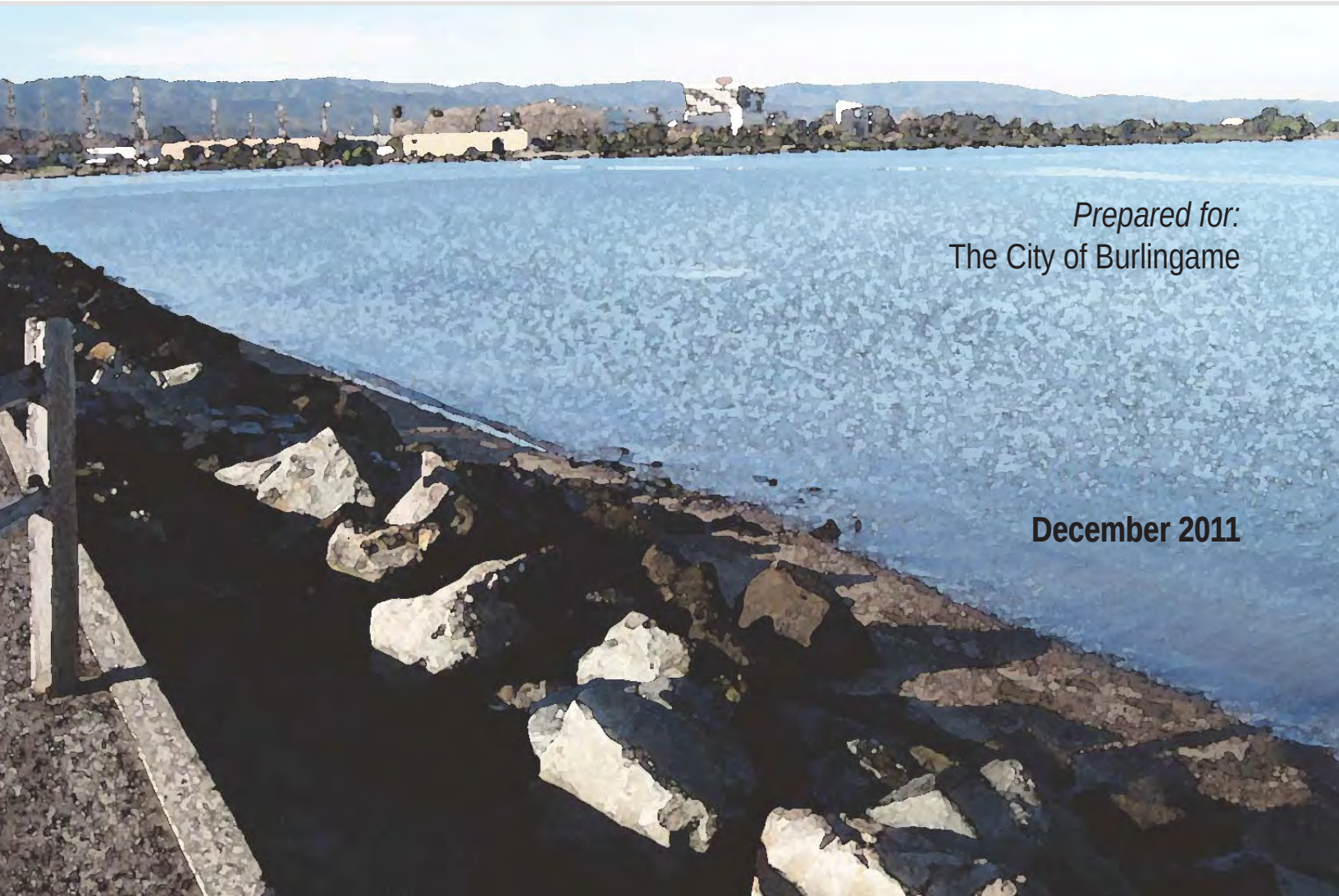
300 Airport Boulevard Project Draft EIR

SCH# 2010122012



Prepared for:
The City of Burlingame

December 2011

300 Airport Boulevard Project Draft EIR

SCH# 2010122012

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The City of Burlingame

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Draft EIR
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Summary

