind. IT WILL!

Regards

Jeff Finn  
375 Catalina Blvd apt 102  
San Rafael CA. 94901  
415-456-4216

**24. Jeff Finn (letter dated January 7, 2012)**

- 24.1 An analysis of the Project at the existing permitted zoning is included in Section 5, Project Alternatives, of the Draft EIR as the Existing Zoning Alternative. As shown in Table 5-1, page 5-3 of the Draft EIR, the Existing Zoning Alternative would allow construction at the 300 Airport Boulevard Site of up to 473,725 square feet (which is up to 0.6 FAR). The analysis of the Existing Zoning Alternative, compared to the Project, is included on pages 5-18 through 5-41 of the Draft EIR. In addition, Table 5-9, starting on page 5-56, summarizes the comparison of impacts. As shown, the Existing Zoning Alternative would still result in impacts similar to the 300 Airport Boulevard Project. The main difference between the Project and the alternative is that the Existing Zoning Alternative would reduce the significant and unavoidable air quality impacts related to compliance with the 2010 Clean Air Plan and operational air pollutant emissions.

The impacts of the Existing Zoning Alternative on wind conditions are analyzed on page 5-38 through 5-39 of the Draft EIR. As stated, development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights, because the buildings proposed for the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project). As discussed in Section 3.11, Parks and Wind Effects on Recreation, of the Draft EIR, the 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; therefore, it was determined that the 300 Airport Boulevard Project would result in less-than-significant wind effects to recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. Since the Project as proposed would have a less-than-significant impact on wind conditions, CEQA does not require consideration of an alternative that further reduces wind the impacts.

For clarity, Draft EIR text on page 5-38, last paragraph, is revised as follows:

**Wind Effects.** Development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. ~~However, the winds in this area would be comparably affected.~~ These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights, because the buildings proposed for

the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project). ~~However, the winds in this area would be less affected than under the 300 Airport Boulevard Project because the buildings would be between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet. The 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; and therefore, it was determined that the 300 Airport Boulevard Project would result in a less-than-significant impact to windsurfing recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. Because the Existing Zoning Alternative would result in buildings with less height and bulk, the effect on wind speeds would be minimized and this alternative would also have a less than significant effect on nearby windsurfing recreational resources.~~ (LTS)

For a further discussion of the relative wind impacts as a result of the Project and the Existing Zoning Alternative, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

**From:** Mark Flory [mailto:marksterbarkster@yahoo.com]  
**Sent:** Thursday, January 12, 2012 2:10 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** comments on 777,000 square foot project NW of Coyote Point

Dear Honorable City Council Members,

As a preface here to my comments on the proposed development northwest of Coyote Point, I'll admit that I am biased - I love kitesurfing and it has become an essential activity in my life. I can get to Coyote Point or 3rd Avenue after a typical day's work as a research scientist in oncology at a Burlingame company, and unwind in the late afternoon while kitesurfing on the scenic waters of the inner bay with my likeminded kitesurfing and windsurfing friends. The proposed building project of a 777,000 square-foot project northwest of Coyote Point would undoubtedly severely and negative impact my own and the significantly-sized windsport community's ability to use these unique and world-reknowned windsport locations, and moreover as detailed below might have far deeper, unforeseen negative impacts on the bay area community at large.

I hereby humbly implore the City Council to please not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The San Francisco Bay area is unique in being one of the world's top spots for wind-driven sports including kitesurfing, windsurfing, and sailing, and the Coyote Point area and areas south utilizing the same wind flow provide two of the best areas, in terms of both wind quality and safe launches, for these sports. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established (and some of the safest!) launch sites of the greater SF area. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses, including those contributing to windsport safety and instruction, gear, and other aspects of these sports, would therefore directly be harmed. In addition, larger economic factors should also be considered; one cannot underestimate how bay area enthusiasm for wind-driven sports, certainly including kitesurfing and windsurfing, has driven larger-scale projects in the bay area - for example fueling commercial interest in hosting such large-revenue windsport draws as the America's Cup sailing competition, which will be held in the bay area in the coming year.

To me one of the most attractive aspects of the bay area lies in its unique opportunities to balance an innovative occupation with unique quality-of-life activities - this is in clear evidence among members of the windsport community. In addition to facilitating healthy, environmentally-friendly watersports activities not requiring motors or fossil fuels, the windsport community in the bay area, growing in leaps and bounds every year, brings together top professionals, including businesspeople, scientists, tech experts, lawyers and doctors, as I can attest to from personal experiences and as detailed in the excellent article cnet article "Want a VC deal?, go fly a kiteboard!" at [http://news.cnet.com/8301-10784\\_3-9937512-7.html](http://news.cnet.com/8301-10784_3-9937512-7.html). Such interactions has proven to me and others, over and over again, to be incredibly valuable for initiating collaborations, business ventures, and other types of creative innovation which ultimately have the potential to benefit Burlingame and the bay area community at large. Furthermore, I cannot overestimate how much positive support and feedback I have received from inquisitive and interested spectators who have marveled at the (sometimes approaching 100!) multi-colored kites and windsurf sails that can be seen cruising the waters off Coyote Point on any given spring or summer day.

25.1

The windsport community certainly understands that need to balance development with our unique and beloved locations for wind-driven sports, and as such we are not imploring the Council to cessate development, but rather to facilitate reasonable development that carefully, thoroughly and genuinely assesses the impacts on the windsport activities unique to this area, and to thus arrive at a more balanced solution for the chosen building designs.

Please support the City Council's own staff own recommendations for a 471k square foot usage. Notably, the original City Council-supported design's critical features included 1) a limit of 471,000 square feet of building space, 2) that the buildings be developed diagonally to minimize the impact of the wind, and 3) that the developers include wind impact studies with their proposed design. Importantly, the wind studies that have been submitted by the developers are incorrect, if not negligent, in their conclusions in which they severely underestimate the wind impact of the 777,000 square foot design. If the developers were to hold to the originally proposed and City Council-supported 471,000 square foot usage, accurate and unbiased assessments indicate an approximate 64% decrease in the wind impact versus the larger design.

For the the Council to proceed against it's own recommendations of this original and more reasonable design would set a precedent to allow all of the other, current bay-side buildings to expand. There is one remaining site just northwest of this development site that will have an even greater impact on the wind if it is developed. Thus, the owners of this last site as well as current building owners adjacent to this site can use this new building exemption as a reason to build even higher buildings, which would sadly, and irrevocably, completely eliminate windsports from the inner bay launches if that has not already occurred from the development of interest discussed here.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Mark Flory, Ph.D.  
636 Green Avenue  
San Bruno, CA 94066  
650-360-4526

25.1  
Cont'd

25.2

25.3

25.4

**25. Mark Flory (letter dated January 12, 2012)**

25.1 This comment is important for the public discourse on the merits of the Project and whether it is viewed as an asset to the City. However, this comment does not address the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

25.2 An analysis of the Project at the existing permitted zoning is included in Section 5, Project Alternatives, of the Draft EIR as the Existing Zoning Alternative. As shown in Table 5-1, page 5-3 of the Draft EIR, the Existing Zoning Alternative would allow construction at the 300 Airport Boulevard Site of up to 473,725 square feet (which is up to 0.6 FAR). The analysis of the Existing Zoning Alternative, compared to the Project, is included on pages 5-18 through 5-41 of the Draft EIR. In addition, Table 5-9, starting on page 5-56, summarizes the comparison of impacts. As shown, the Existing Zoning Alternative would still result in impacts similar to the 300 Airport Boulevard Project. The main difference between the Project and the alternative is that the Existing Zoning Alternative would reduce the significant and unavoidable air quality impacts related to compliance with the 2010 Clean Air Plan and operational air pollutant emissions.

The impacts of the Existing Zoning Alternative on wind conditions are analyzed on page 5-38 through 5-39 of the Draft EIR. As stated, development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights, because the buildings proposed for the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project). As discussed in Section 3.11, Parks and Wind Effects on Recreation, of the Draft EIR, the 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; therefore, it was determined that the 300 Airport Boulevard Project would result in less-than-significant wind effects to recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. Since the Project as proposed would have a less-than-significant impact on wind conditions, CEQA does not require consideration of an alternative that further reduces wind the impacts.

For clarity, Draft EIR text on page 5-38, last paragraph, is revised as follows:

**Wind Effects.** Development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. ~~However, the winds in this area would be comparably affected.~~ These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights, because the buildings proposed for the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project). ~~However, the winds in this area would be less affected than under the 300 Airport Boulevard Project because the buildings would be between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet.~~ The 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; and therefore, it was determined that the 300 Airport Boulevard Project would result in a less-than-significant impact to windsurfing recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. ~~Because the Existing Zoning Alternative would result in buildings with less height and bulk, the effect on wind speeds would be minimized and this alternative would also have a less than significant effect on nearby windsurfing recreational resources.~~ (LTS)

For a further discussion of the relative wind impacts as a result of the Project and the Existing Zoning Alternative, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

- 25.3 As the commentor states, the increase in allowable FAR at the 300 Airport Boulevard Site would also allow future development at the 350 Airport Boulevard Site to develop at an increased intensity. The analysis of the 350 Airport Boulevard Site on wind conditions is discussed on page 3.11-11, Parks and Wind Effects on Recreation, of the Draft EIR. As stated, the wind study prepared for the Project included a programmatic-level analysis of the potential wind effects associated with the 350 Airport Boulevard Site. As shown in Figure 3.11-3 of the Draft EIR, the wind shadow from the 350 Airport Boulevard Site could extend north and east into the Bay, assuming that the 350 Airport Boulevard Project is developed under the proposed amendments to the Bayfront Specific Plan. However, since there is no project-specific application for the 350 Airport Boulevard Site at this time, the Draft EIR concludes that this project could result in an adverse change. To mitigate this

impact, the 350 Airport Boulevard Project would be required to conduct a wind tunnel analysis to ensure that the site design would minimize wind shadow effects at the surrounding windsurfing recreation areas.

- 25.4 This comment is important for the public discourse on the merits of the Project and whether it is viewed as an asset to the City. However, this comment does not address the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.



## LETTER 26

**From:** Paul Fruhauf [mailto:paulfruhauf@hotmail.com]  
**Sent:** Tuesday, January 10, 2012 12:31 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** stop building project at Coyote Point

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward.

The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites.

I have been a kiteboarder for 4 years and this is my favorite spot.

Paul Fruhauf

2330 California st,  
Mountain View, CA 94040

26.1

**26. Paul Fruhauf (letter dated January 10, 2012)**

- 26.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

**From:** Taylor Gautier [mailto:tgautier@tagged.com]  
**Sent:** Tuesday, January 10, 2012 9:21 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Comments regarding Burlingame/Coyote Point Building Construction Proposal

Hello,

It has come to my attention that the current building proposal being considered by the planning commission could substantially impact the Coyote Point Launch area. This would be a disastrous move that would impact wind sports which have precious little availability in the Bay Area. Windsurfing is an established sport in the area with a long history. Kitesurfing is an up and coming world sport that has strong potential for increasing positive local business impact.

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Sincerely,

Taylor Gautier  
569 Waller Street  
San Francisco, CA, 94117

27.1

**27. Taylor Gautier (letter dated January 10, 2012)**

- 27.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

January 11, 2012

Maureen Brooks  
City of Burlingame, Planning Commission

RE: Issues concerning the Wind Impact Report in the EIR of 300 Airport Blvd.

Dear Maureen,

It was a pleasure meeting you, albeit, briefly at the Planning Commission Meeting on Monday January 9<sup>th</sup>. As the windsurfing/kiteboarding concessionaire at Coyote Point since 2007, and as individuals who have been windsurfing/kiteboarding at Coyote Point since 1998, we are writing to express our formal concerns that the EIR significantly understates the detrimental impact that the project at 300 Airport Blvd will have on our business and on the entire windsurfing and kiteboard community.

In this letter, we will address:

1. the importance of Coyote Point as a uniquely safe, world-class, wind sports site,
2. the fact that the EIR's wind analysis is incomplete and misleading. This is resulting in a "less-than-significant effect" on windsurfing/kiteboarding and this conclusion is incorrect,
3. the actual impact on windsurfing and kiteboarding at Coyote Point and,
4. alternate project designs that would minimize wind impact

**Coyote Point Windsurfing and Kitesurfing Site: A unique, national treasure.**

*EIR concern: Why does the EIR not provide a description of the importance of Coyote Point as a one of the few places in the Bay Area where kiteboarding and windsurfing can be done safely? Why does the EIR not mention that Coyote Point is only 1 of 2 bay locations with the critical conditions needed to effectively and safely teach beginners?*

Windsurfing and kiteboarding are exhilarating but inherently risky sports. The main risk is not being able to safely launch, ride and make it back to shore from the water. Unlike boats, that have engines to transport themselves into the bay and into the wind from a wind-shadowed spot like a marina, kiteboarders and windsurfers must find the exact shoreline and wind conditions necessary for safely launching and returning to the shore.

In order to safely ride at a site, the following conditions must be present for all riders:

- Wind must be present in a large enough area to sail
- These winds must reach the shore, be relatively steady and have little-to-no turbulence
- The wind direction needs to blow on-shore or side-on shore
- The site must have a long, unobstructed beach so that a rider can launch in an upwind area and, if the wind starts to die or the rider has equipment issues, there is a downwind area in which to land
- Few dangerous obstacles in water in the sailing area

For beginner and intermediate riders, the additional conditions are needed:

- Lighter winds in the morning (beginners need 4-10mph)
- A location with as little current impact as possible
- A shallow water launch area
- Little to no boat traffic

28.1

In the Bay Area, Coyote Point is one of the very few places where such conditions exist. That is why Coyote Point has attracted 1000s of riders since 1979, and why, we at Boardsports, can teach hundreds of lessons each season.

In fact, Coyote Point is:

- One of only two bayside locations safe enough to teach beginners, including children (Alameda, east of Oakland, is the other).
- One of only four locations in the entire country that has a beach-side teaching/renting concession at water's edge = a destination for international travelers
- One of three locations in the entire bay area safe for beginning to intermediate riders

### COYOTE POINT RECREATION AREA



28.1  
Cont'd

To better understand how rare it is to have these exact conditions in a single location, we need only look at rescue statistics. Over the last 4 decades, there has been an average of less than 1 Coast Guard rescue of a windsurfer or kiteboarding launching from Coyote Point. By comparison, the Coast Guard reports ~300 rescues of kites/windsurfers launching from Crissy Field *every season*. And Crissy Field (by the Golden Gate) is an expert-only site.

*EIR concern: Why does the EIR not quantify the number of riders who will potentially be affected? Why does the EIR not discuss the rarity of safe sailing sites in the bay area?*

**Why are we stating that “the EIR’s wind analysis is incomplete and misleading. This analysis is resulting in the EIR reporting a “less-than-significant effect” on windsurfing/kiteboarding and this conclusion is incorrect.”?**

*EIR concern: How can the EIR state “The 300 Airport Boulevard Project would have a less-than-significant impact on windsurfing and kiteboarding recreational resources” when the document 1) incorrectly assumes that the area where the wind is being compromised is not a “primary sailing area”, 2) does not recognize that this area is the only teaching area available and 3) does not adequately discuss or measure the effects of that the project will have on wind turbulence, a variable as important as wind speed in determining riders ability to safely and enjoyable windsurfing/kiteboard?*

Boardsports finds four problems with the data reported in the EIR:

1. The report is misleading regarding who actually uses the area where the wind will be most compromised as well as how that area is used
2. The study itself is incomplete. The study does not include measurements of wind turbulence nor does measure the impact of winds 10 miles/hour or less – winds vital to teaching beginners
3. Figure 2: Project Wind Effects does not measure the impact on winds that windsurfers/kiteboards/sailors actually use. It is misleading and understates the actual impact
4. The wind impact study provides a comparison of the 771k square foot design to a 441k square foot site to show the wind impact of a smaller design. The comparison in this study is an “apples to oranges” comparison designed to mislead the reader

1) With regard to the statement that “The report is misleading regarding who actually uses the area where the wind will be most compromised as well as how that area is used:”

*EIR concern: Why does the EIR not recognize the area where the wind will be the most compromised from this project as a “primary sailing area”?*

The report states that:

- “The best sail boarding areas are well over a mile from shore”
- “Boards launched there and proceed out to into the bay”.

These statements imply that the area where the wind will be most compromised is not a “primary sailing area.” This is simply untrue.

The area most the wind will affected by the project:

- Encompasses the only safe beginner *teaching* location available
- Encompasses the only safe *sailing* area for beginner and non-harnessed intermediate riders. In fact, beginner and intermediate renters are restricted to this area. Going outside of this sailing area puts these riders in danger of being pushed too far downwind, and out of the zone of a beach rescue.
- The report correctly states that this area is a transit route for more advanced kites and windsurfers, but it fails to mention that many advanced riders sail in this area to practice new maneuvers because it is shallow, the water is more flat and it is closer to shore if something goes wrong. The national freestyle championships were held in San Francisco in 2011!

28.2

2a) With regard to the statement that “The study itself is incomplete. The study does not include measurements of wind turbulence nor does measure the impact of winds 10 miles/hour or less – winds vital to teaching beginners:”

*EIR concern: Why does the EIR not discuss turbulence as a significant variable in understanding this project’s impact on windsurfing and kiteboarding recreational resources?*

Two factors affect a rider’s ability to enjoyable and safely sail, windsurf or kitesurf: wind speed and wind turbulence. Sailors, kites, and windsurfers can all attest to the importance of turbulent wind conditions. At a minimum, turbulent winds are difficult and not enjoyable. At moderate to high turbulence, conditions are unmanageable and dangerous. For example, anyone who has flown on a plane understands the discomfort of turbulence. If wind speeds are steady, the captain turns off the fasten seatbelt sign, and you are free to safely move about the cabin. If there is turbulence, the fast seatbelt sign is illuminated, and movement from your seat is prohibited. The ride becomes unpleasant. It is the same experience for a windsports rider. Riders look for steady, non-turbulent winds - the type of winds found in the Bay Area.

It is well documented that objects, such as buildings, cause wind turbulence. Unfortunately, the EIR’s analysis on wind does not quantify the project’s impact on turbulence. It only measures the impact on wind speeds.

To measure the impact of the proposed development on wind, researchers set up a model of the current site inside of a wind tunnel and used a hot wire anemometer to measure wind speeds in the area just downwind of the 300 Airport Blvd site (See Figure 2: Project Wind Effects). Researchers then added model buildings of the proposed design to the model and re-measured the wind speeds. A comparison of wind speeds was conducted between the two scenarios to measure the reduction in wind speeds caused by the proposed design. This was the basis for the report analysis.

To better understand this process, let’s discuss how a hot wire anemometer (HWA) works. A HWA is an electrically heated wire exposed to a flow of air in order to measure its speed. “Imagine you have a tiny wire and let current flow through it. It will get warm, eventually hot and might even glow. If you now blow towards the wire you will cool it and hence you observe a strong relation between the cooling of the wire and the velocity of its surrounding. This is what a [hot wire anemometer] is all about; very simple indeed. The literal meaning of anemometer is “wind speed meter.”\*

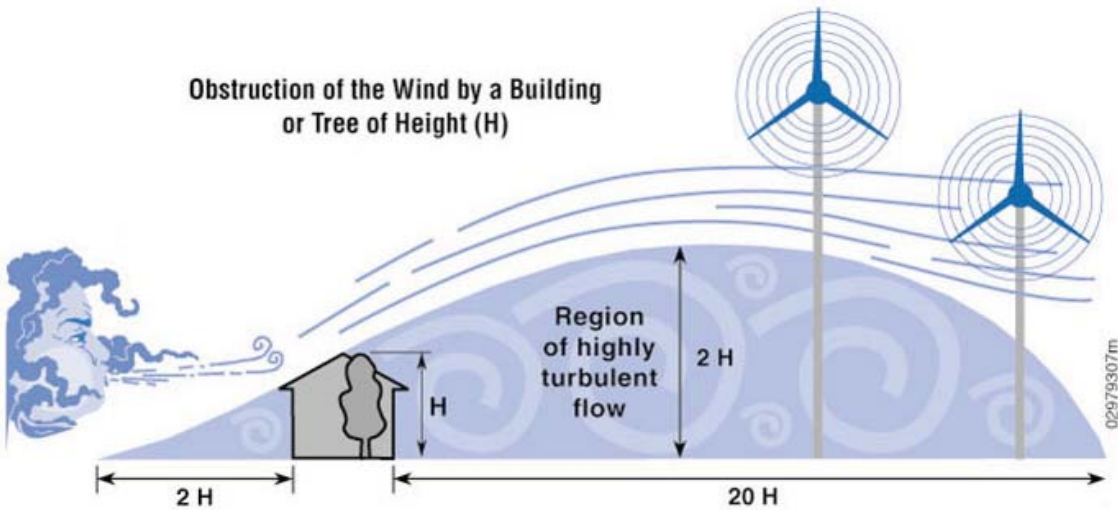
HWAs do have limitations. They are not good at measuring “very low velocities (where natural convection becomes important),... backflow [turbulence], since hot-wires can in principal not distinguish between upward or downward cooling, or the very close vicinity of solid surfaces (since the heat sink represented by the surface is not taken into account by the calibration\*” \*Source: Kungliga Tekniska Högskolan abstract on hot wire measurements in wind labs

In other words, the hot wire anemometer measure cannot reliably make a distinguish changes in wind direction so it can not measure backflow or shifting wind directions. While discussed topically in the text of the report, there was no analysis of direction turbulence!

*EIR concern: How can the EIR come to a conclusion about the impact that this project will have on windsurfing and kiteboarding without accounting for turbulence?*

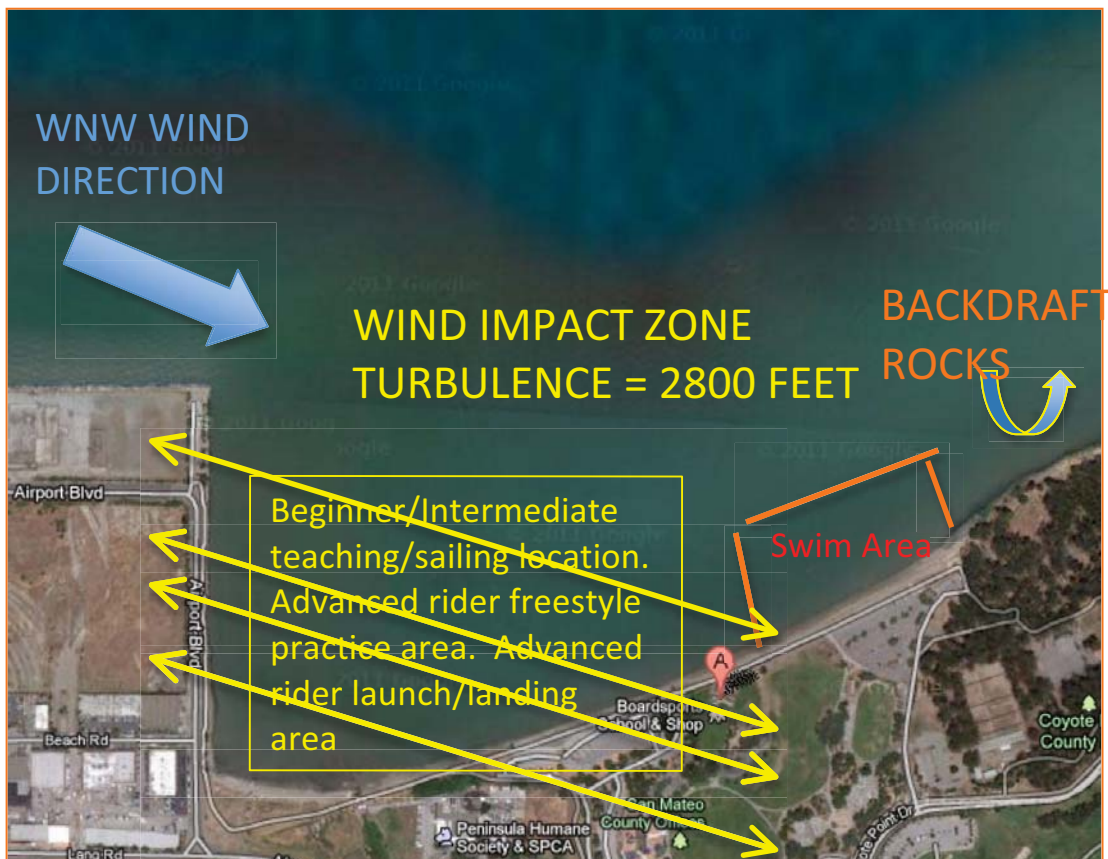


Companies in the wind industry (ie.windmill companies) as well as all major windsports certification programs (US Sailing, Professional Air Sports Association (PASA) and the International Kitesurfing Organization (IKO)) rely on the following formula for turbulence: an object will cause turbulence shadow that is vertically 20x the object's height and horizontally 2x times its height.



Source: Greater Wind Rock Power company. Used to determine the height and distance that from a object

For the proposed 771square design, the 144 ft high building would create a turbulence shadow 2,280 feet long and 288 feet high!



28.3  
Cont'd

Turbulence caused by objects, such as buildings, not only means that winds becomes more gusty (random changes in wind speeds in very short periods of time), but it also means that the wind shifts directions quickly and dramatically. In fact, the wind flow behind an object will often turn into a series of eddies (winds that flow in a circular pattern). Trying to windsurf or kiteboard in these conditions is like trying to drive a car while having someone grab the steering wheel and randomly yank it from right to left WHILE throwing the car into and out of reverse AND simultaneously and randomly altering the pressure on the gas pedal. Driving with any control, enjoyment or safety would be impossible, just as riding in wind eddy conditions is not possible.

28.3  
Cont'd

Turbulence caused by the proposed development has a high probability of making the entire downwind area in question become unusable. This will eliminate our only teaching area, a primarily sailing area!

2b) With regard to the statement that “Figure 2: Project Wind Effects not including winds under 10 miles per hour:”

*EIR concern: How can the EIR come to a conclusion about the impact that this project will have on windsurfing and kiteboarding without trying to determine the impact on winds 10mph and lower – wind speeds needed and used to teach over 100 beginners at Coyote Point every year?*

28.4

Ideal wind range for teaching beginners and beginner sailing is from 4mph-10mph. It is 7-15 mph for beginning intermediate riders. While the EIR states “it appears to be the case that the more wind, the better,” this is untrue for beginner and intermediate riders. The fact is a hot wire anemometer cannot effectively measure impacts on lower winds (Source: Kungliga Tekniska högskolan University abstract on hot wire measurements in wind labs). What we can only imply is that the wind effects may be more significant and pervasive for winds 10 miles an hour or less. The logical assumption is that lighter winds do not have enough power to push around an obstacle the same way that higher winds do. Likely, the project will have a SIGNIFICANT, negative impact on the ability to conduct beginner lessons at Coyote Point. A prime local example of the significance of this substantial impairment of windsurfing can be found at the Foster City Lagoon, where teaching and racing used to occur almost daily prior to the construction of tall buildings immediately upwind; today, the shifting and turbulent winds prevent even the most accomplished sailors from windsurfing there.

3) With regard to the statement that “Figure 2: Project Wind Effects does not measure the impact on winds that windsurfers/kiteboards/sailors actually use.” It is misleading and understates the actual impact:”

Figure 2: Project Wind Effect is the chart that was chosen to include in the EIR. Unfortunately, this chart is the average impact of the impacts of 3 wind different wind directions: west, west northwest, and northwest.

- Only 2 of the 3 wind directions are relevant to the vast majority of windsurfers and kites: west northwest and northwest winds. West winds at Coyote Point are inherently gustier than west northwest and northwest winds. West winds also do not blow you back to the shoreline. As such, very few experienced riders attempt to ride in west winds at the Coyote Point.

28.5

- Because the proposed buildings are oriented from east to west the expected and measured impact on the decreases in wind speeds blowing east to lower than the impact on west northwest and northwest winds.
- Including west winds in Figure 2: Project Wind Effects allows the consultants to show lower impact data points, but these data points are not relevant to the vast majority of riders at Coyote Point.

28.5  
Cont'd

*EIR concern: How can the EIR come to a conclusion about the impact that this project will have on windsurfing and kiteboarding when it is not reporting the impact on the wind directions that riders actually ride in?*

4) With regard to the statement that “The wind impact study provides a comparison of the 771k square foot design to a 441k square foot site to show the wind impact of a smaller design. The comparison in this study is an “apples to oranges” comparison designed to mislead the reader”:

28.6

Within the full wind study used to for summary purposes in the EIR, the consultants conducted wind impact measurements on the proposed 770k square foot project to a 441k square foot project (as considered in the Bayfront Specific Plan). When comparing the two designs, the impact on the wind did not look that much different. This might lead you to conclude that there is no substantial difference between a 441k square foot design and a 770k square foot design. This is misleading.

In a true “apples to apples” comparison, the designers should have measured the impact on the wind of their current design to the impact on the wind of a scaled-down version of their current design. Instead, they build a 441k square foot model in which the buildings’ design, orientation, location and massing would have a negative impact on the wind. While not specifically written in Appendix I: Wind Tunnel Report - any written or verbal discussions of this comparative study would be misleading. Had the analysts included a study of the current design, but scaled back to 441k square feet, we are confident that there would be less degradation in measured wind speed and less building-induced turbulence intensity.

### **True Impact on Beginners Lessons.**

The only area that we have to teach beginners is a sub segment of the impact Area shown in Figure 2 of Appendix G of the EIR. This area is shown below:

28.7



28.7  
Cont'd

Not only is the location shown above the only safe location to in which to teach, it is the only safe place that is large enough to allow the students to sail safely.

Using Figure 2: Project Wind Effects, our teaching area encompasses the 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> rows in that diagram (the 1<sup>st</sup> row being the bottom most row). It excludes the bottom and the top two rows in that diagram because these are unsafe areas for beginners (The area encompassing the first row either has too little or no water or is too close to shore to safely teach and the 5<sup>th</sup> and 6<sup>th</sup> row are too far away from shore to be safe).

Our beginner classes start in the far most northwest corner of this zone because beginners get quickly blown down wind and they need the room to sail before being pushed back to the shore. This is the area with the largest negative wind impact.

Using Figure 2: Project Wind Effects, if we divide the number of square feet that shows a reduction in wind speed by 10% or more show by the square footage of our teaching area, the 1.0 FAR project will significantly and negatively impact just wind speed by at least 28% of our teaching area.

The figure is a conservative estimate because, as already discussed:

- Figure 2 is understated because it include west winds in the calculation
- Turbulence from the buildings were not included, but will likely be pervasive and significantly negative.
- Figure 2 does not even include the impact on winds 10mph or under. Wind speeds likely be more effected by the project



Adding the turbulence to the equation, the current project will likely eliminate 100% of our teaching area. Again, 100s of students learn each year at Coyote Point and they can not learn, nor can experts even sail in, winds that twist and turn - at one moment coming from the north west, the next moment coming from the west, and the next moment back flowing and coming from the east.

### **Impact on Advanced Riders**

This project will likely have a significant impact on usable winds for advanced riders as well on the usable wind (if we use the proper data and account for turbulence).

The project would shut down the “secondary launch” area to advanced windsurfers. Worse, the “secondary launch” area as described in the EIR and shown in Figure 2 is actually the primary launch and the only launch for beginner and intermediate kiteboards is the primarily launch for advanced kiteboarders.

Requiring kiteboards to launch at (what the study calls) a “primary launch” puts kiteboards at a very high risk of injury. Kites are extremely powerful and kiteboarders much launch the kite on land and walk into the water. This “secondary launch” location is the only area that is flat and provides an easy access to the water.

The “primary launches” shown in Figure 2 are steep, holey, highly uneven concrete blocks or sandbag ramps. If a kiter trips and falls when trying to reach the water, there is higher risk that the kiter would lose control of the kite and it would put the kite quickly and forcefully into objects downwind of the kiter. At best, the kiter might damage his equipment. At worst, the kiter could be seriously injured or die.

### **Conclusions:**

*EIR concern: When you recognize that:*

- *The area most impacted by the project IS a primary sailing spot and a subsection of this area (see below) is the only safe spot to teach beginners; AND*
- *the buildings will cause very large area of turbulence in the entire area being studied; AND*
- *that turbulence is an equally important factor along side wind speed in the ability to enjoyably and safely ride AND*
- *that the data reported in Figure 2: Project Wind Effect not only does not account for turbulence and is understated because it includes west winds in the calculation AND*
- *the fact that winds under 10mph likely be more affected by the project than higher winds...*

*How can the EIR come to the conclusion that the “Cumulative impacts on recreational boardsailing in the vicinity of the project site would be less-than-significant.”?*

### **Proposed Solution:**

We believe that two things can be done to minimize the projects wind impact:

1. The City of Burligame can uphold the Bayfront Specific Plan and it’s own Zoning regulations of a FAR of 0.6. Smaller and shorter buildings = less wind impact.
2. The designers can create a more wind-friendly design by:

28.7  
Cont'd

28.8

28.9

- Restrict the height of the buildings to 2-3 stories.
- Set the buildings as far back from the waters edge as possible
- Orient the buildings from west northwest to east southwest (parallel to the 270 - 300 degree direction of the prevailing wind direction riders use)
- Rounding the corners of the building to minimize wind flow disruptions

**28.9  
Cont'd**

A new wind speed study should be conducted and include calculations of wind turbulence to determine the wind impact of a “wind friendly” design. The wind speed study should examine west-northwest and northwest winds during the months of April-Sept during the hours of 10am-6pm for relevant data inputs. This will allow for a true, comprehensive analysis on the impact on wind quality.

Thank you once again for considering the concerns of the windsurfing and kiteboarding community in your decision process. We appreciate the sensitivity with which the Bayfront Specific Plan was created, and the fact that development in the Anza Point area is likely. Any development project, however, if executed poorly, can cause permanent damage to Coyote Point’s windsports community, leaving some with no viable learning or riding alternative.

We would be delighted to meet with the Burlingame Planning Department and/or members of Planning Commission to enhance understanding of our points above. We can be reached at any time for comments, questions or concerns.

Best Regards,

Rebecca Geffert & Jane Cormier  
 Founders and Owners  
 Boardsports School & Shop  
 1603 Coyote Point Drive  
 San Mateo. 415.385.1224

**28. Rebecca Geffert and Jane Cormier (letter dated January 11, 2012)**

- 28.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, including a discussion of the special characteristics of Coyote Point, please refer to the Master Response in Section 3, Master Response, of this Final EIR.
- 28.2 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. Contrary to assertions in the comment, the area where 10 percent or greater reductions in windspeeds would occur represents a portion of the beginner/intermediate area identified by the commentor; it does not encompass the entire area identified by the commentor. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.
- 28.3 For a discussion of the analysis of project effects on wind surfing and kite boarding related to turbulence, please refer to the Master Response in Section 3, Master Response, of this Final EIR.
- 28.4 For a discussion of the analysis of project effects on wind surfing and kite boarding related to turbulence and wind speeds of less than 10 miles per hour, please refer to the Master Response in Section 3, Master Response, of this Final EIR.
- 28.5 For a discussion of wind impacts related to wind speed and direction, please refer to the Master Response in Section 3, Master Response, of this Final EIR.
- 28.6 For a discussion of alternatives to the Project, including an Existing Zoning Alternative, please refer to Response to Comment 6.1. For a discussion of why a new wind study is not required, please refer to the Master Response in Section 3, Master Response, of this Final EIR.
- 28.7 For a discussion of the analysis of project effects on wind surfing and kite boarding related to skill level, please refer to the Master Response in Section 3, Master Response, of this Final EIR.
- 28.8 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair

prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

- 28.9 For a discussion on development of the site under existing zoning regulations, please refer to Response to Comment 6.1. For a discussion of why a new wind study is not required, please refer to the Master Response in Section 3, Master Response, of this Final EIR.



To whom it may concern;

There are 240 search references for “bicycle” in this document. Often distinctions are not made between recreational and commute bicycle facilities, but while this plan attempts to take those different modes into consideration I want to add a bit more tweaking.

### **Airport Blvd**

- Confusing description, i.e., 14’ Class III bike Path. It should be called out as a Class III Bike Route if there is to be no Class II Bike Lane striping. In the event that it is not Class II, Sharrows should be added to the roadway pavement.
- There should be absolutely no on-street parking. Parked cars do not serve as a pedestrian safety barrier or deterrent to jay-walking. A proper barrier would be thorny or bushy landscaping for at least 2’ between the sidewalk and the curb. Parked cars do not serve as traffic calming mitigation, narrower lane widths do. Dooring will never occur if there are no parked cars on the roadway. All parking demand should be met on campus and not on the public thoroughfare.
- The gateway signalized intersections must have signal loops that can detect bicycles in accordance with 2007 CA state law (AB 1581, Fuller) which requires reliable detection of bicycles and motorcycles at traffic-actuated approach positions of new and improved traffic signals.
- All signalized intersections must be equipped with a pedestrian demand for crossing and countdown signal heads. Crossing times should be calibrated higher than 4’ per second because significant numbers of people pushing strollers, children on bikes, scooters, etc, older recreational walkers will be crossing to access the shared Class I bike paths. The activation button should be located as close to the ADA curb-cut ramp as possible in order that wheelchairs and bicycles, especially those pulling kiddie trailers, don’t have to realign themselves to cross the street.
- In addition to the in-pavement flashing lighting at un-signalized crosswalks a light bar should be installed across the road to further alert motorists of pedestrian activity.

29.1

### **Bay Trail and the Sanchez Channel Spur Trail**

- If there is to be a separate 4’wide, 2-direction cinder jogging path installed along the shared Class I Bike path it should be reconfigured to be one 2’wide path in each direction on either side of the Class I Bike Path in order to address “right of way” concerns. Not all joggers enjoy the cinder surface and therefore move along the paved path.
- If proper maintenance is not regularly provided, cinder jogging paths quickly deteriorate into uneven rutted surfaces that tend to go unused.
- The Class I Bike Path should maintain a minimum width of 12’ to accommodate the significantly different speeds traveled by multiple user types. Groups tend to spread themselves all over the path with no awareness of others unless facing on-coming users. Even with a yellow line to note right of way, most don’t observe its meaning if the path looks to be open ahead. Most accidents are caused by the erratic movements of small children, dog leashes or failure to give right of way. A path of less than 12’

29.2

leaves almost no wiggle room for those snap decisions that arise from playful inattention.

- The internal on-campus sidewalks and connectors to the Class I Bike paths should maintain a 12' width, not only to maintain smooth transition but also to serve as an aesthetic encouragement to walk. Little thought is given to the pedestrian who often feels squeezed and enclosed when he is presented with minimal foot and body space to negotiate through corridors of tall buildings or travel along busy streets. There is a sentiment of implied safety and well-being when looking ahead to and traveling upon a broad pathway, especially when one wants to maintain a perception of unlimited open space.

29.2  
Cont'd

### **Bike Facilities**

- Protected indoor parking, shower and changing-rooms, and on-campus bike sharing are most thoughtful and forward-thinking amenities not often considered by nor included in many big development projects. It is extremely commendable that these are presented as TDM mitigations.
- Outdoor bike parking racks are often given little thought as to design or placement. Unless there is a desire to “make a statement” with an artfully designed custom rack, a bit of care should be given to the standard stock. A bike rack must be able to support the bicycle frame and its front wheel with a large degree of stability lest the bike falls over and damages itself and/or others. “Wheelbenders”, a rectangular frame with vertically welded supports to hold a front wheel is the cheapest and least desirable model. It doesn’t take much for the bike to tip and bend a wheel-rim when the unsupported weight of the frame is dragged down. For multiple parking, the “wave” is a better choice. Best yet is the inverted “U” set in rows, with enough space between each (at least 3’) so that 2 bikes per rack can be parked; that is 6 racks can hold 12 bikes. The “U” supports the entire weight of the bike with minimal chance of tip-over. However, the most common installation mistake is to leave too little room at one end of the rack, especially if it’s going to be placed in front of any wall, to accommodate one wheel leaving the frame (essentially the weight) without proper alignment for complete support.
- Under no circumstances should the Bike Bollard be used. Although it can hold up to 3 bikes, they are extremely difficult to securely lock up to, and it’s a 90% guarantee that the bike will fall over.

29.3

Pat Giorni  
1445 Balboa Ave.  
Burlingame  
January 9, 2012

**29. Pat Giorni (letter dated January 9, 2012)**

- 29.1 As described on page 2.19 in Section 2, Project Description, of the Draft EIR, the realigned Airport Boulevard through the 300 Airport Boulevard Project Site would be designed to accommodate through-traffic and meet the vehicle, pedestrian, and shuttle bus access and circulation needs of the Project. The roadway would be designed with a 30 mile-per-hour (MPH) speed limit to ensure that vehicles travel slowly through the site and to enhance pedestrian circulation. The design speed would be achieved through the radius of the street curves and through the provision of traffic-calming measures, such as pedestrian crosswalks and gateway elements. In addition, there would be new gateway elements on Airport Boulevard, including textured pavement, monument pylon structures, signage figures, lighting, and landscaping, which would serve the dual purpose of announcing the 300 Airport Boulevard Site and reducing traffic speeds.

Parked vehicles along this segment of Airport Boulevard would serve as a pedestrian safety barrier by creating a physical separation between pedestrians on the sidewalk and moving vehicles on the street. The presence of parked cars both physically and visually narrow the roadway. The "side friction" that parked cars cause acts as a traffic calming measure.

All roadway improvements included in the Project, including crosswalks, bicycle facilities, curb cuts, and signalized intersections would be designed in accordance with applicable City, State, and federal laws and regulations.

For clarification, the second bullet on page 2.23 of the Draft EIR is revised as follows:

- On Airport Boulevard, provide a clearly marked shared 14-foot wide inside shared lane for onstreet bicycle travel (Class III Bike ~~Path~~ Route). Using a shared wide lane would reduce the incidence of "dooring" as well as wrong-way and sidewalk riding, and would help prevent motorists from forcing cyclists into the curb or parked cars.

- 29.2 This comment is important for the public discourse on the merits of the Project and whether it is viewed as an asset to the City. However, this comment does not address the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits.

All bike paths included as part of the Project will be 12-feet wide. The on-campus sidewalks and connectors have been designed with pedestrian safety and comfort in mind. These sidewalks will solely be used by pedestrians and will be 8 feet wide. The proposed 12-foot width is not needed for this single type of use and based on the low to moderate projected pedestrian volumes.

- 29.3      This comment is important for the public discourse on the merits of the Project and whether it is viewed as an asset to the City. However, this comment does not address the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits.

## LETTER 30

**From:** Steve Goldfinger [mailto:sgoldfinger@ecomind.net]

**Sent:** Monday, January 09, 2012 11:38 PM

**To:** CD/PLG-Brooks, Maureen

**Subject:** Proposed approximately 770,000 sq ft building project northwest of Coyote Point

Maureen Brooks, Planning Manager  
City of Burlingame  
Community Development Department  
Planning Division  
501 Primrose Road  
Burlingame, CA 94010-3997

Dear Ms. Brooks,

I am writing to express my concern about the proposal to build an approximately 770,000 sq ft. building northwest of Coyote Point, and the impact that this will have on wind-related recreational opportunities in the area. The proposed project, which is significantly larger than allowed by the original zoning, will likely reduce average wind speed and increase wind turbulence at several downwind launch sites historically used for windsurfing and kiteboarding, detrimentally impacting the ability to provide instruction for and to engage in these recreational activities. San Francisco Bay is internationally known as one of the top locations in the world for wind sports, and this brings tourism and its economic benefits to the Bay area. Coyote Point Park is one of the prime locations for wind sports in the Bay, and reductions in wind speed or increased turbulence will make it significantly more difficult for participants in the sports to launch from the park and to return from further out on the Bay, reducing the desirability of the site as a launch point and, because of the increased difficulty in returning to shore, negatively impacting safety at the site.

30.1

Therefore\ I urge you, the Planning Commission and the City Council to respect its own staff's prior recommendations for a maximum 471k square foot usage, and to reject the developer's new proposal for a revised zoning variance that would permit a larger usage. Allowing the latter, in addition to negatively impacting recreational activity downwind of the development, would also open the door for development or expansion of other buildings bordering the Bay. Let's not destroy one of the true treasures of the area, one that makes the Bay area such a desirable location to live, work and play!

Thank you for considering my comments.

Sincerely yours,

Steven H. Goldfinger  
San Anselmo, CA

**30. Steven Goldfinger (letter dated January 9, 2012)**

- 30.1 An analysis of the Project at the existing permitted zoning is included in Section 5, Project Alternatives, of the Draft EIR as the Existing Zoning Alternative. As shown in Table 5-1, page 5-3 of the Draft EIR, the Existing Zoning Alternative would allow construction at the 300 Airport Boulevard Site of up to 473,725 square feet (which is up to 0.6 FAR). The analysis of the Existing Zoning Alternative, compared to the Project, is included on pages 5-18 through 5-41 of the Draft EIR. In addition, Table 5-9, starting on page 5-56, summarizes the comparison of impacts. As shown, the Existing Zoning Alternative would still result in impacts similar to the 300 Airport Boulevard Project. The main difference between the Project and the alternative is that the Existing Zoning Alternative would reduce the significant and unavoidable air quality impacts related to compliance with the 2010 Clean Air Plan and operational air pollutant emissions.

The impacts of the Existing Zoning Alternative on wind conditions are analyzed on page 5-38 through 5-39 of the Draft EIR. As stated, development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights, because the buildings proposed for the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project). As discussed in Section 3.11, Parks and Wind Effects on Recreation, of the Draft EIR, the 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; therefore, it was determined that the 300 Airport Boulevard Project would result in less-than-significant wind effects to recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. Since the Project as proposed would have a less-than-significant impact on wind conditions, CEQA does not require consideration of an alternative that further reduces wind the impacts.

For clarity, Draft EIR text on page 5-38, last paragraph, is revised as follows:

**Wind Effects.** Development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. ~~However, the winds in this area would be comparably affected.~~ These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights, because the buildings proposed for

the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project). ~~However, the winds in this area would be less affected than under the 300 Airport Boulevard Project because the buildings would be between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet. The 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; and therefore, it was determined that the 300 Airport Boulevard Project would result in a less-than-significant impact to windsurfing recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. Because the Existing Zoning Alternative would result in buildings with less height and bulk, the effect on wind speeds would be minimized and this alternative would also have a less than significant effect on nearby windsurfing recreational resources.~~ (LTS)

For a further discussion of the relative wind impacts as a result of the Project and the Existing Zoning Alternative, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

**LAW OFFICE OF  
LOUIS J. GOODMAN**

GATEHOUSE PLAZA  
1290 "B" STREET, SUITE 307  
HAYWARD, CA 94541

**LETTER 31**

ljgoodman@yahoo.com  
www.louisgoodman.com

TEL: (510) 582-9090  
FAX: (510) 582-9195

January 6, 2012

**Planning Commission  
Burlingame City Hall, Council Chambers  
501 Primrose Road  
Burlingame, California 94010**

RE: Coyote Point Construction, Hearing 1/9/12 - 7 PM

As a Bay Area Citizen, taxpayer, kiteboarder, and environmentally concerned individual, please register my objection to any oversize construction near or around the Coyote Point Recreational Area. Large construction causes substantial disruption of natural wind patterns. Coyote is an internationally recognized kiteboarding and windsurfing destination.