S-1 PROJECT OVERVIEW AND PROJECT LOCATION

This Environmental Impact Report (EIR) addresses the proposed 300 Airport Boulevard Project (Project) in the City of Burlingame (City). The 18.12-acre 300 Airport Boulevard Site is within the Anza Point Subarea of the *Burlingame Bayfront Specific Plan* (Bayfront Specific Plan)[1] and would include the construction of 767,000 square feet (sf) 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). 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).[2] The Project would also provide above- and below-grade structured and surface parking; a reconfiguration of Airport Boulevard; improvements to open space along the San Francisco Bay (Bay) and Sanchez Channel; and an extension of the Bay Trail through the 300 Airport Boulevard Site. The Project Sponsor for this development is 350 Beach Road, LLC and the project architect is DES Architects + Engineers.

Proposed development of the 300 Airport Boulevard Site would require amendments to the Bayfront Specific Plan and zoning regulations. The changes to the Bayfront Specific Plan and the Anza Point North (APN) zoning district regulations would apply to the entirety of the APN subarea and zoning district, which includes the 300 Airport Boulevard Site and an adjacent undeveloped 8.58-acre area, referred to in this document as the 350 Airport Boulevard Site. 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 proposed planning and zoning changes on the 350 Airport Boulevard Site on a programmatic basis.

For the purposes of the analysis contained in this EIR, the Project Site, because of the proposed Bayfront Specific Plan and zoning amendments described above, refers to both the 300 Airport Boulevard Site and the 350 Airport Boulevard Site. The Project Site is in the northeast portion of the City, within the boundaries of the Bayfront Specific Plan, and is north of US 101, immediately adjacent to the Bay on the north and east, and Sanchez Channel on the west. The Project Site is mainly in the APN zoning district of the Bayfront Specific Plan; a 0.4 acre portion of the 300 Airport Boulevard Site located in the Anza Point South (APS) zoning district.

[1] City of Burlingame, *Burlingame Bayfront Specific Plan*, Approved April 5, 2004, as amended August 21, 2006.

[2] All square footages and other numerical project data in this EIR are approximate.

S-2 PROJECT OBJECTIVES

300 Airport Boulevard. This EIR, prepared by the City of Burlingame, addresses the physical impacts of the Project as required by the California Environmental Quality Act (CEQA). While the Project Sponsor for the 300 Airport Boulevard Site may have objectives that relate to the quality and efficiency of services provided by the office/life science uses, these objectives are not considered or addressed in this EIR. The Project Sponsor has identified the 300 Airport Boulevard Project objectives listed below that are most relevant to the physical impacts of the Project that are considered in this document. Note that the objectives below are those identified by the Project Sponsor and do not necessarily reflect the City's objectives for the 300 Airport Boulevard Site or its vicinity.

- To develop an approximately 800,000-sf waterfront corporate campus of multiple office buildings suitable for one or several major users, and an amenities building to serve campus and resident users;
- To develop a corporate campus in a prominent, signature location proximate to major transportation corridors;
- To develop a corporate campus that is Leadership in Energy & Environmental Design (LEED) certified or equivalent and exemplifies sustainable design principles;
- To develop a corporate campus with individual buildings of sufficient density and floor-plate size to allow flexibility in user make-up, particularly focused on life science and information technology users;
- To develop a corporate campus with sufficient building height and density to maximize usable public open space among the buildings that connects to the improved waterfront edges of the site, and that complies with the Bayfront Specific Plan community wind standards for the site and downwind areas of the San Francisco Bay;
- To develop a corporate campus with sufficient accessory automobile parking to meet the demand of the campus in conjunction with opportunities for use of alternative transportation;
- To develop a campus that allows for the realignment of Airport Boulevard through the site in a manner that advances circulation objectives of the City's Bayfront Specific Plan and that provides traffic-calming effects to maintain a pedestrian-friendly atmosphere within the campus and additional access to the Bay shoreline; and
- 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.

350 Airport Boulevard. There are no project objectives for the 350 Airport Boulevard Site since no development proposal has been submitted at this time. If and when subsequent project-level environmental review occurs for the 350 Airport Boulevard Site, a list of project objectives will be included in that documentation.