31.1

Access to the bay and recreational use thereof is a precious resource that all of us have an interest in preserving. Large construction is best located in less sensitive areas. If any construction is done, such construction ought be directed to improving recreational access for wind and water sports.

Please contact me should you require further information or input.

Very truly yours,



Louis J. Goodman

LJG/sft

**RECEIVED**

JAN 10 2012



**31. Louis Goodman (letter dated January 6, 2012)**

- 31.1 This comment is important for the public discourse on the merits of the Project and whether it is viewed as an asset to the City. However, this comment does not address the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 32

From: Kingsley Grunwald [<mailto:kings411@sbcglobal.net>]  
Sent: Sun 1/8/2012 8:24 PM  
To: CD/PLG-Brooks, Maureen  
Subject: Coyote/Burlingame conservation

Dear Ms. Brooks,

As a Burlingame resident for nearly two decades I need to voice my feelings as to the importance of Coyote Point Park to the community at large.

Coyote is a unique treasure in many ways. Access to the bay for windsurfing and kiteboarding has brought recognition/visitation from beyond just Northern California.

Please believe me as I write that Coyote is recognized and respected from coast to coast and internationally.

Please look east towards the bay from Burlingame Ave. Before 101 construction it would take you to Coyote directly.

Also, please don't overlook the many benefits of minimally obstructed or CLEAN WIND to the local community.

Kind regards,

Kingsley H. Grunwald

32.1

**32. Kingsley Grunwald (letter dated January 8, 2012)**

- 32.1 This comment is important for the public discourse on the merits of the Project and whether it is viewed as an asset to the City. However, this comment does not address the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 33

From: Hans Gustavson [mailto:Hans\_Gustavson@symantec.com]  
Sent: Saturday, January 14, 2012 12:28 PM  
To: CD/PLG-Brooks, Maureen  
Subject: Coyote point development

To whom it may concern ,

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

I am an active kiteboarder in san mateo and use this site on a regular basis. Please consider the community when making a decision.

Hans gustavson  
111 9th avenue, unit 102  
San mateo, ca

Sent from my iPhone

33.1

**33. Hans Gustavson (letter dated January 14, 2012)**

- 33.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 34

**From:** OLENA GUTSALOVA [mailto:ogutsalova@yahoo.com]

**Sent:** Tuesday, January 10, 2012 11:56 AM

**To:** CD/PLG-Brooks, Maureen

**Subject:** Please do not allow the building project

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Olena Gutsalova

843 Newport Cir  
Redwood City  
CA 94065

34.1

**34. Olena Gutsalova (letter dated January 10, 2012)**

- 34.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

Amir Hamaoui, P.E.  
Senior Engineering Specialist  
amirhamaoui@gmail.com

Monday, January 16, 2012

Re: Comments on Draft Environmental Impact Report for 300 Airport Boulevard Development Project

Maureen Brooks, Planning Manager, City of Burlingame  
Community Development Department  
Planning Division  
501 Primrose Road  
Burlingame, CA 94010-3997  
Fax: (650) 696-3790  
Email: [mbrooks@burlingame.org](mailto:mbrooks@burlingame.org)

Dear Ms. Brooks,

The *Potential Wind Conditions in the Bay East of the Proposed 300 Airport Boulevard Development, Burlingame, California* (Appendix I) of the Draft Environmental Impact Report (DEIR) for 300 Airport Boulevard does not adequately address the impact of the prevailing winds for boards sailing at Coyote Point shoreline due to the proposed development.

The summary of the Appendix I states:

In summary the project would not result in a reduction of 10% or more in wind speeds at "irreplaceable launching and landing sites", "primary board sailing areas" or "large portions of transit routes". Project impacts on recreational boardsailing in the vicinity of the project site would be less-than-significant.

This conclusion is not based on the study of the proposed design of 300 Airport Boulevard, yet is confidentially stated as fact. There is no specification of the assumptions and verifications between the general study (based on a completely different design) and the proposed development, which is 57% larger. In an apparent contradiction, the mitigation measure does state:

Since wind impacts are **design specific**, project-level analysis, consisting of scale-model testing in a wind tunnel, should be required for the 350 Airport Boulevard site if or when an application is submitted to the City of Burlingame.

I am in complete agreement that further study is required. As a Senior Engineering Specialist with an academic and professional focus in the study of fluid dynamics and computational fluid dynamics (CFD) simulation, I have developed a wind flow simulation in collaboration with my colleague Brigitte Rosendall, Ph. D, of the potential impact on board sailing at Coyote Point to show that the conclusions of the DEIR are incorrect.

Additionally, I am an avid kiteboarder with eight years experience sailing in the San Francisco Bay. I have sailed at Coyote Point, Ocean Beach, 3<sup>rd</sup> Avenue, Crissy Field, Berkeley, Stinson

35.1



Beach, Waddell Creek, San Leandro and many other locations. This wide ranging experience provides me a feel for the wind and the obstructions affecting the wind at each launch site.

Coupling my professional knowledge and sailing experience, we generated a three-dimensional computer model of the site plan 4 buildings and a parking lot generated from Figure 2-5: 300 Airport Boulevard Site Plan and Figure 2-6: 300 Airport Boulevard Building Sections and Elevations of the DEIR is used as the input to the simulation using the commercially available software ANSYS Fluent. CFD is commonly used in a variety of fluid flow simulations in industry to design city infrastructure, automobiles, airplanes and many other applications.

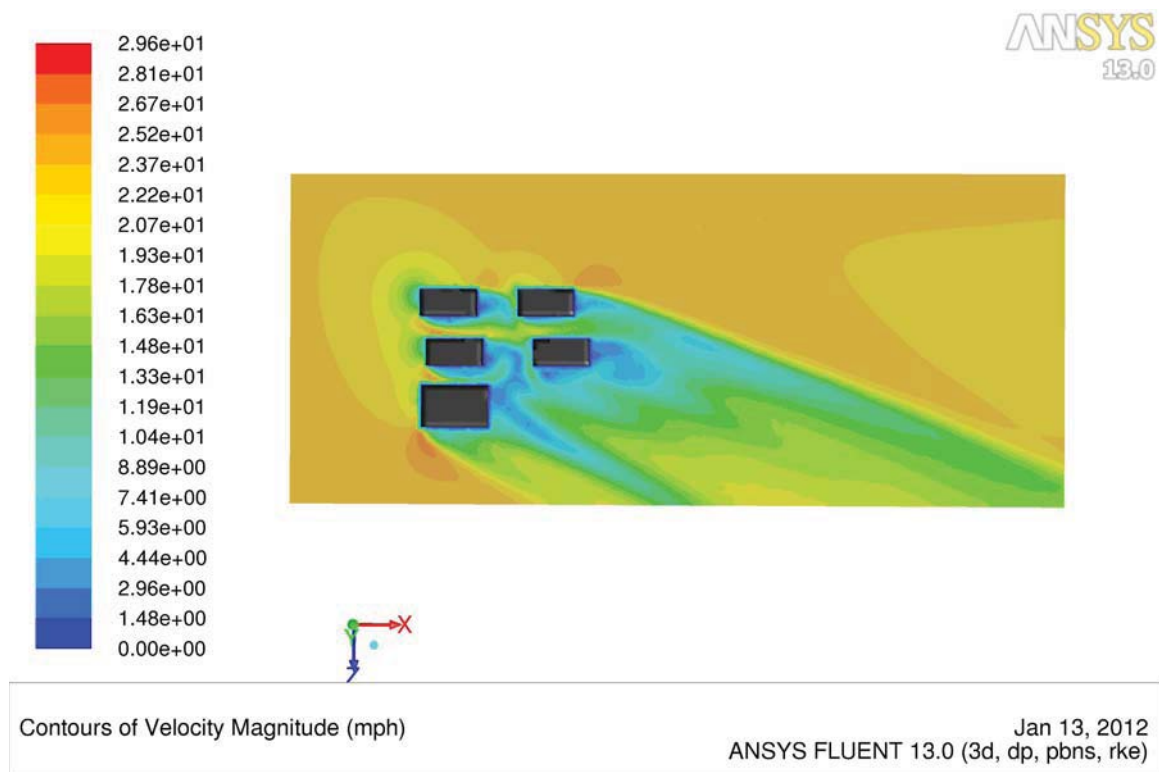
The Coyote Point and proposed development simulation assesses a wind speed of 20 knots or 23 miles per hour from the West Northwest (WNW), which is the highest percentage (24.6%) wind direction as documented in Appendix I of the DEIR. The wind speed is that of ideal conditions at this site. Noting that the Bayfront Specific Plan community wind standards state,

A reduction of 10% or more in wind speeds at irreplaceable launching and landing sites, or a reduction in wind speed of 10% or more over large portions of transit routes or primary board sailing areas would be judged a significant adverse impact.”

A 10% wind reduction would be 18 knots or 20.7 miles per hour. Figure 1 shows the results of the wind shadow created by the proposed development. The contours of velocity magnitude are colored such that colors of yellow, green and blue indicate regions with a wind velocity below 20.7 miles per hours. These regions would be judged a significant adverse impact to board sailing. Figure 2 is an overlay of the simulation results, 300 Airport Boulevard Site Plan, and the results of the previous study of the site plan taken from Figure 3: Cumulative Wind Impact of Appendix I of the DEIR. The magnitude of the wind at the launch sites is reduced by as much as 50%, which is five times the reduction that would be judged significant. All three of the board sailing launch sites are within the wind-shadow and would be unusable. Noting that this simulation is only for a direction out of the WNW and that Coyote Point has wind out of the west and northwest, additional simulations would show that the extent of the wind shadow would be greater.

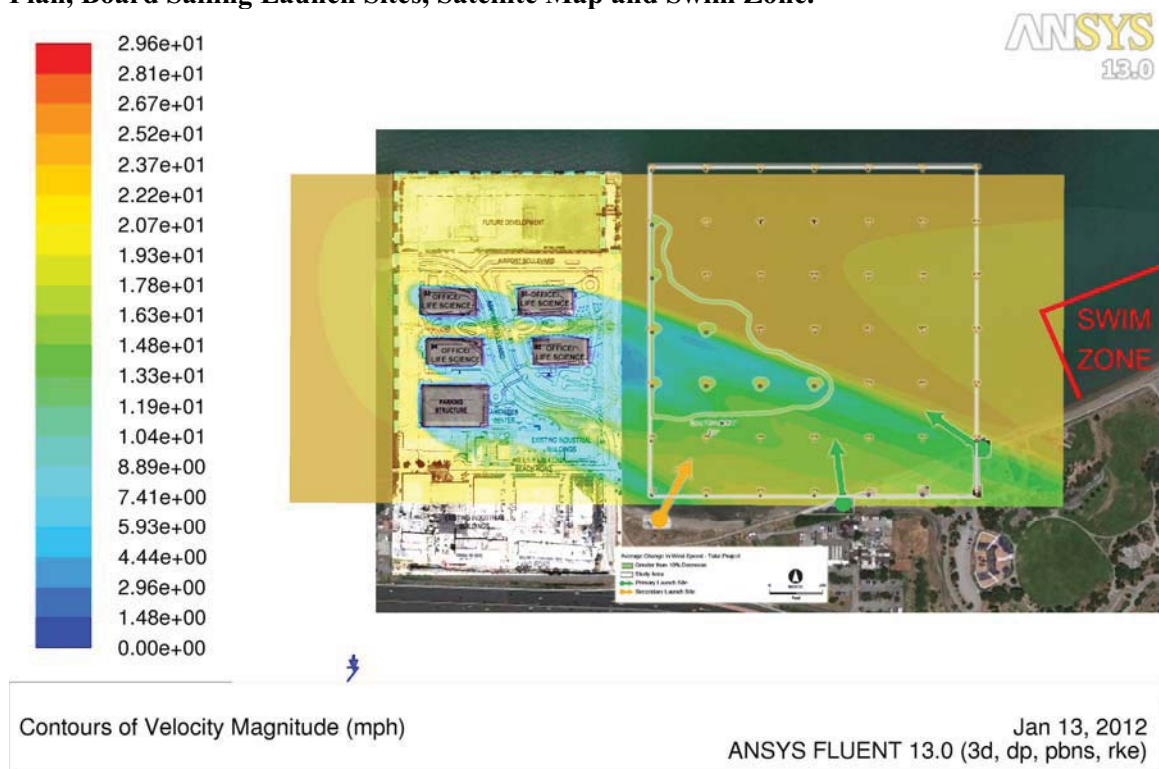
**35.1  
Cont'd**

**Figure 1: Contours of Velocity Magnitude (mph) of 300 Airport Boulevard Site Plan**



**35.1  
Cont'd**

**Figure 2: Overlay of Contours of Velocity Magnitude (mph) of 300 Airport Boulevard Site Plan, Board Sailing Launch Sites, Satellite Map and Swim Zone.**



These results are quite reasonable considering that the project site has a maximum building height of 144 feet and the launch sites are approximately 1,400 feet from the site boundary. The distance from the launch to the site is about 10 times the building height. The turbulent region behind buildings and other obstacles can extend to 20 times the height. In addition, the width of the building elevations from the northwest is approximately 750 feet wide and would cast a wind shadow of about 1000 feet wide when the wind is from the WNW.

These results show that the proposed development would end board sailing at Coyote Point shoreline as the wind would be reduced by such an extent that sailors would be unable to leave the shoreline to access the greater bay.

In addition, Appendix I does not address any changes to recreational board sailing since 1989. The sport of kiteboarding has dramatically increased in popularity in the bay area. The DEIR states that “there are no specific criteria for minimum wind speeds to support ‘good’ sailing.” This is simply not true as sailing equipment does require a minimum wind speed to begin sailing. Given the conditions in the Bay area and advances in sailing equipment, the minimum speed is approximately 15 miles per hour.

Appendix I also does not adequately address unintended consequences due to the proposed development. Regardless of any wind flow study by CFD or wind tunnel, the affects of any impact to the Coyote Point shoreline must be addressed. Coyote Point is the only site in the bay area with excellent sailing, a playground, lessons and concessions proved by Board Sports School, parking, and warm showers. As a parent, this is the most family friendly location to go sailing. The DEIR does not address how to compensate the public and local businesses if this excellent recreation area is degraded by the proposed development.

Personally, I feel that the San Francisco Bay area has an unfortunate history destroying the beautiful natural resource that is the Bay. For decades, developers filled in the bay or used it as a dumping ground. Fortunately, most of this damage was stopped, but not without permanent repercussions to the bay. Today, many cities in the bay have restored wetlands once filled with trash and concrete. One such example is the Hayward Regional Shoreline. Wetlands have been rehabilitated and the San Francisco Bay Trail winds through the region for the public to enjoy the wildlife and restored natural resource. The DEIR does address improvements to the Bay Trail between Coyote Point and Anza Lagoon, but the large size of the proposed commercial development are in direct contrast with the intent of restoring the bay.

At a minimum the proposed development and EIR must address these concerns. A computer simulation using CFD must be used to address the final design of 300 Airport Boulevard. In my professional opinion, the design would need to be modified such that there is no impact to the recreational activities at Coyote Point shoreline

Please contact me with any questions regarding my comments or the wind study presented.

Sincerely,

Amir Hamaoui, P. E.

**35.1  
Cont'd**

**35.2**

**35. Amir Hamaoui, P.E. (letter dated January 16, 2012)**

- 35.1 An analysis of the Project at the existing permitted zoning is included in Section 5, Project Alternatives, of the Draft EIR as the Existing Zoning Alternative. As shown in Table 5-1, page 5-3 of the Draft EIR, the Existing Zoning Alternative would allow construction at the 300 Airport Boulevard Site of up to 473,725 square feet (which is up to 0.6 FAR). The analysis of the Existing Zoning Alternative, compared to the Project, is included on pages 5-18 through 5-41 of the Draft EIR. In addition, Table 5-9, starting on page 5-56, summarizes the comparison of impacts. As shown, the Existing Zoning Alternative would still result in impacts similar to the 300 Airport Boulevard Project. The main difference between the Project and the alternative is that the Existing Zoning Alternative would reduce the significant and unavoidable air quality impacts related to compliance with the 2010 Clean Air Plan and operational air pollutant emissions.

The impacts of the Existing Zoning Alternative on wind conditions are analyzed on page 5-38 through 5-39 of the Draft EIR. As stated, development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights, because the buildings proposed for the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project). As discussed in Section 3.11, Parks and Wind Effects on Recreation, of the Draft EIR, the 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; therefore, it was determined that the 300 Airport Boulevard Project would result in less-than-significant wind effects to recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. Since the Project as proposed would have a less-than-significant impact on wind conditions, CEQA does not require consideration of an alternative that further reduces wind the impacts.

For clarity, Draft EIR text on page 5-38, last paragraph, is revised as follows:

**Wind Effects.** Development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. ~~However, the winds in this area would be comparably affected~~ These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights, because the buildings proposed for

the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project). ~~However, the winds in this area would be less affected than under the 300 Airport Boulevard Project because the buildings would be between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet.~~ The 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; and therefore, it was determined that the 300 Airport Boulevard Project would result in a less-than-significant impact to windsurfing recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. ~~Because the Existing Zoning Alternative would result in buildings with less height and bulk, the effect on wind speeds would be minimized and this alternative would also have a less than significant effect on nearby windsurfing recreational resources.~~ (LTS)

For a further discussion of the relative wind impacts as a result of the Project and the Existing Zoning Alternative, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

- 35.2 One of the Project Objectives described in the Summary and Section 2.3, Project Objectives, of the Draft EIR includes, “To develop a corporate campus that improves and enhances public access to and within the site, including the waterfront, by extending the Bay Trail through the site and by expanding and improving the waterfront edges of the site.” As stated on Page S-7 of the Draft EIR, “pedestrian access and open space at the 300 Airport Boulevard Site would include extension and rehabilitation of the Bay Trail and associated open space improvements along the Bay in the offsite Eastern Shoreline parcel, connections through the center of the 300 Airport Boulevard Site to the improved Bay Trail in the Eastern Shoreline area via the east-west pedestrian promenade, a Bay Spur Trail and associated open space for public access to and along Sanchez Channel and smaller open space and landscaped areas throughout the Project Site. No buildings would be constructed within the 100-foot shoreline band, and the 100-foot shoreline band would be restored and rehabilitated to provide improved pedestrian access and open space. Shoreline revetment would also be repaired or reconstructed as necessary to maintain safety and stability of the shoreline area.” As such, improvements along the eastern shoreline of the 300 Airport Boulevard Site, which would include Bay Trail/public access pathways and associated landscaped open space areas (1.39 acres) and roadways (0.18 acres) would be included as part of the Project.

## LETTER 36

**From:** Doug Hayden [mailto:email@doughayden.com]  
**Sent:** Sunday, January 15, 2012 6:16 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Please hold developer within bounds of initial agreement near Coyote Point

Ms. Brooks,

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

I understand that the developers are using a flawed wind study comparing their current design of 770k square feet to a 471 square foot design that was never suggested. Instead of comparing their current design 771sq ft design to a 471k sq ft design where the buildings were built diagonally, they compared their design to a building layout that had zero consideration for wind impact. The result is that they are looking to say that their increased design will not have significantly more impact on the wind. This is completely false, please be sure to do an objective examination of their study.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Thank you.

Doug Hayden (408) 896-3456  
710 Colleen Dr  
San Jose, CA  
95123

36.1

**36. Doug Hayden (letter dated January 15, 2012)**

- 36.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.



## LETTER 37

From: George Haye [<mailto:george@iwindsurf.com>]

Sent: Sun 1/8/2012 11:12 AM

To: CD/PLG-Brooks, Maureen; [info@boardsportsschool.com](mailto:info@boardsportsschool.com)

Subject: Please protect Coyote Point Park, deny inappropriate, destructive building project

January 8, 2012

Maureen Brooks  
Planning Manager, City of Burlingame

I need to express my heightened concern about the proposed approximately 770,000 sq ft development project for the site located to the northwest of Coyote Point in Burlingame. My concern is for my own personal use of Coyote Point, for my business--which in part depends on the largely unobstructed windflow continuing at Coyote Point, as well as for other local watersports businesses and the Bay Area windsurfing and kiteboarding communities as a whole which depend on this extremely important location. The buildings proposed, as proposed, would irreversibly and seriously degrade the wind conditions nearshore at Coyote Point. This would make learning windsurfing and kiteboarding nearly impossible at this critical location, would make launching for all levels of users untenable, and in essence would ruin one of California's greatest windsurfing and kiteboarding venues.

I work in business development for iWindsurf.com, and iKitesurf.com. We maintain a weather station at Coyote Point. Our business will suffer noticeably if these buildings were to be built as planned. Coyote Point is a long-standing, established recreational area of the highest order -- an extremely rare gem in California -- due to the excellent launch facilities and in particular the strong and regular nearshore windflow patterns which make windsurfing and kiteboarding possible. Coyote Point must NOT be allowed to be degraded by this building project. Due to the unique geographical location of this building site, in the final analysis, this building location simply cannot accommodate a project of this magnitude. Any future proposals for buildings at this location must absolutely take the wind impacts into serious consideration by employing the input from the windsurfing and kiteboarding communities, by coming in far below the current square footage sought, and by being built in the optimal height and orientation to minimize wind impacts on one of the crown jewels of the bay area, Coyote Point Park.

Respectfully submitted,

George Haye  
[iwindsurf.com](http://iwindsurf.com) / [ikitesurf.com](http://ikitesurf.com)  
108 Whispering Pines #245  
Scotts Valley, CA, 95066  
831-818-9109

37.1



**37. George Haye (letter dated January 8, 2012)**

- 37.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 38

From: =JeffH [mailto:Jeff.Hodges@KingsMountain.com]  
Sent: Monday, January 09, 2012 9:11 PM  
To: CD/PLG-Brooks, Maureen  
Cc: =JeffH  
Subject: wrt Burlingame Point Project (former Drive-In Theater)

wrt: Burlingame Point Project (former Drive-In Theater)

Maureen Brooks, Planning Manager  
City of Burlingame  
Community Development Department  
Planning Division  
501 Primrose Road  
Burlingame, CA 94010-3997

Dear Ms Brooks,

Please DO NOT allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

I have sailed at Coyote for 19 years and teach my children and others there. Impeding the natural windflow would make access to, and perhaps more importantly return from, the wider Bay quite difficult.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making such nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Thank you for your help and consideration in this matter,

Jeff Hodges  
412 Camberly Way  
Redwood City, CA  
[Jeff.Hodges@KingsMountain.com](mailto:Jeff.Hodges@KingsMountain.com)

38.1

**38. Jeff Hodges (letter dated January 9, 2012)**

- 38.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 39

From: JOHN HOLLAND [<mailto:jholl54353@msn.com>]

Sent: Sun 1/8/2012 9:03 AM

To: CD/PLG-Brooks, Maureen

Subject: Coyote Pt.

Dear Ms Brooks;

I am a windsurfer and love to go to Coyote Pt. It is has one of the best windsurfing venues in the bay area. Recently I have been informed that the planning commission is considering plans for a new office building in Burlingame that could possible threaten the quality of wind at Coyote Pt. I am writing to ask you to support your own recommendations for a 471k square foot usage plan. If the developers hold to the same design, but with the original proposed square foot usage, then there would an approximate 64% decrease in the wind impact.

If the city council goes against it's own recommendations, that will be a precedent to allow all of the other, current bay-side buildings to expand. There is one remaining site just northwest of this development site that will have an even greater impact on the wind once it is developed. Thus, the owners of this last site as well as current building owners adjacent to this site can use this new building exemption as a reason to build even higher buildings!

Thank you for your time and consideration.

Respectfully;

John Holland

39.1

**39. John Holland (letter dated January 8, 2012)**

- 39.1 An analysis of the Project at the existing permitted zoning is included in Section 5, Project Alternatives, of the Draft EIR as the Existing Zoning Alternative. As shown in Table 5-1, page 5-3 of the Draft EIR, the Existing Zoning Alternative would allow construction at the 300 Airport Boulevard Site of up to 473,725 square feet (which is up to 0.6 FAR). The analysis of the Existing Zoning Alternative, compared to the Project, is included on pages 5-18 through 5-41 of the Draft EIR. In addition, Table 5-9, starting on page 5-56, summarizes the comparison of impacts. As shown, the Existing Zoning Alternative would still result in impacts similar to the 300 Airport Boulevard Project. The main difference between the Project and the alternative is that the Existing Zoning Alternative would reduce the significant and unavoidable air quality impacts related to compliance with the 2010 Clean Air Plan and operational air pollutant emissions.

The impacts of the Existing Zoning Alternative on wind conditions are analyzed on page 5-38 through 5-39 of the Draft EIR. As stated, development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights, because the buildings proposed for the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project). As discussed in Section 3.11, Parks and Wind Effects on Recreation, of the Draft EIR, the 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; therefore, it was determined that the 300 Airport Boulevard Project would result in less-than-significant wind effects to recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. Since the Project as proposed would have a less-than-significant impact on wind conditions, CEQA does not require consideration of an alternative that further reduces wind the impacts.

For clarity, Draft EIR text on page 5-38, last paragraph, is revised as follows:

**Wind Effects.** Development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. ~~However, the winds in this area would be comparably affected~~ These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights, because the buildings proposed for

the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project). ~~However, the winds in this area would be less affected than under the 300 Airport Boulevard Project because the buildings would be between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet. The 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; and therefore, it was determined that the 300 Airport Boulevard Project would result in a less-than-significant impact to windsurfing recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. Because the Existing Zoning Alternative would result in buildings with less height and bulk, the effect on wind speeds would be minimized and this alternative would also have a less than significant effect on nearby windsurfing recreational resources.~~ (LTS)

As the commentor states, the increase in allowable FAR at the 300 Airport Boulevard Site would also allow future development at the 350 Airport Boulevard Site to develop at an increased intensity. The analysis of the 350 Airport Boulevard Site on wind conditions is discussed on page 3.11-11, Parks and Wind Effects on Recreation, of the Draft EIR. As stated, the wind study prepared for the Project included a programmatic-level analysis of the potential wind effects associated with the 350 Airport Boulevard Site. As shown in Figure 3.11-3 of the Draft EIR, the wind shadow from the 350 Airport Boulevard Site could extend north and east into the Bay, assuming that the 350 Airport Boulevard Project is developed as modelled for the wind tunnel analysis. However, since there is no project-specific application for the 350 Airport Boulevard Site at this time, the Draft EIR concludes that this project could result in an adverse change. To mitigate this impact, the 350 Airport Boulevard Project would be required to conduct a wind tunnel analysis to demonstrate that the site design would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area.

For a further discussion of the relative wind impacts as a result of the Project and the Existing Zoning Alternative, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 40

**From:** Brock\_and\_Sarah\_Jane Hubbard [mailto:brockandsarah@hotmail.com]  
**Sent:** Monday, January 09, 2012 12:13 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Coyote Point building project

Ms. Brooks,

We are longtime peninsula residents, homeowners, and avid windsurfers. Part of the reason we settled here with our family was to take advantage of the world-class windsurfing conditions and launches, including those at Coyote Point. The wind recreation available at this spot is a rare and precious thing. Truly, it is one of the best venues in the entire country for wind sports including windsurfing, kitesurfing, sailing and more.

Why destroy this gift of nature in order to build yet another office building? Especially when there are so many vacant buildings and office spaces in the immediate area. It just doesn't make sense.

Please do not allow the proposed 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of near-shore wind conditions in the area. Local windsport businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature - helping to create the special character of our bay community. This largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Ms. Brooks, we want to teach our children to windsurf and kite here -- and treasure the bay. Not raise them in a community that places a higher value on overbuilt office space.

Sincerely,

Brock and Sarah Hubbard and family  
1745 Lake Street, San Mateo, CA 94403

40.1

**40. Brock and Sarah Hubbard (letter dated January 9, 2012)**

- 40.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.



## LETTER 41

From: Ross Hutcheon [mailto:rahutcheon@yahoo.com]  
Sent: Tuesday, January 10, 2012 12:05 PM  
To: CD/PLG-Brooks, Maureen  
Subject: Burlingame Point Project (former Drive-In Theater)

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

**41.1**

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Ross Hutcheon  
1365 Alvarado Road  
Berkeley, CA 94705

**41. Ross Hutcheon (letter dated January 10, 2012)**

- 41.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 42

From: Lynda Johnston [mailto:kaismom@comcast.net]  
Sent: Friday, January 13, 2012 5:35 AM  
To: CD/PLG-Brooks, Maureen  
Subject: Proposed Building project Northwest of Coyote Point

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

42.1

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Lynda Johnston  
2051 Monroe Avenue  
Belmont, CA 94002

Sent from my iPad

**42. Lynda Johnston (letter dated January 13, 2012)**

- 42.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 43

**From:** Keating, Bill [mailto:billk@telenav.com]

**Sent:** Monday, January 16, 2012 11:28 AM

**To:** CD/PLG-Brooks, Maureen

**Subject:** Development project proposed for the property at the former Drive-In-Theatre

Dear Maureen Brooks,

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Thanks,

Bill Keating  
Redwood City Resident  
721 Crompton Rd  
Redwood City, CA 94061  
and  
Associate Director of Global IT  
  
T 408-215-7813

43.1

**43. Bill Keating (letter dated January 16, 2012)**

- 43.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 44

From: Joshua Kirz [mailto:jkirz@stanford.edu]  
Sent: Tuesday, January 10, 2012 9:07 AM  
To: CD/PLG-Brooks, Maureen  
Subject: coyote point project development

Ms. Brooks,

I have been informed that a large building development is planned in the coyote point area. My concern is how this will threaten the recreational use of that site for sailing, windsurfing, and kitsurfing. I recognize that "some" development may be needed, but strongly oppose the Bayfront Specific Plan 1.0 FAR (I'm told plan 0.6 FAR will do less harm).

Please recognize that there is a large community of recreators who will be impacted by this decision.

Thanks for your consideration.

44.1

Dr. Joshua Kirz  
Assistant Clinical Professor  
Stanford University School of Medicine

**44. Joshua Kirz (letter dated January 10, 2012)**

- 44.1 This comment is important for the public discourse on the merits of the Project and whether it is viewed as an asset to the City. However, this comment does not address the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.



## LETTER 45

From: Tyler Koblasa [mailto:tyler@ming.ly]  
Sent: Saturday, January 14, 2012 9:26 AM  
To: CD/PLG-Brooks, Maureen  
Subject: Please save Coyote Point!

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

45.1

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Sincerely,

Tyler Koblasa  
2261 Sacramento St #203  
San Francisco, CA 94115

**45. Tyler Koblasa (letter dated January 14, 2012)**

- 45.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 46

**From:** Kolpakov Vladislav [mailto:vkolpakov@yahoo.com]  
**Sent:** Friday, January 13, 2012 2:14 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Comments on Draft EIR for Burlingame Point Project

Dear Sir or Madam,

I would like to voice my opinion against the proposed building project northwest of Coyote Point. I have been windsurfing since 2005 and in my opinion, the resulting construction will shutdown the site for windsurfing and kiteboarding. From personal experience, any upwind obstructions, as in this case, severely harm the wind conditions and make wind sports impossible.

There are only a few places in the Bay Area that are useable for the above sports. Compared to Coyote, almost all of them are hard to get to, have poorer wind conditions and a significantly shorter wind season.

Furthermore, Coyote is unique in a sense that it's novice-friendly. The obstruction of the wind flow will surely eliminate one of the very few places in the Bay Area where people can learn both sports. Coyote is the only place this side of the bay that I know about with unobstructed access, high quality wind, and instruction available. It was the spot where I learned windsurfing, and so is the case with most bay area windsurfers I know. New sport enthusiasts will be denied such an opportunity if new construction takes place.

I believe that going forward with the proposed building project will extremely negatively affect the community by destroying most of the sport base both in the whole of the Bay Area and will not be limited to Coyote Point alone. The beauty the sport represents would become a thing of the past. Please don't let this happen for the sake of both enthusiasts and spectators.

Sincerely,

Vlad Kolpakov  
345 Sheridan Ave #404  
Palo Alto, CA 94306

46.1

**46. Vlad Kolpakov (letter dated January 13, 2012)**

- 46.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 47

**From:** Theresia Kurnadi [mailto:tkurnadi@gmail.com]  
**Sent:** Sunday, January 15, 2012 4:27 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** 300 Airport Boulevard

Dear Ms. Brooks,

I'm writing to you today as a member of the bay area windsurfing community with a concern over the proposed development on 300 Airport Boulevard project. I am also a licensed architect, LEED Accredited Professional, and a bay area resident who is concerned about the quality of our environment.

I do not have the scientific background or data to discuss the impact on wind quality in the Coyote Point area, so I will not argue about what was written in the Draft EIR. I will let other windsurfing and kiteboarding enthusiasts to make this point on my behalf.

I would like to encourage the Burlingame Planning division to uphold the City's Climate Action Plan which I highly admire. The Draft EIR for 300 Airport Boulevard project has indicated significant and unavoidable impact that cannot be mitigated to less than significant, when it comes to the production of greenhouse gas emission from operation of the project, and future 350 Airport Boulevard project. If the proposed changes to the Bayfront Specific Plan are approved to accommodate the 800,000 sf building, the City of Burlingame set a precedent for future projects implying that the Climate Action Plan can be ignored.

Please do let economic benefits outweigh the environmental benefit, and remember that we are passing this world to our children and grandchildren. Saving the environment today goes along way. Upholding the Climate Action Plan will prove that the City of Burlingame is committed to improving our planet and environment. I sincerely hope that you move against the changes to the Bayfront Specific Plan to accommodate the 300 Airport Blvd project.

Best Regards,  
Theresia Kurnadi  
Richmond, CA

47.1

47.2

**47. Theresia Kurnadi (letter dated January 15, 2012)**

47.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

47.2 Section 3.6, Climate Change, of the Draft EIR determined that the 300 Airport Boulevard Project would be inconsistent with applicable plans, policies, or regulations adopted for the purpose of reducing greenhouse gas (GHG) emissions. Specifically, the Draft EIR determined that operation of the 300 Airport Boulevard Project would generate emissions in exceedance of the Bay Area Air Quality Management District's (BAAQMD) threshold for operational GHG emissions. The BAAQMD threshold for operational GHG emissions is intended to reduce GHG emissions throughout the entire Bay Area in accordance with the overarching reduction goals established for the State in Assembly Bill (AB) 32. In other words, Section 3.6, Climate Change, of the Draft EIR determined that because operation of the 300 Airport Boulevard Project would exceed BAAQMD's operation GHG emission threshold, the Project would not comply with BAAQMD's interpretation of AB 32, resulting in a significant and unavoidable impact.

However, as described on page 3.6-23 of the Draft EIR, the 300 Airport Boulevard Project would comply with many of the reduction measures and recommendations identified as Phase 1: High-Impact GHG Reduction Programs for Implementation Prior to 2012 of the City of Burlingame's Climate Action Plan (CAP). Further, the Burlingame CAP identifies a numerical goal of reducing GHG emissions by 15 percent below the base year emissions (2005) by 2020 and 80 percent by year 2050 in order to maintain consistency with AB 32. Table 3.6-3 on page 3.6-19 of the Draft EIR compares the GHG emissions that would result from operation of the 300 Airport Boulevard Project with all feasible sustainability project features and mitigation measures against operation of the 300 Airport Boulevard Project without any of the features and mitigation measures described in Section 2, Project Description, and Section 3.6, Climate Change of the Draft EIR. As shown in Table 3.6-3, Project-included sustainability features and GHG mitigation measures would reduce emissions by approximately 18 percent over the unmitigated ("baseline") scenario. Therefore, the 300 Airport Boulevard Project would individually exceed the citywide CAP goal of a 15 percent reduction in GHG emissions below base year (2005) emissions and would therefore be compliant with the CAP.

Draft EIR text on page 3.6-23, second sentence of the first full paragraph incorrectly states that the Project would inhibit the City in meeting the short-term and long-term GHG

reduction goals established in the CAP. As described above, implementation of the Project would exceed the operational GHG emissions threshold established by BAAQMD for the purpose of assisting the entire Bay Area to meet the goals of AB 32 and, therefore would be non-compliant with BAAQMD's interpretation of the AB 32. However, as demonstrated above, the Project would comply with the qualitative and quantitative goals of the City of Burlingame's CAP. Because the Project would not comply with BAAQMD's interpretation of AB 32 the Project would still result in a significant and unavoidable impact related to compliance with all applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions. For clarification, Draft EIR text on page 3.6-23, first full paragraph and second paragraph are revised as follows:

However, because the 300 Airport Boulevard Project would exceed BAAQMD's threshold for operational GHG emissions, even with implementation of the mitigation measures identified under CC-1 above, ~~Therefore, it would inhibit the City in meeting the short term and long term GHG reduction goals established in the Climate Action Plan.~~ operation of the 300 Airport Boulevard Project would not comply with BAAQMD's interpretation of the AB 32. Implementation of the 300 Airport Boulevard Project would result in a significant and unavoidable impact to ~~State and local BAAQMD~~ GHG reduction plans, policies, and regulations. (SU)

### **350 Airport Boulevard**

As described under Impact CC-1 above, at this time, a development proposal for the 350 Airport Boulevard Site has not been submitted. ~~Without a development proposal, assumptions as to a future project's compliance with the City's Climate Action Plan would be speculative at best.~~ However, based on the GHG estimates provided above, operation of potential development at the 350 Airport Boulevard Site, both independently and when combined with the 300 Airport Boulevard Project, would result in the generation of GHG emissions above the allowable BAAQMD threshold. As described under Impact CC-1 above, even with implementation of Mitigation Measures CC-1.9 through CC-1.11, the 350 Airport Boulevard Project would result in significant and unavoidable operational GHG emissions; and therefore, would have a significant and unavoidable impact on State and local GHG reduction plans, policies, and regulations. (SU)

The following additional edits to the Draft EIR would also be made:

Draft EIR text on page S-25, Table S-3, under Improvement/Mitigation Measures is revised as follows:

<b>Table S-3</b> <b>Summary of Impacts, Mitigation Measures, and Improvement Measures</b>			
<b>Impacts</b>	<b>Impact Significance Without Mitigation</b>	<b>Improvement/Mitigation Measures</b>	<b>Impact Significance With Mitigation</b>
CC-2 Conflict with Applicable Plans, Policies, or Regulations Regarding Reduction of GHG Emissions. The Project would conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. The Project would have a significant impact on GHG reduction plans, policies, and regulations.	S	<b><u>300 Airport Boulevard</u></b> MITIGATION MEASURE. The 300 Airport Boulevard Project would exceed BAAQMD's threshold for operational GHG emissions, even with implementation of the mitigation measures identified under CC-1 above. <del>Therefore, it would inhibit the City in meeting the short term and long term GHG reduction goals established in the Climate Action Plan.</del> Implementation of the 300 Airport Boulevard Project would result in a significant and unavoidable impact to <del>State and local</del> <u>BAAQMD</u> GHG reduction plans, policies, and regulations.	SU

Draft EIR text on page S-42, second bullet in first bullet list is revised as follows:

- Non-compliance with ~~the 2010 Climate Action Plan~~ BAAQMD GHG reduction plans, policies, and regulations;

Draft EIR text on page S-42, second bullet in second bullet list is revised as follows:

- Non-compliance with ~~the 2010 Climate Action Plan~~ BAAQMD, regional, and local GHG reduction plans, policies, and regulations;



Draft EIR text on page S-45, Table S-4, second line under Climate Change is revised as follows:

<b>Table S-4</b> <b>Comparison of Impacts among Project Alternatives for the 300 Airport Boulevard Project</b>				
<b>Environmental Issue</b>	<b>300 Airport Boulevard Project</b>	<b>No Project Alternative</b>	<b>Existing Zoning Alternative</b>	<b>Office/Hotel Alternative</b>
<b>Climate Change</b>				
Result in Significant Emissions of Greenhouse Gases	SU	NI	SU	SU
Consistency with <del>the Climate Action Plan</del> <u>BAAQMD GHG Reduction Plans, Policies, and Regulations</u>	SU	NI	SU	SU
Cumulative Impacts	SU	NI	SU	SU

Draft EIR text on page S-47, Table S-5, second line under Climate Change is revised as follows:

<b>Table S-5</b> <b>Comparison of Impacts among Project Alternatives for the 350 Airport Boulevard Project</b>			
<b>Environmental Issue</b>	<b>350 Airport Boulevard Project</b>	<b>No Project Alternative</b>	<b>Existing Zoning Alternative</b>
<b>Climate Change</b>			
Result in Significant Emissions of Greenhouse Gases	SU	NI	SU
Consistency with <del>the Climate Action Plan</del> <u>BAAQMD GHG Reduction Plans, Policies, and Regulations</u>	SU	NI	SU
Cumulative Impacts	SU	NI	SU

Draft EIR text on page 4-1, second bullet in first bullet list is revised as follows:

- Non-compliance with ~~the 2010 Climate Action Plan~~ BAAQMD GHG reduction plans, policies, and regulations;

Draft EIR text on page 4-1, second bullet in second bullet list is revised as follows:

- Non-compliance with ~~the 2010 Climate Action Plan~~ BAAQMD GHG reduction plans, policies, and regulations;

Draft EIR text on page 5-2, second bullet is revised as follows:

- Non-compliance with ~~the 2010 Climate Action Plan~~ BAAQMD GHG reduction plans, policies, and regulations;

Draft EIR text on page 5-3, second bullet is revised as follows:

- Non-compliance with ~~the 2010 Climate Action Plan~~ BAAQMD GHG reduction plans, policies, and regulations;

Draft EIR text on page 5-31, first paragraph is revised as follows:

**Consistency with ~~the Climate Action Plan~~ BAAQMD GHG Reduction Plans, Policies, and Regulations.** As described above, the Existing Zoning Alternative would result in potentially significant GHG emissions. Because the Existing Zoning Alternative would potentially exceed the BAAQMD threshold for operation GHG emission it would ~~inhibit the City in meeting the short term and long term GHG reduction goals established in the City's Climate Action Plan (CAP). Therefore, implementation of the Existing Zoning Alternative would result in significant and unavoidable impacts to local and state GHG reduction plans, policies, and regulations.~~ not be consistent with BAAQMD's GHG reduction plans, policies, and regulations. (SU)

Draft EIR text on page 5-31, third paragraph is revised as follows:

The Existing Zoning Alternative for the 350 Airport Boulevard Project would result in fewer direct emissions from area and mobile sources, and fewer indirect emissions from electricity generation, water and wastewater demand, and solid waste when compared to the 350 Airport Boulevard Project, due to the relative size of the buildings included in the Existing Zoning Alternative. Although the Existing Zoning Alternative would result in substantial reductions to GHG emissions due to smaller overall building area and fewer employees (and fewer associated vehicle trips), the Existing Zoning Alternative would still result in significant and unavoidable impacts to GHG emissions. As such, under the Existing Zoning Alternative, the 350 Airport Boulevard Project would ~~inhibit the City in meeting the short term and long term GHG reduction goals established in the City's CAP. Further, because the Existing Zoning Alternative would~~ potentially exceed BAAQMD's threshold of significance for project-level, operational GHG emissions, ~~the 350 Airport Boulevard Project and~~ would be result in a cumulatively considerable impact on GHG emissions. Implementation of the 350 Airport Boulevard Project under the Existing Zoning Alternative would result in significant and unavoidable GHG impacts. (SU)

Draft EIR text on page 5-49, third paragraph is revised as follows:

**Consistency with the ~~Climate Action Plan~~ BAAQMD GHG Reduction Plans, Policies and Regulations.** As described above, the Office/Hotel Alternative would result in significant GHG emissions. Because the Office/Hotel Alternative would potentially exceed the BAAQMD threshold for operation GHG emission it would ~~inhibit the City in meeting the short term and long term GHG reduction goals established in the City's Climate Action Plan (CAP).~~ Therefore, implementation of the Office/Hotel Alternative would result in a significant and unavoidable impact to ~~local and state~~ BAAQMD GHG reduction plans, policies, and regulations GHG reduction plans, policies, and regulations. (SU)

Draft EIR text on page 5-56, Table 5-9, second line under Climate Change is revised as follows:

<b>Table 5-9</b> <b>Comparison of Impacts among Project Alternatives for the 300 Airport Boulevard Project</b>				
<b>Environmental Issue</b>	<b>300 Airport Boulevard Project</b>	<b>No Project Alternative</b>	<b>Existing Zoning Alternative</b>	<b>Office/Hotel Alternative</b>
<b>Climate Change</b>				
Result in Significant Emissions of Greenhouse Gases	SU	NI	SU	SU
Consistency with <del>the Climate Action Plan</del> <u>BAAQMD GHG Reduction Plans, Policies, and Regulations</u>	SU	NI	SU	SU
Cumulative Impacts	SU	NI	SU	SU

Draft EIR text on page 5-58, Table 5-10, second line under Climate Change is revised as follows:

<b>Table 5-10</b> <b>Comparison of Impacts among Project Alternatives for the 350 Airport Boulevard Project</b>			
<b>Environmental Issue</b>	<b>350 Airport Boulevard Project</b>	<b>No Project Alternative</b>	<b>Existing Zoning Alternative</b>
<b>Climate Change</b>			
Result in Significant Emissions of Greenhouse Gases	SU	NI	SU
Consistency with <del>the Climate Action Plan</del> <u>BAAQMD GHG Reduction Plans, Policies, and Regulations</u>	SU	NI	SU
Cumulative Impacts	SU	NI	SU

## LETTER 48

**From:** Peter Lakis [mailto:peter@dharmaspace.com]

**Sent:** Monday, January 09, 2012 4:54 PM

**To:** CD/PLG-Brooks, Maureen

**Subject:** PLEASE!!!! Don't accept the project.

Safe, earth friendly bay are recreation is at stake!

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

48.1

Peter Lakis  
Owner, Dharmaspace Pilates Center  
564 Market St. suite 300.  
San Francisco, CA 94104  
415-495-4564  
[peter@dharmaspace.com](mailto:peter@dharmaspace.com)  
[www.dharmaspace.com](http://www.dharmaspace.com)

**48. Peter Lakis (letter dated January 9, 2012)**

- 48.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 49

**From:** Seth Levy [mailto:seth.a.levy@gmail.com]  
**Sent:** Thursday, January 12, 2012 2:36 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Comments on Draft EIR for Burlingame Point Project

Hi,

I'm concerned with the wind impact of this oversize development on coyote point park. This is a premier windsurf and kitesurf location and is where I learned to sail. Please help preserve this spot for future generations.

Sincerely,

Seth Levy

49.1

**49. Seth Levy (letter dated January 12, 2012)**

- 49.1 This comment is important for the public discourse on the merits of the Project and whether it is viewed as an asset to the City. However, this comment does not address the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 50

**From:** Ross Libenson [mailto:ross@libensonlaw.com]  
**Sent:** Thursday, January 12, 2012 3:17 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Building Threat To Coyote Pt. Sailing Site

Ms. Brooks-

Please accept this email as a comment in opposition to the proposed building up-wind of Coyote Pt. The proposal is too high and too insensitive to other users of the area.