S-3 EXISTING SETTING

Land Use and Zoning Designations

The Project Site is within the City of Burlingame. As described above, the Project Site is within the Anza Point subarea of the Bayfront Specific Plan, which is considered the gateway to the Burlingame Bayfront. This subarea, with a land use designation of Anza Point Waterfront Commercial, is divided into two separate zoning districts: APN and APS. Currently, the majority of the Project Site is in the APN zoning district; however, a 0.4-acre parcel that extends from the Project Site to Beach Road is in the APS District.

The allowable land uses in the APN zoning district include visitor-oriented and employee-attracting land uses such as hotels (including extended stay), offices, restaurants (destination), training facilities, commercial recreation, publicly owned recreation areas, and adult-oriented businesses. Office uses are allowed at densities up to 0.6 FAR and recreational facilities are permitted at densities up to 0.5 FAR.[3]

Existing Site Conditions

300 Airport Boulevard. The 300 Airport Boulevard Site is currently vacant and consists of both pervious and impervious surfaces and vegetation. Previously, the 300 Airport Boulevard Site was developed as the Burlingame Drive-In Theater, with four screens and a projection/concession building that were located on reclaimed land supported by perimeter dikes of concrete rubble and soil. The theater complex operated from 1965 to 2001 and was demolished in 2002. The site was then re-graded for future construction activities.[4]

350 Airport Boulevard. The 350 Airport Boulevard Site consists of an abandoned one-story wooden structure and vacant paved surfaces. The 350 Airport Boulevard Site was formerly occupied by a 41,000 square foot concrete warehouse structure and was leased by Hertz for rental car maintenance and storage.[5] To the east of the 350 Airport Boulevard Site is Fisherman's Park, which is operated by the County of San Mateo.

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[3] The City of Burlingame Municipal Code, Chapter 25.08.265, defines Floor area ratio (FAR) as "the ratio of the gross square footage of the floor area of a building or buildings to the lot on which the building or buildings are located. FAR for any lot includes new structures to be built and those remaining."

[4] Treadwell & Rollo, "Phase I Environmental Site Assessment 350 Beach Road, Burlingame, California," January 24, 2006.

[5] Environmental Science Associates, "Legaspi Plaza Hotel Draft Environmental Impact Report," March 1984.

S-4 PROPOSED CHANGES TO THE PROJECT SITE

Entitlements

The Project would require the approvals from the City of Burlingame. The land use entitlements listed below are being requested from and would need to be approved by the City of Burlingame. Additionally, changes in the Bayfront Specific Plan land use designations, rezoning, and parcel mergers as noted below are proposed and would be required as a result of the Project.

Changes to the Bayfront Specific Plan

300 Airport Boulevard. The Bayfront Specific Plan includes both land use requirements for the plan subareas and Design Guidelines. The following amendments would be made to the Bayfront Specific Plan as part of the Project:

- Amendment to the Bayfront Specific Plan to increase the maximum floor area ratio (FAR) allowed for office uses in the APN subarea from 0.6 FAR to 1.0 FAR, and increase the maximum FAR allowed for commercial recreation facilities from 0.5 FAR to 1.0 FAR.
- Amendment to the Design Guidelines of the Bayfront Specific Plan for the Anza Point Subarea to allow for changes to required front and internal setbacks and heights of buildings, and to reflect the proposed roadway realignment through the 300 Airport Boulevard Site.
- Amendment to the Anza Point Land Use Map to reflect the rezoning of the portions of 300 Airport Boulevard from APS to APN.

350 Airport Boulevard. The planning and zoning amendments proposed above would apply to the entire APN subarea and zoning district, including the 350 Airport Boulevard Site. Potential environmental impacts of these changes as they relate to the 350 Airport Boulevard Site are analyzed on a programmatic basis under this EIR.

Changes to the Anza Point North Zoning Regulations

300 Airport Boulevard. Development of the 300 Airport Boulevard Site would include office/life science uses at two five-story buildings, one eight-story building, and one seven-story building, and an amenities building that would include a cafeteria, exercise facilities, and a childcare center. These buildings would exceed the maximum allowable floor area, heights, and setbacks as permitted under the Burlingame Municipal Code, APN zoning regulations. The following amendments and rezoning, consistent with the land use changes described above, would be required for the Project:

- Amendments to the APN zoning regulations to increase the maximum FAR allowed for office uses from 0.6 FAR to 1.0 FAR, and increase the floor area ratio allowed for commercial recreation facilities from 0.5 FAR to 1.0 FAR. Deletion of the requirement for a conditional use permit for commercial recreation facilities with FAR greater than 0.5.