Ask the City Council to support it's staff own recommendations for a 471k square foot usage. If the developers hold to the same design, but with the original proposed square foot usage, then there would an approximate 64% decrease in the wind impact. If the City Council goes against it's own recommendations, that will be a precedent to allow all of the other, current bay-side buildings to expand. There is one remaining site just northwest of this development site that will have an even greater impact on the wind if it is developed. Thus, the owners of this last site as well as current building owners adjacent to this site can use this new building exemption as a reason to build even higher buildings!

All of our windsurf and kite launch sites are under risk. And Coyote Point IS a launch site that can be used by both windsurfers and kiteboarding. At 3rd Avenue and Alameda, the beach/launching areas are naturally eroding at alarming rates. Candlestick's wind will be almost non-existent if/when the gigantic proposed developments go through the 101 freeway. The access to Crissy Field is being more and more constrained by sailing and other events. Silt is building up more and more at Berkeley.

Coyote Point is, and can remain, a KITEBOARDING and WINDSURFING site for all of us to us. On extreme low tide days at 3rd or on too crowded days at 3rd, or on no wind days in Alameda or on days when Crissy and Berkeley are fogged in, COYOTE POINT IS THE PLACE TO GO. Please keep it that way.

Ross.

Ross Libenson  
Law Offices Of Ross L. Libenson  
180 Grand Avenue, Suite 1550  
Oakland, CA 94612  
[Ross@LibensonLaw.com](mailto:Ross@LibensonLaw.com)  
[Ross.Libenson@gmail.com](mailto:Ross.Libenson@gmail.com)  
(510) 763-5700 T  
(510) 835-1311 F

50.1

50.2



**50. Ross Libenson (letter dated January 12, 2012)**

- 50.1 An analysis of the Project at the existing permitted zoning is included in Section 5, Project Alternatives, of the Draft EIR as the Existing Zoning Alternative. As shown in Table 5-1, page 5-3 of the Draft EIR, the Existing Zoning Alternative would allow construction at the 300 Airport Boulevard Site of up to 473,725 square feet (which is up to 0.6 FAR). The analysis of the Existing Zoning Alternative, compared to the Project, is included on pages 5-18 through 5-41 of the Draft EIR. In addition, Table 5-9, starting on page 5-56, summarizes the comparison of impacts. As shown, the Existing Zoning Alternative would still result in impacts similar to the 300 Airport Boulevard Project. The main difference between the Project and the alternative is that the Existing Zoning Alternative would reduce the significant and unavoidable air quality impacts related to compliance with the 2010 Clean Air Plan and operational air pollutant emissions.

The impacts of the Existing Zoning Alternative on wind conditions are analyzed on page 5-38 through 5-39 of the Draft EIR. As stated, development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights, because the buildings proposed for the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project). As discussed in Section 3.11, Parks and Wind Effects on Recreation, of the Draft EIR, the 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; therefore, it was determined that the 300 Airport Boulevard Project would result in less-than-significant wind effects to recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. Since the Project as proposed would have a less-than-significant impact on wind conditions, CEQA does not require consideration of an alternative that further reduces wind the impacts.

For clarity, Draft EIR text on page 5-38, last paragraph, is revised as follows:

**Wind Effects.** Development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. ~~However, the winds in this area would be comparably affected.~~ These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights, because the buildings proposed for

the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project). ~~However, the winds in this area would be less affected than under the 300 Airport Boulevard Project because the buildings would be between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet. The 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; and therefore, it was determined that the 300 Airport Boulevard Project would result in a less-than-significant impact to windsurfing recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. Because the Existing Zoning Alternative would result in buildings with less height and bulk, the effect on wind speeds would be minimized and this alternative would also have a less than significant effect on nearby windsurfing recreational resources.~~ (LTS)

For a further discussion of the relative wind impacts as a result of the Project and the Existing Zoning Alternative, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

- 50.2 This comment is important for the public discourse on the merits of the Project and whether it is viewed as an asset to the City. However, this comment does not address the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 51

January 6, 2012

Planning Commission  
Burlingame City Hall, Council Chambers  
501 Primrose Road  
Burlingame, California 94010

RE: Coyote Point Construction, Hearing 1/9/12 – 7 PM

There are few areas in the world with the steady, strong afternoon winds that spring and summer bring to the San Francisco Bay. These winds make the Bay one of the premier windsurfing locations in the world. Taking safety and accessibility into account, the Bay arguably is the very best location; and the Coyote Point access is one of the safest and most accessible sites on the Bay.

As a third generation San Franciscan, Bay Area Citizen, taxpayer, windsurfer and environmentally concerned individual, please register my objection to any oversize construction near or around the Coyote Point Recreational Area.

The proposed development puts this unique recreational activity in jeopardy. It would create a wind shadow and obstructions that would destroy windsurfing at the Coyote Point site. Only a small fraction of experienced windsurfers would be able to schlog out far enough from shore to reach the remaining wind. For this group, the proposed construction would add new risks to a sport now generally practiced on the Peninsula in relative safety.

51.1

Windsurfing can only be practiced when there is wind and water. That means that windsurfers must go to where there are both wind and water. Windsurfing sites in Berkeley, San Francisco, and further north are not viable alternatives for those of us in the South Bay who do not have the time to drive further North than Coyote Point when the tide restricts our southern sites.

I respectfully request that the environmental review process of the proposed development take into account all aspects of the proposal that might affect windsurfing and do your utmost to preserve our treasured resource.

Personally, windsurfing ties me to the Bay. I know that others share my feeling, the exhilaration – skimming the surface, racing a bird, smiling at a seal, jumping the chop, being a part of the Bay. Do not underestimate the value of this feeling. Also, I spend a lot of money at local windsurfing shops and restaurants which is good for your city.

Thanks for your consideration

Sincerely,

Kirk Lindstrom

390 HUNADA DRIVE

**51. Kirk Lindstrom (letter dated January 6, 2012)**

- 51.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 52

**From:** Dave Luehrs [mailto:dluehrs@pittsburg.k12.ca.us]

**Sent:** Wednesday, January 11, 2012 12:30 PM

**To:** CD/PLG-Brooks, Maureen

**Subject:** Coyote Point development and wind impact...

I write this note in support of the SFBA and windsport enthusiasts from around the Bay Area. The ONLY reason that I have occasion to visit Coyote Point (as I have done for nearly 30 years!) is to windsurf and kiteboard in this world-class location. I teach the science of wind and am certain that the negative impact of building tall structures upwind of the park is detrimental to recreational use for MANY beachgoers. Thank you for your consideration. Keep the wind blowing cleanly at this location—please?

52.1

*Dave Luehrs*

Science Teacher

Hillview Junior High School

Room #207

(925) 473-2380 x5207

[dluehrs@pittsburg.k12.ca.us](mailto:dluehrs@pittsburg.k12.ca.us)



HOME OF THE WARRIORS!

**52. Dave Luehrs (letter dated January 11, 2012)**

- 52.1 This comment is important for the public discourse on the merits of the Project and whether it is viewed as an asset to the City. However, this comment does not address the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 53

**From:** George Luk [mailto:george.luk@gmail.com]  
**Sent:** Monday, January 09, 2012 5:02 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Coyote Point Project

As an active member of the windsurf community, I would like address my concerns with regards to the project near Coyote Point.

I have been a bay area resident for 16 years and basically moved to this area due to the recreation possibilities afforded from the unique geography of this region.

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Sincerely,

George Luk

48936 Green Valley Road  
Fremont, CA 94539

53.1

**53. George Luk (letter dated January 9, 2012)**

- 53.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.



## LETTER 54

**From:** Martin, Eric [mailto:eric.martin@novartis.com]

**Sent:** Monday, January 09, 2012 4:11 PM

**To:** CD/PLG-Brooks, Maureen

**Subject:** Please do not allow the enlarged development project at 300 Airport Blvd.

January 9, 2012

Maureen Brooks, Planning Manager  
City of Burlingame  
Community Development Department  
Planning Division  
501 Primrose Road  
Burlingame, CA 94010-3997  
Fax: (650) 696-3790  
Email: [mbrooks@burlingame.org](mailto:mbrooks@burlingame.org)

Dear Maureen Brooks,

Please do not approve the expanded development plan at 300 Airport Blvd. next to Coyote Point. Coyote Point is one of the Bays most important recreational resources. It is the only waterfront park on The Peninsula with safe and reliable access to strong South Bay winds coming through San Bruno Gap for windsurfing and kite sailing. Sailors come from all over the Bay Area for this access. Wind tunnel studies on the proposed development plan predict that it will block the wind and create turbulence that will make it unsuitable for sailing.

Power boats and large sail boats can perhaps sail to the center of the these waters, but there is no other way to get to this gorgeous and inspiring center of the area's most impressive natural resource with small, human scale, low impact recreational equipment like windsurfers and kite boards. On any summer weekend there are dozens to hundreds of windsurf sails dotting the waters at Coyote Point. Furthermore, because winds are local, this is often the only site on the Bay with enough wind for windsurfing. Windsurfing is one of the signal activities that define the San Francisco culture. Just look in any travel brochure. Please use you position as Planning Manager to protect this resource and maintain this important access to the Bay.

Most sincerely,

Eric Martin

---

Eric Martin  
Director  
Novartis Institutes for BioMedical Research, M/S 4.2  
4560 Horton St.  
Emeryville, CA 94608  
510-923-3306

54.1

**54. Eric Martin (letter dated January 9, 2012)**

- 54.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 55

**From:** James Mazzanti [mailto:w.james.mazzanti@gmail.com]

**Sent:** Monday, January 09, 2012 4:48 PM

**To:** CD/PLG-Brooks, Maureen

**Subject:** Save Coyote Point

To Whom It May Concern,

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

I am an avid windsurfer who moved to the Bay Area from NJ to live, work and raise kids.. as well as share and enjoy my passion for windsurfing. This is a unique place.

James Mazzanti  
554 Old Quarry Road  
Larkspur, CA 94939

55.1

**55. James Mazzanti (letter dated January 9, 2012)**

- 55.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 56

**From:** Sergey Menshikov [mailto:sergey.menshikov@gmail.com]  
**Sent:** Tuesday, January 10, 2012 8:58 AM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Comments on Draft EIR for Burlingame Point Project

City of Burlingame, Planning Division

Re: Comments on Draft EIR for Burlingame Point Project

Dear Sir or Madam,

Coyote point is one of two safe places to progress from beginner windsurfing into bay sailing. Another place is Alameda and the winds there are much lighter, greatly reducing the number of usable days.

Sailboard- and kite sailors at Coyote point are one of great attractions to park visitors. People at the promenade are often watching them; pay binoculars at the top of the point are often turned toward the sailors.

Sailing inside Coyote point bay will be impossible with current wind study, as sailors moving on the beam reach, perpendicular to the wind (95% of recreational windsurfing is done on beam reach) will be passing through or close to the impacted areas.

Also, sailors wishing to sail outside (most advanced sailors) usually have to rig smaller sails for the wind outside, which often means getting back in borderline conditions when a need to swim a mile may seem imminent. Any reduction in wind strength or quality will make swim a certainty.

The currently presented wind study is deficient and has to be re-done.

To start with, the vague language in the beginning mentions square footage of previous EIR, which is MUCH smaller than size proposed in current EIR. Does that mean that the wind study was done for smaller project? This is NOT clear.

The study does not account for height of the buildings and does not measure effects of turbulence.

Windsurfing sail or kiteboarding kite can only use the wind that impacts it from a certain angle. Sailors are continually adjusting the angle to obtain maximum power from the wind, but turbulence is usually very fast and chaotic for any sailor to be able to react in time.

Wingtip turbulences from large aircraft landing at SFO, sometimes visible traveling the water downwind in pairs, often result in hitting sails from the opposite side, putting sailors into water faster than they can blink their eyes.

Using hot-wire anemometer does NOT account for wind direction. Nowhere in wind study height or shape of buildings is mentioned.

Old-timers say there were sail regattas held in Foster City lagoon, before Visa International office complex was built.

56.1

[http://findarticles.com/p/articles/mi\\_m1216/is\\_v176/ai\\_4189737/](http://findarticles.com/p/articles/mi_m1216/is_v176/ai_4189737/) , from 1986:

"Dipping with the wind and cutting swiftly through the water, boardsailors race across the Foster City Lagoon each Tuesday evening, pirouetting around a configuration of buoys as in some gigantic water ballet. Some call their sport the essence of sailing. In any case, their races are fun to watch, and they take place every week at 6 P.M. from April 8 through October 28. This is an especially good place to watch boardsailors because you can get fairly close to the action."

The races are NOT there anymore. There are beginners, who leave to sail elsewhere the moment they get enough experience to understand that there is a lot of wind shadows and turbulence in the lagoon.

Please don't let sailboard launch at Coyote Point to become history.

To keep sailboard launch at Coyote point, there must be no wind obstructions upwind, or the obstructions must be low, and have aerodynamic shapes.

Above all, a more accurate aerodynamic study must be done.

Sincerely,

Sergey Menshikov

windsurfing Coyote Point for 8 years

1145 Blythe st

Foster City, CA 94404

56.1  
(cont'd)

**56. Sergey Menshikov (letter dated January 10, 2012)**

- 56.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 57

From: Linda Ondayko [<mailto:lindapalooza@mac.com>]  
Sent: Sun 1/8/2012 9:13 AM  
To: CD/PLG-Brooks, Maureen  
Subject: windsurfing @ coyote point

Coyote point has been a major windsurf area for years. Please do not approve any structure which would block the wind. Many people use this area for recreation, we need the wind for our sports. Developers should go somewhere else for this project. Thank You! Gordon Meyer

57.1



**57. Gordon Meyer and Linda Ondayko (letter dated January 8, 2012)**

- 57.1 This comment is important for the public discourse on the merits of the Project and whether it is viewed as an asset to the City. However, this comment does not address the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 58

**From:** Michelle M [mailto:mich3773@gmail.com]

**Sent:** Monday, January 09, 2012 8:25 PM

**To:** CD/PLG-Brooks, Maureen

**Subject:** 300 Airport Boulevard (350 Beach Road) (730,000 office/life science campus)

Dear Maureen,

I am writing to you out of concern for the effects this building project would have on the surrounding community.

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

I moved to the SF Bay Area (vs. other areas I considered) specifically because of the great wind conditions on the SF Bay. I was formerly employed by a small business out of Coyote Point Park that would be dramatically affected if the wind patterns were to change. I taught hundreds of windsurfing lessons in the space that's protected by the hills. To add this building to the shoreline would eliminate this instructional area completely. Launch sites like that of Coyote Point and 3rd Avenue are hard to come by - with sports like windsurfing and kiteboarding it is essential to have access to the wind near the shoreline, as it is how you move. While I no longer teach windsurfing lessons (as they put me through grad school), I continue to drive down to Coyote Point from San Francisco to use the wonderful natural resources to enjoy my favorite hobby.

Please understand that the strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Thank you for your time & consideration,

Michelle Meyer, windsurfer

2125 Hayes St. Apt. 2

San Francisco, CA 94117

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[mich3773@gmail.com](mailto:mich3773@gmail.com) | 262.370.3955 | san francisco

58.1

**58. Michelle Meyer (letter dated January 9, 2012)**

- 58.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 59

Scott Miller  
P.O. Box 145  
Dillon Beach, CA. 94929  
(707) 878-2167

January 15, 2012

City of Burlingame Planning Commission  
501 Primrose Road  
Burlingame, CA. 94010-3997



Re: Draft Environmental Impact Report, 300 Airport Boulevard.

Dear Staff and Commissioners,

Thank you for the opportunity to comment on this draft EIR. I have one major concern with this document.

**Impact RW-1 will be much greater than this study claims, and the suggested mitigation will not reduce it to a less than significant level.**

This project will have significant negative impacts on hundreds (if not thousands) of members of the public who visit Coyote Point to either participate in wind sports directly or enjoy viewing these sports as they picnic and recreate in other ways. Please direct the consultant to:

1. Correct the misleading and inaccurate data in the wind study.
2. Either:
  - A) Study the negative effects of wind shear and turbulence to the public waters and launch sites downwind.

Or

- B) List this as a Significant Negative Impact and offer mitigation for the loss of navigable waters off Coyote Point.

**The wind shadow study and figures do not accurately depict the size of the wind shadow that this project will create.**

The wind study states:

*The inherent uncertainty of measurements made with the hot-wire anemometer close to the surface of the model is approximately  $\pm 5\%$  of the true values.*

When measuring a threshold of 10%, an uncertainty of 5% is a big deal. If figures 2 and 3 are re-drawn to include this 5% uncertainty, the wind shadow grows to cover the entire transit zone, effectively cutting off *all* the launch sites from the sailing area.

**The wind study falsely states that the launch areas will not be affected.**

It claims:

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*The wind shadow of the proposed project, defined by a 10% wind reduction, does not affect any launching/land sites.*

**This statement is nothing short of absurd.** If there wind is blocked between the launch site and the sailing area the launch site is most definitely affected, as it becomes unusable. **Even if there is wind at the launch and the sailing area, if there is no way to get *from* the launch *to* the sailing area, the launch is no longer a launch, just a windy beach.**

**Wind shear and turbulence have not been studied.**

Wind shear and turbulence will negatively impact windsurfers and kiteboarders trying to navigate ALL waters between Airport Blvd. and Coyote Point, not just in the shadow area shown in the EIR. Wind shear and turbulence are studied extensively by the Wind Energy Conversion System (WECS) industry because WECS are negatively impacted by turbulence and shear, much like windsurfers and kiteboarders.

**The only way to accurately study wind shear and turbulence is by collecting data from multiple elevations within the study area.** This is how the WECS industry studies shear and turbulence. (Testimony by Next Era Energy to Marin County Planning Commission and Board of Supervisors.)

This study in appendix is essentially a two-dimensional study of wind, which only looks at reductions in wind speeds. It does not study turbulence or shear. There is no baseline data for turbulence, only two-dimensional data from the airport weather station. There are two ways to address this potentially significant impact of wind shear and turbulence in the EIR:

1. Construct Met Towers to collect 3 dimensional baseline data and conduct additional wind tunnel studies on wind shear within the elevations used by windsurfers and kiteboarders.
2. Consider this to be a significant impact and offer mitigation.

**The wind study improperly considers this to be two separate projects.**

This project will re-zone both properties (300 and 350). The EIR must measure the impact of the increased development on both properties. **While figure 2 is nice to include, figure 3 should be used to evaluate wind shadow effects, since this project includes re-zoning *both* parcels allowing for an increased FAR on both.**

Thank you for your time and consideration of these issues.  
I look forward to reviewing a corrected and improved FEIR.

Sincerely,

Scott Miller

59.1  
cont'd

59.2

**59. Scott Miller (letter dated January 15, 2012)**

59.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

59.2 As stated in Section 1, Introduction, of the Draft EIR, the document "...analyzes the development of the 300 Airport Boulevard Site on a project-specific basis, and also analyzes the potential effects of requested planning and zoning changes as they relate to the 350 Airport Boulevard Site on a programmatic basis." The Section further states that "Prior to approvals for the development of the 350 Airport Boulevard Site, additional project-level environmental analysis would be required subsequent to certification of this EIR." Each environmental topic of the Draft EIR, including Section 3.11, Parks and Wind Effects on Recreation, was evaluated under this scenario.

The wind study prepared for the project analyzed two potential "with project" scenarios: one with only development of the 300 Airport Boulevard Site and one with development of both the 300 Airport Boulevard Site and the 350 Airport Boulevard Site. Figure 3.11-3 refers to this latter scenario as "Cumulative with Future Development of 350 Airport Boulevard Site." However, this is unclear in the text of the Draft EIR. Therefore, the first full paragraph on page 3.11-11 of the Draft EIR is revised as follows:

Because there is currently no project application for development of the 350 Airport Boulevard Site, the 350 Airport Boulevard Site was modeled based on a potential for development consistent with the revised Bayfront Specific Plan and zoning designations proposed for the Project. The wind study prepared for the Project included a program level analysis of the potential wind effects associated with development of the 350 Airport Boulevard Site. As shown in Figure 3.11-3, the wind shadow that would result from development of both the 300 Airport Boulevard Site and the 350 Airport Boulevard Site would extend farther north and east into the Bay compared to the wind shadow associated with the 300 Airport Boulevard Project alone. However, because there is no a project application for the 350 Airport Boulevard Site the configuration, height, and bulk of building on the site is speculative, and the associated wind shadow effect could change depending on the ultimate development proposal. Therefore, the 350 Airport Boulevard Project could result in a potentially significant impact to windsurfing recreation resources at Coyote Point Recreation Area.

It should be noted that Section 3.11, Parks and Wind Effects on Recreation, of the Draft EIR also includes a mitigation measure that any future development at the 350 Airport Boulevard Site would be subject to a separate wind analysis to ensure that development of the site would not have an adverse effect on windsurfing recreational resources (see Mitigation Measure RW-1.1).

## LETTER 60

**From:** Oleg Milman [mailto:oleg.milman@gmail.com]  
**Sent:** Monday, January 16, 2012 3:06 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Re: Comments on Draft EIR for Burlingame Point Project

City of Burlingame, Planning Division  
Re: Comments on Draft EIR for Burlingame Point Project

Dear Sir or Madam,

I am a member of local windsurfing community frequently using Coyote Point park access area to SF Bay. Recently I heard about proposed development at 300 Airport Blvd that will seriously affect windsurfing quality at Coyote Point beach area.

According to the proposed plan new multistory buildings will be located directly upwind from the launching spot and will create wind obstruction inevitably causing turbulence that will make sailing (windsurfing) at the area of the launch and into about ½ mile off the shore very difficult, if not impossible, especially for inexperienced people. For experienced windsurfers that may mean getting into a danger of having to swim long distance and fight with a current that often can lead to pulling them down to the rocky shore near sail club jetty (or even far past that point), where there is a high risk of injury and loss of or damage to the equipment. That can become especially common in marginal sailing conditions when on the way back to shore the wind suddenly decreases, and turbulence stream knocks the sailor off the board (experienced people use smaller faster boards that are almost impossible to get on in weak/unstable wind conditions).

Coyote Point is famous for its friendly conditions for beginner windsurfing, and many people (myself including) interested in this wonderful sport learned it at that location. Many windsurfers teach their teenage kids at Coyote Point. Some of them (like Marion Lepert) become world champions at the age of fifteen (what a truly inspiring example of hard work and parent dedication!):

<http://blog.littlepicklepress.com/2011/08/how-my-dreams-take-me-through-change.html>

I also have a 15 year old daughter who is very excited about windsurfing. During summer months I often take her to Coyote Point to teach and she keeps saying that we have greatest time there. She is now invited by the owner of Boardsports Windsurfing School for a part time work during summer 2012 where she would be helping teaching younger kids and taking care of the equipment rentals. Needless to say how much she is looking forward to having this opportunity. I hope she becomes serious about the sport, as well as will her teenage friends and her younger sister who turned 7. However should the sailing conditions at Coyote Park become affected by the business development as envisioned all that will become impossible.

On behalf of many concerned people I would like to request members of the planning commission to do everything possible to *restrict the height* of the proposed buildings to 3 stories and make sure the *buildings are oriented parallel to the most usable windsurfing wind direction* (from west northwest to east southeast at 270-300 degree) and located *as far back from the waters edge as possible*. In addition it would be highly appreciated to conduct a new wind study that evaluates new design with regarding to wind speed and wind turbulence levels, and make necessary design corrections to minimize the impact.

60.1



Thank you,  
Oleg Milman

6521 Dartmoor Way  
San Jose, CA 95129  
(408) 396 3046

January 15, 2012

**60. Oleg Milman (letter dated January 15, 2012)**

- 60.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 61

**From:** Sontian M-S [mailto:sontian@gmail.com]  
**Sent:** Monday, January 16, 2012 12:04 AM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Proposed development upwind of Coyote Point park.

Dear Maureen Brooks,

I am a sailor of Coyote Point, in the Burlingame / San Mateo area. I do not live here year round though, but in the summers, the wind and world classes windsurfing and kitesurfing draw me back. Coyote point is the spot where my sailing in these two sports progressed rapidly and I was able to learn the full enjoyment of these sports. It is Coyote Point's wind and location that draws me and other like minded sailors to the region.

I am writing to petition a review of the proposed Burlingame Point Project that incorporates a more accurate wind study; an adherence to the current zoning regulations of FAR .6, and should you decide to go ahead with the project, I ask that you call for a "wind-friendly" design that does not endanger an excellent wind sports location.

As mentioned above, I am a seasonal resident of the San Mateo area. I both windsurf and kitesurf, with kitesurfing being my primary wind sport. The Bay Area, while a wonderful wind and water location, does not have many viable launches for kitesurfers, particularly beginners. South of the Bay Bridge, the only viable kiting locations I know of on the Bay are Alameda, 3rd Avenue, and Coyote Point. Should these locations (particularly Coyote Point) be endangered, many foreseen and unforeseen negative consequences could result.

Here are some notes about these locations:

Alameda - A wonderful wind sports location, but with inconsistent and usually low wind. It is a good location to learn the basics of wind sports in, but as the student progresses, the wind is simply not strong or consistent enough to allow continued progression for most of the season.

3rd Avenue - Great location for intermediates due to its consistent and fairly strong wind. At low tide it can become unusable due to low water levels and the long stretch of mud one would have to traverse to reach the water. Also, should a kiter or windsurf be unable to sail upwind sufficiently enough (a crucial skill to be learned), they would be blown past the two small landing areas available, and have to exit via the treacherous rock levy if they want to avoid getting sucked under the San Mateo bridge.

Coyote Point - Beginner through advanced location for windsurfing, advanced for kitesurfing. Excellent teaching location for both sports, from beginner through advanced, due to the services provided by Boardsports School. Should a kiteboarder or windsurfer find themselves unable to make it back upwind sufficiently, they can make their way down to 3rd Avenue to exit the water.

Here are two major disadvantages of an extensive building project as proposed in the Burlingame Point Project:

Turbulent wind:

This would be a major issue for the Coyote Point launch. When learning, beginners have a hard time discerning where the wind is coming from, and how to harness it. With turbulent winds, discerning the wind direction can be near impossible, discouraging potential sailors\* from

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continuing in the sport. Further more, it would make getting out of the cove to deeper water much harder, if not impossible (for kitesurfers). This could force sailors to cut through the swim area in the park, exposing swimmers to risk, and sailors\* to further risk near the already turbulent cliff face just below the swim area. This area is full of sharp rocks, which have easily sliced deeply into my foot in the past, thus endangering both the sailor and his or her gear. Lastly, turbulent wind could prevent sailors\* from safely returning to the launch since there would be insufficient or critically inconsistent wind allowing them to get back in from the last mile or so of water. The required swim in that case can be very tiring. Depending on the current, this can be exasperated. The water temperature can also slow a sailor's\* responses and reactions should an emergency arise during the long swim back. We would not wish to increase the numbers of rescues and night strandings of sailors\*.

Drop in tourism and patronage of local business:

As above mentioned, I (and other sailors\*) are nomadic in nature, and thus travel to areas where wind is convenient and consistent. This brings in business to various markets in your districts. I have to rent an accommodation, thus supporting your housing market, I need to eat, thus supporting your local grocers and food establishments, I need to drive, thus supporting your local entrepreneurs both in maintenance and gas industries, and so forth. Not only does my support of local business support the locals, but it supports the city and district too via sales tax and other such taxes. Should Coyote Point be compromised, I (and others like me) would have no reason to take our business to the area at all. Furthermore, with a critical learning location being compromised, fewer sailors\* would be trained, thus decreasing the long term potential for wind tourism, and support of local industries by sailors\*.

As can be seen above, the Burlingame Point Project can endanger both sailors and local businesses. For all of our sakes, please reconsider the project and take the following suggestions into consideration:

- Adhere to the City of Burligames Bayfront Specific Plan and its own zoning regulations of a FAR of .6.
- Create a more wind friendly design for the project by employing the following:
  - > Restricting building height to 2-3 stories at the maximum.
  - > Positioning the buildings as far back from the water's edge as possible.
  - > Orientating the building to a West Northwest to East Southwest aspect, thus keeping the building parallel to the 270 - 300 degree prevailing direction of usable wind for sailors\*.
  - > Rounding the corners of the building minimize wind flow disruptions (also would increase aesthetic appeal to investors).

After these steps have been taken, please launch a new and comprehensive study evaluating the effect of the proposed development concerning wind speed and turbulence, as these are both critical aspects of usable wind for sailors\*.

Thank you very much for your time and consideration.

Sincerely,

Sontian Morrell-Stinson  
1774 Northfield Drive,  
Yuba City, CA, 95993

\*: Sailors is used in this email as a blanket term covering windsurfing (sail boarding), kitesurfing (kite boarding), and to a lesser degree in this particular case, sail boat sailors.

61.3  
cont'd

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**61. Sontian Morrell-Stinson (letter dated January 16, 2012)**

- 61.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.
- 61.2 This comment is important for the public discourse on the merits of the Project and whether it is viewed as an asset to the City. However, this comment does not address the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.
- 61.3 For a discussion of the analysis of project effects on wind surfing and kite boarding related to turbulence, please refer to the Master Response in Section 3, Master Response, of this Final EIR.
- 61.4 For a discussion on development of the site under existing zoning regulations, please refer to Response to Comment 6.1.
- 61.5 Please refer to Response to Comment 61.1 and for a further discussion of wind impacts as a result of the Project; please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 62

**From:** Timothy Murphy [mailto:murphnturf@hotmail.com]  
**Sent:** Monday, January 09, 2012 11:44 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Coyote Point Redevelopment Project (old drive in)

Ms. Brooks:

I am writing to voice my opposition to the proposed "enhanced" development plans west of Coyote Point. I am an avid windsurfer and spend considerable time using the very unique natural resources available there. I feel the larger than original plan would likely affect wind patterns making the windsurfing/kiteboarding unusable. Our activity depends on steady strong winds with a launch place situated at an ideal angle to the wind. Coyote Point has all of this now. The areas and conditions for windsurfing we are fortunate to have here are unique in the world, a fact I cannot overstate. Office buildings are not. There is an endless list of people who can recount windsurfing and surfing spots that have been negatively affected by development. I ask the council to please reconsider the plans.

62.1

Sincerely,

Tim Murphy  
1650 Wedgewood Drive  
Hillsborough, CA 94010

**62. Timothy Murphy (letter dated January 9, 2012)**

- 62.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 63

**From:** serge nadon [mailto:sergenadon@gmail.com]  
**Sent:** Tuesday, January 10, 2012 1:30 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Coyote Point

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Serge Nadon  
Redwood City, CA

63.1



**63. Serge Nadon (letter dated January 10, 2012)**

- 63.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 64

From: Juan Navarro [mailto:jnavarro@gmail.com]  
Sent: Thursday, January 12, 2012 11:11 AM  
To: CD/PLG-Brooks, Maureen  
Subject: Please do not kill windsurfing at Coyote Point

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Juan Navarro  
Windsurfer and frequent Coyote Point user  
1028 Tulane Dr  
Mtn View, CA 94040

64.1

**64. Juan Navarro (letter dated January 12, 2012)**

- 64.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 65

**From:** Kurtis Nelson [mailto:knadrenalin@sbcglobal.net]

**Sent:** Wednesday, January 11, 2012 9:48 PM

**To:** CD/PLG-Brooks, Maureen

**Cc:** BillRobberson@sfbba.org

**Subject:** Proposed building at Coyote Point

Dear Maureen,

I am writing concerning the proposed building project at Coyote Point.

Please do not allow this 770,000 sq ft building project to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at many of the existing, long-established launch sites that I currently use. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Thank you for your time.

Sincerely,

Kurtis Nelson

1405 Grandview Avenue

Ceres, CA 95307

65.1

**65. Kurtis Nelson (letter dated January 11, 2012)**

- 65.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 66

**From:** vincent nicolas [mailto:nouncat@hotmail.com]  
**Sent:** Tuesday, January 10, 2012 8:35 AM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Building project

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

66.1

Vincent Nicolas  
1130 Florida Street  
94110 san francisco CA.

**66. Vincent Nicolas (letter dated January 10, 2012)**

- 66.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 67

From: Merrill nisam [mailto:m.nisam@comcast.net]  
Sent: Tuesday, January 10, 2012 7:17 AM  
To: CD/PLG-Brooks, Maureen  
Subject: Oppose Coyote expansion

Dear Ms. Brooks,

As an avid windsurf aficionado, and businessman, I oppose the proposal to expand development on Coyote waterfront. 67.1

Excuse the Typos.....Sent from my iPhone- merrill nisam



**67. Merrill Nisam (letter dated January 10, 2012)**

- 67.1 This comment is important for the public discourse on the merits of the Project and whether it is viewed as an asset to the City. However, this comment does not address the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 68

**From:** Dmitry Nizh [mailto:dmitrynizh@hotmail.com]  
**Sent:** Tuesday, January 10, 2012 11:45 AM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Stop expansion at Burlingame Point Project (former Drive-In Theater)

to:

Maureen Brooks, Planning Manager  
City of Burlingame  
Community Development Department  
Planning Division  
501 Primrose Road  
Burlingame, CA 94010-3997  
Fax: (650) 696-3790  
Email: [mbrooks@burlingame.org](mailto:mbrooks@burlingame.org)

From  
Dmitry Nizhegorodov  
Windsurfer

Hi,

I'm deeply concerned with the proposed development - Burlingame Point Project (former Drive-In Theater), near Coyote Point.

This is a much larger development than what currently exists and if approved, will impact wind at Coyote Point making the existing recreational windsurfing and kitesurfing activities there very difficult or not possible.  
I respectfully request:

PLEASE STOP THE EXPANSION!

If the site needs be developed, please go ahead with previously approved smaller building plan.

Regards,  
Dmitry Nizhegorodov  
Windsurfer

68.1

**68. Dmitry Nizhegorodov (letter dated January 10, 2012)**

- 68.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 69

**From:** Nicolas Ostermann [mailto:nico@bayareakitesurf.com]  
**Sent:** Wednesday, January 11, 2012 10:33 AM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Coyote Point Development

Dear M. Brooks,

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Regards,

**Nicolas Ostermann**  
Bay Area Kitesurf  
151 Haskins Way  
Unit C  
South San Francisco, CA 94080

F-One Kiteboarding  
F-One SUP  
Manera Underwave

69.1

**69. Nicolas Ostermann (letter dated January 11, 2012)**

- 69.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 70

From: Alex Pang [mailto:pang@cse.ucsc.edu]  
Sent: Monday, January 09, 2012 2:02 PM  
To: CD/PLG-Brooks, Maureen; pang@soe.ucsc.edu  
Subject: Proposed 770,000 square foot structure

Dear Ms. Brooks,

I'm opposed to the proposed 770,000 square foot structure project to go forward without obtaining and evaluating a wind impact study downwind of the proposed structures. The technical memorandum from Don Ballanti to Michael Kay dated November 9, 2011, clearly shows the detrimental impact to 2 of 3 launch sites for sailors and kiteboarders downwind of the proposed 488,000 square foot structures. The wind impact of the newly proposed 770,000 square foot structures could well destroy Coyote point as a launch site for windsurfing and kiteboarding.

Note that the technical memorandum is a bit inaccurate in saying that there's no wind minimum to support good sailing conditions. For sailing, there's the issue of wind speed and of wind quality. Minimum wind speeds may vary according to ability and equipment. For the typical users and equipment at this location, the minimum wind speed would be around 15 mph than 10 mph as used in the previous study. For kites and for beginners, wind quality (lack of turbulence) is also especially important as they can be create hazard and impede learning respectively. Faster flow tend to create more turbulence downwind of the structure, and taller structures tend to create larger wind shadow extending further downwind. Unless it can be shown that the design of the proposed structures will not impact the current use and access of Coyote Point Recreation Area, I am opposed to the proposed project.

Sincerely,

Alex Pang

70.1

**70. Alex Pang (letter dated January 9, 2012)**

- 70.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 71

**From:** pattonbc1@gmail.com [mailto:pattonbc1@gmail.com] **On Behalf Of** Benjamin Patton  
**Sent:** Sunday, January 15, 2012 7:30 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Coyote Point Development

Hello,

I am an avid kiteboarder and active community member in the bay. I have been reading about the proposed development at Coyote point, and I'm concerned about the impact on wind at the Coyote Point beach. Launching sites in the bay are rare, and it is important to develop with consideration for all who use the bay.

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Respectfully,

Ben Patton  
2139 Golden Gate Ave  
San Francisco, CA 94118

71.1



**71. Ben Patton (letter dated January 15, 2012)**

- 71.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 72

**From:** Cris Pavloff [mailto:cris@pavloff.net]

**Sent:** Tuesday, January 10, 2012 1:56 PM

**To:** CD/PLG-Brooks, Maureen

**Subject:** PLEASE REJECT THE PROPOSED PROJECT UPWIND OF COYOTE POINT

Dear Ms. Brooks,

I am a long-time windsurfer and often use the launch at Coyote Point. I'm writing to you today to urge you to please not allow the proposed ~770,000 sq ft building project upwind of Coyote Point to go forward. The impacts to wind quality would be catastrophic and would substantially impact windsurfing and kiteboarding access to and from San Francisco Bay. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions, and as such impact local small businesses.

The strong and steady wind conditions in the Coyote Point area are an extremely rare and unique asset. It brings travelers from all around the country and I have enjoyed spending time here over the years bringing my out-of-town family to enjoy Coyote Point's excellent conditions. The over-sized, code-ignoring proposed development would destroy this asset and all of the benefits that it brings to the area and the larger Bay Area Community. To sum up, the project (as proposed) must be denied.

Cris Pavloff  
2964 23rd st  
San Francisco, CA 94110

72.1

**72. Cris Pavlov (letter dated January 10, 2012)**

- 72.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

**Daniel R. Peshkin**

**LETTER 73**

**Attorney At Law**

235 Montgomery Street, Suite 600 San Francisco, Ca 94104

Tel: (415) 567-7874 FAX: (415) 520-9405

dpeshkin@dplawgroup.com

**RECEIVED**

JAN - 9 2012

CITY OF BURLINGAME  
CDD-PLANNING DIV.

January 6, 2012

**Planning Commission  
Burlingame City Hall, Council Chambers  
501 Primrose Road  
Burlingame, California 94010**

RE: Coyote Point Construction, Hearing 1/9/12 - 7 PM

Honorable Members:

Access to the bay and recreational use thereof is a precious resource that all of us have an interest in preserving. Large construction is best located in less sensitive areas. If any construction is done, such construction ought be directed to improving recreational access for wind and water sports.

As a Bay Area Citizen, taxpayer, kiteboarder, and environmentally concerned individual, please register my objection to any oversize construction near or around the Coyote Point Recreational Area. Large construction causes substantial disruption of natural wind patterns. Coyote is an internationally recognized kiteboarding and windsurfing destination.

73.1

Please contact me should you require further information or input.

Very truly yours,



Daniel R. Peshkin

DRP/ljg

**73. Daniel Peskin (letter dated January 6, 2012)**

- 73.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 74

COMMENTS ON 300 Airport Boulevard Site-Project Draft EIR and proposed usage--amendments to zoning.

I've read the current documents on the above project and would like to make the following observations:

### 1) Changes to the Anza Point North Zoning Regulations Section 2-8

•Amendments to the APN zoning regulations to allow for changes to the required setbacks. For front setbacks, the Code requires that at least 40 percent of the structure be at the maximum setback of 15 feet, while all buildings under the Project, with the exception of Building B3, would be setback further than 15 feet. Under the proposed amendment, a minimum of 10 feet would be required. Under current zoning, shoreline setbacks must be equal to or greater than the height of the building. Buildings proposed on the Bay side would comply with this zoning regulation; however, the buildings proposed along Sanchez Channel would be set back at less than their proposed height. For shoreline setbacks from Sanchez Channel for Buildings B3 and B4, 129 feet and 144 feet, respectively, is the minimum required based on the height of the buildings; however, Buildings B3 and B4 are proposed to be 106 feet and 135 feet, respectively, from the Sanchez Channel. Under the proposed amendment, shoreline setbacks would be changed to at least 75 feet from the Bay and 65 feet from Sanchez Channel. For below-grade construction, 15 feet is currently required whereas no setbacks for the West Campus and the East Campus are proposed along Airport Boulevard.

74.1

I am most concerned about the amendments regarding the reduction of setbacks, in particular to those near waterways. The shore and water areas provide respite to people, and to birds and other creatures seeking water. I think this sets a very unfortunate precedent, assuming there may someday be other, similarly sized projects that want the same treatment as this one. This is something that we cannot undo, once the structures have been built.

2) This project is significantly larger than the previous proposals for this site. As such, it does impact the surrounding areas in many ways. I would like to see more generous amenities for public usage of the Bay Trail areas and seating areas benefiting from the close proximity to the water and shoreline. I read about the 9 parking spaces for usage of the trail, and some other very basic improvements. It seems to me, however, that given the proposed usages, nature and theme of the hub, the campus could be bolder in its appreciation of open space and emphasizing the unique location, rather than what looks like a very typical 1980s office park layout surrounded by parking.

74.2

A) Since this is to be the catalyst for a biotech 'hub', it would be nice to ultimately see a signature project (advertisement for **our** unique bio hub) structures that flow in design with the natural water-oriented landscape, that respect the surroundings. that are more natural, blend with the landscape, rather than what could end up as clumsy and bulky shapes. Maybe they could have undulating or angled rooflines that work with the winds that everyone gets worried about. What about using Living Roofs and walls? The structures should strive to blend and almost disappear in the

74.3

landscape. Wouldn't this be the perfect project to highlight Burlingame's Biotech dreams.

74.3  
cont'd

B) We live close to the area and walk and bike it quite frequently. It should be noted that Airport Blvd. in this area is very underutilized at this point. 4-lanes seem to have been built out for many more cars than ever materialized. Closer to Coyote Point, the extra lanes diminish and the landscape changes to a more natural setting as one approaches the County Park. Optimally, car trips should, wherever possible, be directed northward to the 4 underutilized lanes of Airport Blvd, towards the anticipated Broadway overpass construction to keep the bulk of cars from cutting through residential areas.

74.4

C) With regard to encouraging bike use to and from, and during the day, I would hope that those knowledgeable in recreational and commuter bike use would be consulted about the best routes and designs for the affected segments of the Bay Trail. In particular, there needs to be a more useful bike path or safe route, south of the site, that makes the close proximity of Downtown Burlingame and the County Park a reality and attractive destination for the employees.

74.5

D) A portion of this document mentions making amendments to the podium style signage. I did not read it at length, but assume these changes would result in allowing bigger and/or taller signage.

Wouldn't it be nice if this development, which is right next to the freeway and very visible, as is, didn't have to scream out with signage. The goal should be an extraordinarily beautiful project, that it speaks for itself and is iconic, without having to resort to more aggressive signage.

74.6

\*As an aside, I recently learned from someone familiar with leasing retail square footage up and down the Peninsula, that Burlingame has one of the most generous signage ordinances in this area. He was speaking of square footage, in particular. Contrary to what you might have thought, this was not expressed as a compliment. In my opinion, this topic is long overdue, as there are several examples of very large and aesthetically unpleasing signs in various locations. Before we loosen up more signage rules, let's work on improving what could be dramatically better by looking at what other cities have done in this regard.

Respectfully submitted,

Jennifer and Juergen Pfaff  
615 Bayswater Ave.

**74. Jennifer and Juergen Pfaff (undated)**

- 74.1 As stated by the commentor, the Project includes amendments to the Bayfront Specific Plan that would reduce the required setbacks from the shoreline. Currently, the setbacks from the Bay and Sanchez Channel are required to be at a distance equal to or greater than the height of a proposed building. The Project would amend the Bayfront Specific Plan to have building setbacks at 75 feet from the Bay and 65 feet from Sanchez Channel. Nonetheless, with implementation of the 300 Airport Boulevard Project, setbacks at the 300 Airport Boulevard Site would be significantly greater than permitted under the proposed setbacks: Building B1 would be approximately 225 feet from the Bay, Building B2 would be approximately 183 feet from the Bay, Building B3 would be approximately 100 feet from Sanchez Channel, and Building B4 would be approximately 130 feet from Sanchez Channel. As proposed, the buildings along the Bay would be setback considerably farther from the shoreline than what is required under the existing Bayfront Specific Plan. The setbacks along Sanchez Channel under the Project would be less than what is currently permitted, but not to a significant extent.

In addition, the Project would improve the existing Bay Trail and would provide access to the shoreline, regardless of the reduction in building setbacks. As explained on page 3.2-34 of the Draft EIR, the Project would provide continuous connections through the 300 Airport Boulevard Site via the rehabilitated and extended Bay Trail. Public access to the Bay is currently provided in the eastern portion of the 300 Airport Boulevard Site and would continue to be provided with the Project. However, the Project would also include shoreline access to the eastern portion of Sanchez Channel, which is currently not accessible to the public. Vegetation, plazas, and pedestrian features would help enhance the visual quality along the Bay and Sanchez Channel.

However, as the commentor notes, the changes to the setback requirements would apply to all development within the Anza Point North zoning area. As such, future development at the 350 Airport Boulevard Site could include buildings closer to the shoreline. Positioning buildings at reduced setbacks from the shoreline could impact wind conditions and the existing visual setting. As such, the 350 Airport Boulevard Project would be required to conduct a separate, project-level CEQA analysis at the time a project application is submitted, which would determine the impacts of the project's proposed setbacks. Nonetheless, the 350 Airport Boulevard Site would be required to provide public access to the shoreline per the BCDC Public Access Design Guidelines for the San Francisco Bay and the ABAG Bay Trail Plan.

The reduced setbacks would apply to the Anza Point North zoning area, which only includes the 300 Airport Boulevard Site and the 350 Airport Boulevard Site. Therefore, the amendments to the Bayfront Specific Plan would not affect any other projects that could be proposed in the foreseeable future in Burlingame's Bayfront Area.



- 74.2 This comment pertains to the design of the Project and does not address the adequacy of the Draft EIR or the Project's compliance with CEQA. The Draft EIR analyzes whether the design features of the Project as proposed, including the improved Bay Trail, would impact the environment and surrounding areas, but does not consider specific design features that would not have a substantial physical impact on the environment.

Improvements to the Bay Trail are discussed on pages 2-25 through 2-27 in Section 2, Project Description, of the Draft EIR. As stated, along the eastern shoreline, the Bay Trail would extend north-south within the 100-foot shoreline band. A Bay Trail plaza and waterfront overlook would be located midway of this stretch. The plaza would include pedestrian lighting, seating, landscaping, and an overlook guardrail. The Bay Trail would feature new amenities such as education nodes along the eastern shoreline and Sanchez Channel spur segments, bicycle racks, benches and seating areas, bollard lights, and trash and recycling bins. The Bay Trail would continue towards Fisherman's Park and would then travel in an east-west direction in the northern portion of the 300 Airport Boulevard Site. The Bay Spur Trail would be along the Sanchez Channel in the 100-foot shoreline band. The Project would include a pedestrian plaza with an art feature midway along this trail. The Bay Spur Trail would have the same types of amenities as the Bay Trail. Figure 2-10 of the Draft EIR depicts the proposed Bay Trail under the Project.

As stated on page 2-23 in Section 2, Project Description, of the Draft EIR, the Project would provide approximately 13 parking spaces dedicated to shoreline open space and Bay Trail users. Those on-site spaces would be designated from the required parking for the site, would be available to the public without charge during the hours that the Bay Trail and open space is open, and would be posted as public access parking by the property owner as required by the BCDC. In addition, the approximately 232 spaces of surface parking could be used by recreationists on the weekends when the office buildings are closed.

In addition, Table 3.2-2, in Section 3.2, Land Use, Plans, and Policies, of the Draft EIR, starting on page 3.2-12, discusses the proposed Bay Trail amenities and whether they are consistent with the Bayfront Specific Plan. As analyzed in the Draft EIR, the Bay Trail improvements would be consistent with applicable plans and policies and would not result in significant environmental impacts.

- 74.3 This comment pertains to the design of the Project and does not address the adequacy of the Draft EIR or the Project's compliance with CEQA. The Draft EIR analyzes whether the design features of the Project as proposed would impact the environment and surrounding areas, but does not consider specific design features that would not have a substantial physical impact on the environment.

74.4 The transportation analysis summarized in Section 3.4, Transportation, of the Draft EIR was based on the transportation model maintained by the City/County Association of Governments of San Mateo County (C/CAG). This model distributes trips according to typical origin and destination patterns. As discussed in Section 3.4, Transportation, of the Draft EIR, only one study intersection (Amphlett Boulevard/Poplar Avenue) would be negatively impacted by the Project. While the Project would include a reconfiguration of Airport Boulevard within the 300 Airport Boulevard Project Site (see Section 2, Project Description, of the Draft EIR), no measures for redirecting traffic are included in the Project.

74.5 The Project would improve and expand the existing bicycle lanes and Bay Trail at the Project Site. As explained on page 3.4-35 of the Draft EIR, bicycle routes are available on Airport Boulevard adjacent to the Project Site, as well as on Broadway and Bayshore Highway to the north. The Burlingame Public Works Department has received grant funding to provide bicycle lanes on Airport Boulevard from the intersection with Bayshore Highway to the Sanchez Channel bridge. Installation of the bike lanes is expected to occur in early spring 2012. Under the proposed site plan for the 300 Airport Boulevard Site (as shown in Figure 2-9 of the Draft EIR) these bike lanes and the Bay Trail and the Sanchez Channel Spur Trail system would be the primary means of bicycle access to the 300 Airport Boulevard Site. Development of the 300 Airport Boulevard Site would include a clearly marked 14-foot wide inside shared lane for on-street bicycle travel along the realigned Airport Boulevard.

However, bicycle routes to the south of the site are not proposed under the Project. The recent reconfiguration of the Peninsula Avenue overcrossing includes designated bicycle lanes, while Airport Boulevard between the project site and the overcrossing does not include bicycle lanes. Bicycles are permitted to travel on Airport Boulevard and over the Peninsula Avenue overcrossing to the western side of US 101. From there, Humboldt Road in Burlingame is designated as a Bike Route and Howard Avenue, which leads directly to Downtown Burlingame, includes designated bicycle lanes. Cyclists can also use the Bay Trail to travel to/from the Project Site to the Coyote Point Recreation Area. Due to the existing bicycle facilities, which would likely promote bicycle use for the employees, additional routes to the south of the Project Site are not warranted.

74.6 As stated by the commentor, the Project would include an amendment of signage requirements permitting additional frontage monument signs for parcels with over 300 feet of frontage. Page 2-29 of the Draft EIR describes the proposed signage for the Project. Signage throughout the 300 Airport Boulevard Site would include campus monuments, building addresses, tenant signs on the sidewall of the main entry, and wall signage at the roof parapet wall. In addition, the 300 Airport Boulevard Site would include typical directional and exterior signs, which would match the overall sign theme.

The building addresses, tenant signs, and wall signage would adhere to the existing Sign Code. However, the Project includes an amendment to the Sign Code for the campus monument signs. Currently, the Sign Code (for SL, AA, and APN sign districts) permits one free-standing monument sign on every parcel with a frontage of 150 feet or more. Because the 300 Airport Boulevard Site would be divided into two large parcels and designed as a campus development, the Project Sponsor is requesting an amendment to the Sign Code, which would retain the minimum 150-foot frontage requirement, but would allow for one free-standing monument per building or signage every 150 feet for larger parcels with 300 feet or more of frontage. The amendment would permit two monument signs at the 300 Airport Boulevard Site.

The proposed monument signs, which would still adhere to the dimension requirements of the Sign Code, would likely not be visible from the freeway as the signs would not exceed eight feet in height (the maximum height allowed for free-standing signs along Airport Boulevard). These monuments would be located at the southeast and northwest corners of the 300 Airport Boulevard Site, along the realigned Airport Boulevard. These monument signs would serve to unify the site with its natural and built surroundings and would only be visible to people driving along Airport Boulevard through the Project Site. As such, the amendment to the Sign Code to allow two monument signs, rather than one, would not greatly impact the existing visual setting or people not visiting the site.

## LETTER 75

**From:** Benjamin Pink [mailto:benjaminpink@gmail.com]  
**Sent:** Tuesday, January 10, 2012 9:55 AM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Coyote Point Project

Maureen Brooks, Planning Manager  
City of Burlingame  
Community Development Department  
Planning Division  
501 Primrose Road  
Burlingame, CA 94010-3997  
Fax: (650) 696-3790  
Email: [mbrooks@burlingame.org](mailto:mbrooks@burlingame.org)

1/10/2012

Dear Ms. Brooks,

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward.

Coyote Point has one of the best bay area windsurf and kitesurf launches and this project would significantly impact the wind quality at the launch.

As a long time bay area windsurfer I can speak from experience that this spot is a great place for begging and advanced sailors alike. there are very few places like it proximal to a highly populated urban area. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

thank you for your time and consideration,  
Sincerely,

Benjamin Pink  
1011 Windham Street  
Santa Cruz CA  
95062

75.1

**75. Benjamin Pink (letter dated January 10, 2012)**

- 75.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 76

**From:** Mat Radlinski [mailto:matrad80@yahoo.com]

**Sent:** Sunday, January 15, 2012 10:27 AM

**To:** CD/PLG-Brooks, Maureen

**Subject:** Development near Coyote Point Park

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

Please keep in mind that Coyote Point Park is about THE ONLY sailable place in the low tide conditions (roughly half of summer days) in the Peninsula. Taking this away from a huge windsurfing and kitesurfing community would be a true disaster! Please do not allow that to happen!

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Mat Radlinski  
373 River Oaks Cir, San Jose, CA

76.1

**76. Mat Radlinski (letter dated January 15, 2012)**

- 76.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 77

From: Adam Rodriguez [mailto:adam.rodriguez@gmail.com]  
Sent: Tuesday, January 10, 2012 10:22 AM  
To: CD/PLG-Brooks, Maureen  
Subject: wind impact on coyote point development

Dear M. Brooks,

Please do not allow the coyote point development project to proceed with the planned 770,000 sq foot project. I am an avid windsurfer and kitesurfer and spend nearly all of my afternoons in the area enjoying the recreational benefits of the area. We all go out to dinner afterward, and frequency the area businesses often. Most of us do not live in the area, but travel there for recreation and spend a lot of money at sporting good shops, restaurants, gas stations etc. Visit Coyote point or 3rd avenue on a summer weekend and you can see the high numbers of people who use the area. If high rises are built near coyote point, it will really decrease the wind at Coyote point and you will ruin one of the wonderful unique benefits of the San Francisco bay. Please do what you can to minimize the wind impact due to this development. I realize in this tight economy, you also need to make money and allow for development, so all I ask is that you consider the wind impact when making these changes.

77.1

Best regards,  
Adam Rodriguez

905a Diamond St  
San Francisco, CA 94114



**77. Adam Rodriguez (letter dated January 10, 2012)**

- 77.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 78

**From:** William Rountree [mailto:wrountree3rd@gmail.com]

**Sent:** Friday, January 13, 2012 11:03 AM

**To:** CD/PLG-Brooks, Maureen

**Subject:** STOP!!!

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Will Rountree 3838 jefferson ave virginia beach va 23455  
Formerly long time resident of NorCal

78.1

78. **Will Roundtree (letter dated January 12, 2012)**

- 78.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 79

**From:** Daver [mailto:fdryan@pacbell.net]  
**Sent:** Tuesday, January 10, 2012 6:43 AM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Coyote Point Development - Against due to Wind Impact

Hello Ms. Brooks:

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

David Ryan – Coyote Point windsurfer

1026 Clayton Street  
San Francisco  
CA 94117

79.1

**79. David Ryan (letter dated January 10, 2012)**

- 79.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 80

**From:** Peter Sayour [mailto:psayour@hotmail.com]  
**Sent:** Monday, January 09, 2012 4:04 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Coyote Point

Dear Maureen,

The proposed building project near Coyote Point would have a significant negative impact on the wind at Coyote Point. During the spring, summer and fall months, Coyote Point is one of the best windsurfing spots in the Bay. Have you ever been to Coyote Point on a summer weekend? Is it packed with people and sailors.

An example of the negative effects of buildings by the shore is at Oyster Point. Because of the new Genetech Buildings that went up, Oyster Point is no longer sailable. The buildings block and scramble the wind.

But sailing aside, so we want an eyesore on the shore? We have enough buildings already down there, many of them I am sure that are not fully occupied.

Thanks for your consideration.

Peter Sayour  
Centric Building, Inc.  
500 Sansome Suite B-101  
San Francisco, CA 94111 USA  
+1 (415) 392-8996 x226 office  
+1 (415) 810-9875 cell  
[psayour@hotmail.com](mailto:psayour@hotmail.com)

80.1

**80. Peter Sayour (letter dated January 19, 2012)**

- 80.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 81

**From:** Joel Schneider [mailto:jschneider0522@gmail.com]  
**Sent:** Monday, January 09, 2012 8:39 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Oversized Development Project Near Coyote Point

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Joel Schneider  
1638 Hampton Ave  
Redwood City CA 94061

"What protein consistently and strongly promoted cancer? Casein, which makes up 87% of cow's milk protein, promoted all stages of the cancer process" - The China Study, T. Colin Campbell

81.1



**81. Joel Schneider (letter dated January 9, 2012)**

- 81.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 82

**From:** arnout ter schure [mailto:soulsurferusa@yahoo.com]

**Sent:** Monday, January 09, 2012 2:21 PM

**To:** CD/PLG-Brooks, Maureen

**Subject:** building project northwest of Coyote Point

Dear Maureen Brooks

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied. At the most, I urge you to keep the Planning commission's staff original recommendations: 1) a limit of 471,000 square feet of building space, 2) That the buildings be developed diagonally to minimize the impact on the wind, 3) that the developers to include wind impact studies with their proposed design.

Kindest regards,

Dr. Arnout Ter Schure  
393 Laurie Meadows Drive #127  
San Mateo, CA  
Phone: + 650 766 4913

82.1

**82. Arnout Ter Schure (letter dated January 9, 2012)**

- 82.1 An analysis of the Project at the existing permitted zoning is included in Section 5, Project Alternatives, of the Draft EIR as the Existing Zoning Alternative. As shown in Table 5-1, page 5-3 of the Draft EIR, the Existing Zoning Alternative would allow construction at the 300 Airport Boulevard Site of up to 473,725 square feet (which is up to 0.6 FAR). The analysis of the Existing Zoning Alternative, compared to the Project, is included on pages 5-18 through 5-41 of the Draft EIR. In addition, Table 5-9, starting on page 5-56, summarizes the comparison of impacts. As shown, the Existing Zoning Alternative would still result in impacts similar to the 300 Airport Boulevard Project. The main difference between the Project and the alternative is that the Existing Zoning Alternative would reduce the significant and unavoidable air quality impacts related to compliance with the 2010 Clean Air Plan and operational air pollutant emissions.

The impacts of the Existing Zoning Alternative on wind conditions are analyzed on page 5-38 through 5-39 of the Draft EIR. As stated, development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights, because the buildings proposed for the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project). As discussed in Section 3.11, Parks and Wind Effects on Recreation, of the Draft EIR, the 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; therefore, it was determined that the 300 Airport Boulevard Project would result in less-than-significant wind effects to recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. Since the Project as proposed would have a less-than-significant impact on wind conditions, CEQA does not require consideration of an alternative that further reduces wind the impacts.

For clarity, Draft EIR text on page 5-38, last paragraph, is revised as follows:

**Wind Effects.** Development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. ~~However, the winds in this area would be comparably affected.~~ These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights, because the buildings proposed for

the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project). ~~However, the winds in this area would be less affected than under the 300 Airport Boulevard Project because the buildings would be between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet. The 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; and therefore, it was determined that the 300 Airport Boulevard Project would result in a less-than-significant impact to windsurfing recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. Because the Existing Zoning Alternative would result in buildings with less height and bulk, the effect on wind speeds would be minimized and this alternative would also have a less than significant effect on nearby windsurfing recreational resources.~~ (LTS)

For a further discussion of the relative wind impacts as a result of the Project and the Existing Zoning Alternative, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 83

**From:** Brandon Schwartz [mailto:lifeonsnow@gmail.com]  
**Sent:** Monday, January 09, 2012 5:17 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Coyote point development planning

To Whom it may concern,

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

I am not opposed to a building project that would fully preserve the wind resource in this area.

Brandon Schwartz  
12680 Lee Rd  
Truckee, CA 96161

83.1

**83. Brandon Schwartz (letter dated January 9, 2012)**

- 83.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 84

**From:** Phillip Schwob [mailto:straightedgebayarea@gmail.com]  
**Sent:** Sunday, January 15, 2012 7:54 AM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** coyote point

I would hate to see a structure put at Coyote Point. I frequent the area weekly as well as wind surf. I'm strongly against any building in this area.

84.1

Thanks  
Phillip Schwob  
95 Harbor Master rd. #31  
S. San Francisco, CA, 94080

**84. Phillip Schwob (letter dated January 15, 2012)**

- 84.1 This comment is important for the public discourse on the merits of the Project and whether it is viewed as an asset to the City. However, this comment does not address the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.



## LETTER 85

From: Luigi Semenzato [mailto:[luigi@semenzato.com](mailto:luigi@semenzato.com)]  
Sent: Monday, January 09, 2012 3:37 PM  
To: CD/PLG-Brooks, Maureen  
Subject: windsurfing at Coyote Point

Hi,

I am writing to request you do not allow the proposed development of 18 acres NW of the Coyote Point launch location in its current form. Any development on this property needs to be carefully evaluated for its impact on wind patterns. There is a risk of destroying a unique facility for windsurfers and kite surfers. Although the bay is large, there are only a handful of access points as good as this one. Please do not allow it to be ruined.

85.1

Thanks!  
Luigi Semenzato  
[luigi@semenzato.com](mailto:luigi@semenzato.com)  
Software Engineer  
Google, Inc.

**85. Luigi Semenzato (letter dated January 9, 2012)**

- 85.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 86

**From:** Marc Schafer [mailto:spaceboy@plunk.org]  
**Sent:** Wednesday, January 11, 2012 4:55 AM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** save coyote point

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Coyote Pt. is a rare windsurfing treasure and I always take advantage of a chance to return there to sail even though I have moved out of the area.

Marc Schafer  
86 Freeman St.  
Auburndale, MA 02466

86.1

**86. Marc Shafer (letter dated January 11, 2012)**

- 86.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 87

**From:** Ramsey Shanbaky [mailto:rshanbaky@yahoo.com]  
**Sent:** Tuesday, January 10, 2012 8:04 AM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** proposed building at coyote point

Hi Maureen,

I'm a bay area kitesurfer. It is disappointing to hear that building plans near coyote point are deviating significantly from proposed plans. I've been seeing a lot of communication regarding this project, and I don't understand why the coyote point wind patterns cannot be preserved while still making significant building development.

Unfortunately, for those that practice my sport development in the bay area has largely ignored our unique naturally occurring wind patterns. Thus, many large high rise buildings have been built along the bay waterfront stretching from SF-redwood city/Palo Alto. This leaves a rather small sliver of water access between Coyote Point and 92 that is safe to kitesurf/windsurf near shore.

Over my 7 years kitesurfing in the bay area, I have tried to explore the bay coast south of San Francisco to find other safe and windy spots. Unfortunately, kitesurfing is not feasible or safe at points between SF and Coyote point due mainly to poor wind quality and significant neglect and development near the shoreline. If you don't believe me I have the scars to prove it. South of the 92 freeway has the same issue because of large office building in Redwood City, and then further south federally protected lands ban kitesurfing/windsurfing on the bayshore from Palo Alto to San Jose. I've spent countless hours exploring and ultimately getting kicked out of some prime kitesurfing locations.

Anyway, I hope you consider the kitesurfing/windsurfing communities in your decision. The SF bay area is one of the few lucky places in the world with consistent summer winds preserving access would really be a great achievement.

Thanks,

Ramsey Shanbaky  
San Francisco, CA

87.1

**87. Ramsey Shanbaky (letter dated January 10, 2012)**

- 87.1 This comment is important for the public discourse on the merits of the Project and whether it is viewed as an asset to the City. However, this comment does not address the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 88

**From:** Paul Shapiro [mailto:kytwavz@gmail.com]  
**Sent:** Tuesday, January 10, 2012 7:45 AM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Coyote Point Development plan

Dear Ms Brooks,

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

I am a kitesurfing resident and homeowner in San Mateo county and recreational use of Coyote Point and other windsurf/kitesurf areas is a major recreational, lifestyle, health activity that keeps me working and living and recreating in the area. Please do not allow this project to go forward in its current form, especially if it is asking for variances to allow its size and impact to be increased. Please don't hesitate to contact me if I can be of further assistance.

Sincerely,

Paul Shapiro  
623 Mirada Rd  
Half Moon Bay, CA 94019  
650-218-9615

88.1

**88. Paul Shapiro (letter dated January 10, 2012)**

- 88.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.



## LETTER 89

**From:** Bob Smith [mailto:Bob@whitecapins.com]  
**Sent:** Monday, January 09, 2012 3:40 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Coyote point

I am writing in regard to the proposal development upwind of Coyote Point. I agree with all of this -

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

That said, I could add a bit more by saying that Windsurfing at Coyote was an integral part of my life for over ten years when I worked on the peninsula, and was, in fact, one of the major reasons for selecting an employer in the area. Buildings can go up in a lot of places, but there is no other possible recreational facility on the Peninsula that could replace Coyote point for wind based, water recreation.

With the founder of Google out there kiteboarding, I think it would be in your interest to retain this unique facility.

Best,

Bob Smith  
Whitecap Insurance Services  
(ph) 415-499-7722  
(fax) 415-479-3962  
[www.whitecapins.com](http://www.whitecapins.com)

23 Oakridge Rd.  
San Rafael, CA 94903

89.1

**89. Bob Smith (letter dated January 9, 2012)**

- 89.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 90

**From:** Peter Starck [mailto:peters@mcdermottcosta.com]

**Sent:** Thursday, January 12, 2012 1:53 PM

**To:** CD/PLG-Brooks, Maureen

**Subject:** 18 acre lot just northwest of the Coyote Point Launch that is going to developed into an office Park

Maureen Brooks, Planning Manager  
City of Burlingame  
Community Development Department  
Planning Division  
501 Primrose Road  
Burlingame, CA 94010-3997

Dear Ms. Brooks:

Please do not allow or at least greatly limit this further development along the Bay shore. Commercial vacancy rates are sky high right now and this is certainly not needed. The traffic generated by this development will be horrendous. It will also decimate the water sports activities at Coyote Point Rec area. Please put the local green recreational users 1<sup>st</sup>, ahead of the greedy land developers for once. Please do the right thing.

90.1

*Thank you,*

*Peter Starck*  
*Claims Manager*  
*McDermott-Costa Insurance Brokers*  
*276 Dolores Ave. (P.O. Box 758)*  
*San Leandro, CA 94577*  
*P-510-957-2013*  
*F-510-357-3230*  
<http://www.mcdermottcosta.com>



Est. 1938

**90. Peter Starck (letter dated January 12, 2012)**

- 90.1 This comment is important for the public discourse on the merits of the Project and whether it is viewed as an asset to the City. However, this comment does not address the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 91

**From:** Frederic Suares [mailto:fredericsuares@gmail.com]

**Sent:** Monday, January 09, 2012 4:37 PM

**To:** CD/PLG-Brooks, Maureen

**Subject:**

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

I go to school at UCSD where I kitesurf, but I learned to kitesurf at Coyote Point. Removing the launch would be devastating to me, my memories of that place, and my friends who still use the launch quite frequently.

--

Sincerely,  
Frederic Suares

AH Class - XΣ Chapter - AEP

91.1

**91. Frederic Soares (letter dated January 9, 2012)**

- 91.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 92

**From:** Bob Taylor [mailto:bobtaylor100@gmail.com]

**Sent:** Monday, January 16, 2012 2:50 PM

**To:** CD/PLG-Brooks, Maureen

**Subject:** Comments on Draft EIR for Burlingame Point Project (please preserve windsports at Coyote Point)

Attention Planning Commission,

Coyote Point is a special place. Any buildings placed at the point need to take in to consideration the affect they would have on the wind at the adjoining Windsurfing Launch.

There is a great group of sailors out there and this spot needs to preserved for future generations of Windsurfers.

You need to do what you can to reduce the impact of the building on the winds in the area.

Best regards,

Bob

Bob Taylor  
[bobtaylor100@gmail.com](mailto:bobtaylor100@gmail.com)  
415-738-4041

92.1

**92. Bob Taylor (letter dated January 16, 2012)**

- 92.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.



## LETTER 93

**From:** Paul Trudeau [mailto:paul.g.trudeau@gmail.com]  
**Sent:** Monday, January 09, 2012 9:56 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Coyote Pt. building proposal

Hello,

I ask that you please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, should be denied.

Paul Trudeau  
1765 Peartree Ln  
Mountain View, CA 94040

93.1

**93. Paul Trudeau (letter dated January 9, 2012)**

- 93.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

January 2012

RECEIVED

LETTER 94

12 2012

To the Members of the  
Burlingame City Council

Re: The proposed office development  
near Coyote Park.

BURLINGAME  
CDD-PLANNING DIV.

94.1

I know money pulls strings and I am sure there are interests presenting this 10,000 square foot project that are on both ends of the monetary strings. I am from outside your town, so I guess I am a "carpet bagger"; but as a former board sailor I appreciated Coyote Park for its unique features. Office complexes can be built anywhere (if the ground is stable) and they will generate the same tax revenue. Some public facilities are irreplaceable due to unique locations or natural conditions. You are blessed — or cursed — with such a location with the bay-side park at Coyote Point. If you bow to speculators — even those promising temporary jobs in a recession — you permanently lose a beautiful and unique facility. I realize revenue is a powerful lure, but like chastity, there is no recovering it once you sell it.

→ Please consider well before hyper developing the Coyote Point area. You are trustees of the non-pecuniary assets of your community as well as budget balancers. There are always people who can figure out how to make a dollar from your land before they leave to do it again in another gullible community. Be strong!

John A. Trumbull  
Novato, CA.

**94. John Trumbull (letter dated January 2012)**

- 94.1 This comment is important for the public discourse on the merits of the Project and whether it is viewed as an asset to the City. However, this comment does not address the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 95

**From:** Michael Tsivyan [mailto:mtsivyan@gmail.com]  
**Sent:** Tuesday, January 10, 2012 12:14 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Coyote Point development project

TO: Burlingame Planning Commission

FROM: Michael Tsivyan, 5014 Russo Drive, San Jose, CA 95118

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Michael Tsivyan  
5014 Russo Drive, San Jose, CA 95118

95.1

**95. Michael Tsivyan (letter dated January 10, 2012)**

- 95.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 96

**From:** Dan Tudor [mailto:dantudor@tudorwines.com]  
**Sent:** Tuesday, January 10, 2012 10:30 PM  
**To:** CD/PLG-Brooks, Maureen  
**Cc:** Johnson, Bruce; OSTERMANN, NICOLAS; Marina Chang  
**Subject:** Coyote Point Development

Dear M. Brooks,

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

96.1

Cheers,

Dan Tudor  
Winemaker  
Tudor Wines  
[www.tudorwines.com](http://www.tudorwines.com)  
[www.radogwines.com](http://www.radogwines.com)  
1-831-224-2116 mobile  
1-831-855-0147 efax  
Skype - dantudor1

**96. Dan Tudor (letter dated January 10, 2012)**

- 96.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.



## LETTER 97

From: Gilbert Tyan [mailto:toccata@gmail.com]  
Sent: Tuesday, January 10, 2012 3:19 PM  
To: CD/PLG-Brooks, Maureen  
Subject: coyote point launch

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Gilbert Tyan  
3014 Los Prados St. #A318  
San Mateo, CA 94403

97.1

**97. Gilbert Tyan (letter dated January 10, 2012)**

- 97.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 98

**From:** DIRKVANPUTTEN@comcast.net [mailto:DIRKVANPUTTEN@comcast.net]

**Sent:** Monday, January 09, 2012 5:50 PM

**To:** CD/PLG-Brooks, Maureen

**Subject:** Please constrain the proposed development at 300 Airport Blvd

Dear Ms. Brooks, Planning Manager for the city of Burlingame:

Windsurfers and kite surfers depend on the consistent wind at Coyote Park. Our access to the bay continues to be threatened or taken away. Big business win legal battles to those that simply enjoy the reason we live here; the natural beauty of the bay.

It would be wonderful if at least the Planning Commission would hold to the stated requirements within the Bayfront Specific Plan. Please do not allow the developers to exceed the current building codes by 300,000 square feet. Is there really a demand for 700,000+ square feet of office space? Is commercial occupancy adequate in Burlington to justify more office space? Please do the right thing and not the profitable thing. And it may not even be that profitable. The result could be a big empty office building ruining the wind and the beauty of the shoreline.

Please consider the Wind Impact Criteria in the Bayfront Specific Plan. Your decisions impact the community of Coyote Point users who come from all around the bay area.

***\*Wind Impact Significance Criteria***

98.1

*There are no established criteria to define the level of reduction in wind speed that would constitute a "significant adverse impact" under CEQA for windsurfing at Coyote Point Recreation Area shoreline or in the Bay. However, the City considered recreational windsurfing needs in creating community wind standards established in the Bayfront Specific Plan. These community wind standards act as a guideline for land use development in the area to avoid surpassing specified wind-speed reductions that would result in unacceptable impacts to recreational windsurfing needs. The following standard of significance was adapted from the Bayfront Specific Plan. In addition, the criteria for determining significant recreation impacts are based on Appendix G of the CEQA Guidelines. As such, the Project would result in a significant wind and recreation impacts if it would:*

- A project could physically degrade a windsurfing or kite boarding recreational resource if it were to reduce wind speeds to the point where the reductions would substantially impair windsurfing in prime windsurfing areas or substantially impair access to or from those areas from existing launch sites.*

Sincerely,

Dirk van Putten  
1776 View Drive  
Felton, CA 95018

**98. Dirk van Putten (letter dated January 9, 2012)**

- 98.1 As described Section 3.11, Parks and Wind Effects on Recreation, of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 99

**From:** sean [mailto:threedwag@gmail.com]

**Sent:** Monday, January 09, 2012 11:06 PM

**To:** CD/PLG-Brooks, Maureen

**Subject:** Please protect the best beginner windsurfing area in the San Francisco Bay area

Sean Wagstaff  
2460 Emerson St.  
Palo Alto, CA 94301  
650-804-1332

I have been a boardsailor or *windsurfer* for more than 25 years. For several years, I was an editor and writer at *Wind Surf Magazine*. I consider myself something of an expert on world windsurfing venues and can say that San Francisco and the vicinity is one of the best all-around windsurfing areas in the world. San Francisco has repeatedly hosted professional World Cup windsurfing events, as well as Olympic qualifying races (most recently in 2011). Numerous world-ranked competitors and several Olympians have grown up and trained here. And kiteboarding has dramatically swelled the ranks of like-minded water-sports enthusiasts in recent years.

However, what San Francisco has in elite windsurfing opportunities, it lacks in places to teach and develop newcomers to these sports. There are only a handful of locations with ideal teaching conditions: Alameda's Crown beach, the cove behind the Berkeley Yacht club, and Coyote Point, are the only venues on the whole bay that are consistently used to teach beginners and youth. (For this reason, all of these locations have permanent windsurfing and/or kiteboarding schools on site.) Of the three locations, Coyote Point is the only one on the west side of the bay and, and it is by far the best for progressing beginners through advanced stages of the sport. Coyote's advantages include its ease of access, its wide area of shallow, relatively calm water, and, of course, its strong, clean, safe side-onshore wind that prevails in the spring and summer months. By *clean*, I mean that the wind is steady, smooth, and relatively free of turbulence.

If you erect buildings in the path of the wind, near the windsurfing venue, turbulence and sudden gusts and shifts in the wind will result. This would dramatically harm the quality of this location for teaching. Turbulent wind, by definition, constantly changes direction. Not only does turbulence push sails into faces and fling beginners off their boards, but it would ruin a rare and valuable venue for teaching in an area that is otherwise likely to produce the next generation of Olympic boardsailors.

Imagine if there were no bunny hills or "blue runs" at Lake Tahoe: where would the next generation of expert skiers come from? This is the threat we're facing to Bay Area windsurfing.

As a long-time windsurfer who has been sailing at Coyote Point since the early 1980's, and who now has teen and pre-teen daughters learning to windsurf on the Bay, I implore you to restrain the size of proposed developments to protect this wonderful resource. Wind may be invisible, but Coyote Point's wind is a rare and valuable resource that deserves protection.

Thank you,

Sean Wagstaff

99.1

**99. Sean Wagstaff (letter dated January 9, 2012)**

- 99.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 100

**From:** Waledisch, Claude F. [mailto:claude.waledisch@thermofisher.com]  
**Sent:** Monday, January 09, 2012 5:21 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Burlingame Point Project

Hello Planning Manager,

I am writing to you to oppose to the massive increase in size for the Burlingame Point Project. I have enjoyed windsurfing at Coyote Park for 25 years, I taught my children, neighbors and even raced with professional as this is a world class spot for windsurfing. The prime conditions already some time challenging don't need more turbulences created by constructions of that size. Please consider the hundreds of sailors that stop there after work and every weekend to enjoy their sport. I have also supported the local businesses ASD before, and now Boardsports School & Shop. It also occurs that I stop for a meal with my buddy sailors in the neighborhood before driving home. If the wind disappear at Coyote park or become so unstable, I would have to drive to Alameda or Crissy field for similar conditions. There are not too many safe places to launch along the bay. Please do not allow the proposed building project northwest of Coyote Point to go forward. Thank you for your time reading my petition.

100.1

*Claude Waledisch*

**100. Claude Waledisch (letter dated January 9, 2012)**

- 100.1 This comment is important for the public discourse on the merits of the Project and whether it is viewed as an asset to the City. However, this comment does not address the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.



## LETTER 101

From: chris waugh [<mailto:cwaugh@ideo.com>]

Sent: Sat 1/7/2012 1:37 PM

To: CD/PLG-Brooks, Maureen

Cc: info@boardsportsschool.com

Subject: building plans at Coyote Point

Hi Maureen,

I hope you are well. I'm a new resident of Burlingame and we love it! One of the things we enjoy most is the ability to enjoy the best of the bay AND be close to great jobs. This is why I'm excited by the building plans near Coyote Point. One concern many of us have is the buildings potential for wind disruption on the bay. Its such a magnificent windsurf and kiteboarding launch and, built the wrong way, the structure would have massive implications on the recreation area.

Feels like an easy balance can be struck between economic development and a thriving place to recreate in the future.

I understand the situation is:

\*An 18 acre lot just northwest of the Coyote Point wind Launch that is going to developed into an office Park.

\*When the proposal was originally presented to the Burlingame Planning commission, the Planning commission's staff recommended: 1) a limit of 471,000 square feet of building space, 2) That the buildings be developed diagonally to minimize the impact on the wind, 3) that the developers to include wind impact studies with their proposed design.

Would love to see the planning commission stay true to the path of non wind disruption even if the building is bigger.

Thanks for your time and enjoy this great weather! We're heading out for kiteboarding now!

Your Pal,  
Chris Waugh  
Practice Lead  
IDEO

101.1

**101. Chris Waugh (letter dated January 7, 2012)**

- 101.1 An analysis of the Project at the existing permitted zoning is included in Section 5, Project Alternatives, of the Draft EIR as the Existing Zoning Alternative. As shown in Table 5-1, page 5-3 of the Draft EIR, the Existing Zoning Alternative would allow construction at the 300 Airport Boulevard Site of up to 473,725 square feet (which is up to 0.6 FAR). The analysis of the Existing Zoning Alternative, compared to the Project, is included on pages 5-18 through 5-41 of the Draft EIR. In addition, Table 5-9, starting on page 5-56, summarizes the comparison of impacts. As shown, the Existing Zoning Alternative would still result in impacts similar to the 300 Airport Boulevard Project. The main difference between the Project and the alternative is that the Existing Zoning Alternative would reduce the significant and unavoidable air quality impacts related to compliance with the 2010 Clean Air Plan and operational air pollutant emissions.

The impacts of the Existing Zoning Alternative on wind conditions are analyzed on page 5-38 through 5-39 of the Draft EIR. As stated, development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights, because the buildings proposed for the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project). As discussed in Section 3.11, Parks and Wind Effects on Recreation, of the Draft EIR, the 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; therefore, it was determined that the 300 Airport Boulevard Project would result in less-than-significant wind effects to recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. Since the Project as proposed would have a less-than-significant impact on wind conditions, CEQA does not require consideration of an alternative that further reduces wind the impacts.

For clarity, Draft EIR text on page 5-38, last paragraph, is revised as follows:

**Wind Effects.** Development of the 300 Airport Boulevard Site under the Existing Zoning Alternative would result in a wind shadow effect over the Bay adjacent to the eastern edge of the Project Site. ~~However, the winds in this area would be comparably affected.~~ These effects would be comparable to the wind effects experienced under the 300 Airport Boulevard Project despite the proposed Project's greater building heights, because the buildings proposed for

the 300 Airport Boulevard Site are further from the water and present less resistance due to greater spacing and sleekness of design, which compensates for the difference in height between the Existing Zoning Alternative and the 300 Airport Boulevard Project (between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet under the Proposed Project). ~~However, the winds in this area would be less affected than under the 300 Airport Boulevard Project because the buildings would be between 30 to 50 feet under the Existing Zoning Alternative rather than 97 to 144 feet. The 300 Airport Boulevard Project would not result in substantial adverse effects to windsurfing resources in the Project area; and therefore, it was determined that the 300 Airport Boulevard Project would result in a less-than-significant impact to windsurfing recreational resources. Because the Existing Zoning Alternative would have comparable wind impacts to those under the Project, the Existing Zoning Alternative would also have a less-than-significant effect on nearby recreational resources. Because the Existing Zoning Alternative would result in buildings with less height and bulk, the effect on wind speeds would be minimized and this alternative would also have a less than significant effect on nearby windsurfing recreational resources.~~ (LTS)

For a further discussion of the relative wind impacts as a result of the Project and the Existing Zoning Alternative, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 102

From: Jonathan Willingham [mailto:jlw.vtown@gmail.com]  
Sent: Thursday, January 12, 2012 8:09 PM  
To: CD/PLG-Brooks, Maureen  
Subject: 770,000 sq ft building project denial

I am writing to ask that the large scale proposed building project slated on/ very near the bay, Northwest of Coyote Pt be denied. This area is some of the last open space along the West bay. Let's keep it open. We don't need another office building, just like we don't need another Walmart. There is plenty of office space already available. In addition, I think it will negatively impact outdoor recreation in the vicinity.

102.1

J W

Vallejo, CA.

Sent from my iPhone

**102. Jonathan Willingham (letter dated January 12, 2012)**

- 102.1 This comment is important for the public discourse on the merits of the Project and whether it is viewed as an asset to the City. However, this comment does not address the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 103

**From:** Thomas Winkler [mailto:winkler.tom@gmail.com]  
**Sent:** Tuesday, January 10, 2012 11:56 AM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Coyote Point building project

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Thomas Winkler

126 Flying Mist Isle, Foster City, CA 94404

103.1

**103. Thomas Winkler (letter dated January 10, 2012)**

- 103.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

2012, January 9

City of Burlingame  
Community Planning Department

Re: Comments on Draft EIR for Burlingame Point Project

I am a San Francisco Bay windsurfer.

Coyote Point is one of only a very few locations on the Bay that are suitable for those of us who are in the early phases of learning the sports of windsurfing and kiteboarding. Neither sport is easy to learn. For the weekend recreational sailor, windsurfing often requires three years or more of sailing during the March-to-October season, to develop a reasonable degree of skill.

Both sports require considerable amounts of expert instruction in the early stages. Both require the building of a progression of skills through experience in safer and less challenging conditions, before one is ready to sail safely in a greater range of conditions. Windsurfing in particular requires the building of coordinated balance and sail control skills in steady and moderate winds (10-17 MPH is best in my experience).

Early stages of instruction and learning also need to be in regions of fairly calm water, preferably between knee and shoulder depth, close to a suitable launch site. The Bay offers very few sites with this crucial combination; the area at Coyote Point, just southeast of the proposed development, is one of these sites.

The wind study offered in the Draft EIR is methodologically deficient in assessing the proposed development plan's likely wind impact upon Coyote Point, and especially the prospective impact upon those beginning the sport and building their skills to a safe level.

My education was in physics. The most fundamental concept taught in the first day of a high school physics class, is the difference between speed and velocity. A velocity is a speed, but with a definite direction: a vector quantity. Fundamental to all sorts of sailing, and especially to windsurfing, where the forces are directly coupled to one's own body, is the ability to cope with changes in both the magnitude and the direction of the wind.

If the wind shifts suddenly, as it will in a region of turbulent flow created by structures upwind, any board sailor will face a challenge. The novice is very likely to be thrown off their board by the sudden change in force from the sail. This is part of the learning process, but if it occurs very frequently in the early stages of learning, one can easily become defeated.

The effects of shoreline terrain and structures are real and definite, and not merely theoretical. At the site where I have done most of my beginner-level sailing, Crown Beach at Alameda, terrain, wind, and water interact in ways that become more obvious as

104.1



one gains experience. Certain areas offer less wind but smoother water, other areas offer more wind but choppy water, and other areas often give the undesirable combination of choppy water and poor wind. It takes experience to gain sufficient skill even to be able to distinguish one area from another, and even more experience to learn how to deal effectively with the challenges offered.

The Draft EIR's wind study used a hot-wire anemometer to assess wind speeds around a wind tunnel scale model of the proposed development. This instrument is capable of measuring *only* the speed of the wind; it *cannot* measure the direction. The study methodology was thus incapable of giving a credibly complete model of the wind velocity field downstream (and sidestream) of the proposed development.

Turbulence downstream of an object in moving air is a well-known phenomenon, and one with significant consequences for wind sports instruction and learning in this unique site within the Bay.

We need to see the results either of vector measurements (speed and direction) of a physical model, or of a hydrodynamic simulation model (whose wind speed magnitudes might then be confirmed against those observed in the physical wind tunnel model).

Locations farther offshore from the Coyote Point site may offer a special challenge to the beginner, making it even more crucial that impact to wind conditions at the near-shore site be carefully assessed, and that impacts there be minimized. Given certain atmospheric conditions, the turbulent wakes of low-flying aircraft approaching San Francisco International Airport, may be observed from the beach at Coyote Point. I have directly observed these as swirling vortices of mist. I do not yet have a degree of windsurfing skill sufficient to reach the areas where these vortices appear to reach the surface, and thus to know whether they might present a challenge or a hazard to windsurfers.

The wind tunnel study results as published in the Draft EIR, also are not presented in a form that gives sufficient detail. All that is shown, is the drawn boundary of a region that claims a certain maximum amount of reduced wind speed. The detailed basis of this drawn boundary, namely the locations and specific speeds measured, ought to be made available.

Also, no measurements or simulations appear to have been performed on possible alternative configurations of the structures, especially alternative orientations relative to the prevailing winds.

Finally, the choice of SFO wind measurements as a reference for prospective wind conditions at the site, may not represent the most complete or accurate available basis for a model. cursory examination of available wind charts for the year 2011, from an online windsurfing-oriented weather service (iWindsurf.com), shows differences, especially in gustiness, between the SFO station and a private station maintained by that online service at the Boardsports School site at Coyote Point.

104.1  
Cont'd

A sufficient wind study for the site, needs to be capable of assessing turbulence generated by wind flow through the structural complex, needs to assess site plans with different orientations of structures, and needs to present its results in greater detail, and with results obtained and presented across a range of incident wind speeds and directions. A simple boundary curve drawn on a map from an aggregate of measurements, does not tell the full relevant story.

↑  
**104.1**  
**Cont'd**  
■

Regards,

Bradley Yearwood  
8805 Clothier Lane  
Cotati, CA 94931-5350  
[bnny@sonic.net](mailto:bnny@sonic.net)

**104. Bradley Yearwood (letter dated January 9, 2012)**

- 104.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 105

January 8, 2012

Shirin Zehtabfard  
301 N. San Pedro Ct.  
San Rafael, CA 94903  
415-823-4651

Planning Commission  
Burlingame City Hall, Council Chambers  
501 Primrose Road  
Burlingame, California 94010

RE: Coyote Point Construction, Hearing 1/9/12 – 7 PM

We moved to SF Bay area for the wind. Windsurfing and Kitesurfing are our hobbies and passion. There are few areas in the world with the steady, strong afternoon winds from February to November than San Francisco Bay area. These winds make the Bay one of the premier wind sport locations in the world. Taking safety and accessibility into account, the Bay arguably is the very best location; and the Coyote Point access is one of the safest and most accessible sites on the Bay. Coyote point is also a point allowing for young generation to safely learn the sport without the dangers of some other sites such as heavy traffic in Crissy field or dangerous surf in Ocean Beach or Waddle.

These two sports are environmental friendly and very green. Imagine the noise and pollution of the power boats pulling wake boarder or water skiers. These sports allow the Bay area community to enjoy the water activity with a completely clean energy WIND.

The proposed development puts this unique recreational activity in jeopardy. It would create a wind shadow and obstructions that would destroy windsurfing at the Coyote Point site. We respectfully request that the environmental review process of the proposed development take into account all aspects of the proposal that might affect windsurfing and kitesurfing and do your utmost to preserve our treasured resource.

Thanks for your consideration

Sincerely,

Shirin Zehtabfard  
Wes Skowronski

105.1

**105. Shirin Zehtabfard (letter dated January 8, 2012)**

- 105.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 106

**From:** Guido Zimmermann [mailto:guidoanimation@gmail.com]  
**Sent:** Tuesday, January 10, 2012 8:39 PM  
**To:** CD/PLG-Brooks, Maureen  
**Subject:** Coyote Point

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Thanks

Guido Zimmermann

Guido Zimmermann  
612 S El Camino Real  
San Mateo, CA 94402

106.1

**106. Guido Zimmermann (letter dated January 10, 2012)**

- 106.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.

## LETTER 107

Greetings,

I just signed the following petition addressed to: M.Brooks.

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Prevent Development at Coyote Point, San Mateo, California

Please do not allow the proposed approximately 770,000 sq ft building project northwest of Coyote Point to go forward. The impacts to wind quality would be so significant that this building project would substantially impair windsurfing and kiteboarding access to and from San Francisco Bay at existing, long-established launch sites. It would also prohibit effective windsurfing and kiteboarding instruction due to the severe degradation of wind conditions in the area. Local businesses would therefore be harmed.

The strong and relatively steady wind conditions in this area are of an extremely rare and unique nature -- making nearby recreation areas absolutely vital to the community -- and thus this largely unobstructed natural windflow pattern must be protected. Therefore, the building project, as proposed, must be denied.

Names of individuals who signed the petition:

- |                      |                       |                    |
|----------------------|-----------------------|--------------------|
| • Judith Abel        | • Kristina Golemanova | • Romain Rigaux    |
| • Toni Adisano       | • Pamylle Greinke     | • Stephen Riggio   |
| • Clarissa Aguilar   | • Flemming Hein       | • Margaret Rigsby  |
| • Darren Bass        | • Doug Higgs          | • Erika Rikhiram   |
| • Bay Area Kitesurf  | • Drew Howe           | • Denis Rystsov    |
| • Elisabeth Bechmann | • Bruce Johnson       | • Lisa Salazar     |
| • Regis Bectarte     | • Yuliya Karpievitch  | • Selena Salden    |
| • Sylvie Bermannova  | • Adrienne Kneis      | • Cheryl Salter    |
| • Armand Biron       | • Yasiu Kruszynski    | • Olivia Schlosser |
| • Fabien Bouteillon  | • Cris Lamas          | • Georg Schuele    |
| • Toby Braeurer      | • Edward Laurson      | • Jan Schwartz     |
| • Alexandra Brown    | • Jean-Claude Le Duc  | • Jon Schwartz     |
| • Betty Buchanan     | • Olivier Le Duc      | • Ramsey Shanbak   |
| • June Bullied       | • Garry Lough         | • Adam Shively     |
| • Chantal Buslot     | • Daniel Ludwig       | • Sami Signorino   |



- Andrew Cain
- Alex Caizergues
- JiYoung Chung
- Devil 666
- Cooper Drinkward
- Isabel Esteve
- Maria F.
- Jason Fass
- Mark Flory
- Constance Franklin
- Ellen G.
- Taylor Gautier
- Rebecca Geffert
- J.R. Gloudemans
- Jeff Golda
- Julie Goldman
- Wendy Ludwig
- Ellaine Lurie-Janicki
- Lukas Martinelli
- Dawn Mason
- John Mayberry
- Michele Mercer
- Kristy Mitchell
- Serge Nadon
- Traci Newcomb
- Vincent Nicolas
- Kate Parker
- David Parris
- Lena Rehberger
- Charles Remail
- Mat Richardson
- Lui Riera
- Deidra Smith
- Lydia Snider
- Jannicke Stav
- Michael Steele
- Cristi Sturgill
- Carlee Trent
- Jackie Tryggeseth
- Michael Tsivyan
- Dan Tudor
- Natalie van Lekwijck
- Kirk van Moon
- Reunan Varene
- Nicole Weber
- Terrie Williams
- Thomas Winkler

**107. Wind Surfing Petition (several dates)**

- 107.1 As described on page 3.11-10 and 3.11-11 of the Draft EIR, the wind study conducted for the Project determined that implementation of the Project would not substantially impair prime windsurfing and kite boarding areas or substantially impair access to or from those areas, and would not result in a significant impact to recreational windsurfing and kite boarding uses in the area. For a further discussion of wind impacts as a result of the Project, please refer to the Master Response in Section 3, Master Response, of this Final EIR.