- Amendments to the APN zoning regulations to allow for changes to the required front, shoreline, below-grade, and parking setbacks.
- Amendments to the APN zoning regulations to allow for increased height of buildings.
- Amendments to the Zoning Code to allow for a reduction in the number of parking spaces required if the Project proposes a transportation demand management (TDM) program for a demand-generating use.
- Amendment to the Zoning Code to allow for incidental food establishments and retail services in a business campus or professional office building of 20,000 sf or more.
- Amendment to the Sign Code to change requirements for freestanding monument signs.
- Rezoning of a small portion of Assessor's Parcel Number 026-350-130 along the south side of the site from APS to APN.

350 Airport Boulevard. As explained above, there is no specific application for the 350 Airport Boulevard Site at this time. Therefore, the 350 Airport Boulevard Site will be addressed at a programmatic level in this EIR. The changes to the zoning code listed above would apply to the entire APN zoning district, which includes the 350 Airport Boulevard Site. There are no other properties within the APN zoning district.

Tentative Parcel Map

The 300 Airport Boulevard Site currently consists of two parcels: the former Burlingame Drive-In Theater site on 16.23 acres (Assessor's Parcel Number 026-350-130) and Airport Boulevard on the northern boundary of the 300 Airport Boulevard Site on 1.89 acres (Assessor's Parcel Number 026-350-080). The Project would require a Tentative Parcel Map to adjust property lines and to realign the roadway through the 300 Airport Boulevard Site. The 300 Airport Boulevard Site would then consist of four parcels.

Site Plan

The Project would include the development at the 300 Airport Boulevard Site, including offsite improvements to the Eastern Shoreline parcel. The amendments to the Bayfront Specific Plan and APN zoning district require programmatic review of potential future development at the 350 Airport Boulevard Site, as described below.

300 Airport Boulevard

The Project at 300 Airport Boulevard would consist of an office/life science campus development. As shown in Table S-1, the total 300 Airport Boulevard Site area would include 18.12 acres, subdivided into the following elements: development (10.48 acres), roadways and sidewalks (3.52 acres), and open space and landscaping (4.12 acres). In addition, the Project would include 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).

Table S-1
300 Airport Boulevard Site Acreages

300 Airport Boulevard Site	*18.12 acres*
Development Areas	10.48 acres
Roadway and Sidewalks	3.52 acres
Open Spaces and Landscape Areas	4.12 acres
Eastern Shoreline Improvement	*1.57 acres*
Landscaped Area	1.39 acres
Roadway	0.18 acres

Source: DES Architects + Engineers, 2010.

Development. The Project includes the development of a new office/life science campus at the 300 Airport Boulevard Site, consisting of a total of 730,000 sf. The 300 Airport Boulevard Site would include two five-story buildings, one seven-story building, and one eight-story building. Within these four office/life science buildings, at least 689,810 sf would be dedicated to office/life science uses, up to 18,030 sf could potentially include retail uses, and up to 22,160 sf would be food service areas. In addition, there would be a six-story parking structure and a two-story, 37,000-sf amenities building, which would include a childcare facility, exercise facility, retail spaces, and a food service area. The development would be divided by the realigned Airport Boulevard and would consist of the East Campus and the West Campus. Table S-2 summarizes the site plan of the 300 Airport Boulevard Project.

Table S-2
Buildings at 300 Airport Boulevard Site

Building	Gross Building Area (sf)	Height[a] (ft/inches)	No. of Stories[b]
East Campus			
Building B1	146,000	97/0	5
Building B2	146,000	97/0	5
West Campus			
Building B3	204,400	129/0	7
Building B4	233,600	144/0	8
Amenities Center	37,000	48/6	2
Parking Structure	--	57/6[c]	6
Total	767,000		

Source: DES Architects + Engineers, 2010

Notes:

a. Height measured from average top of curb level along Airport Boulevard to the top of the roof screen.

b. Includes ground floor.

c. 57 feet height is measured to the top of parapet on the sixth floor. The top of the elevator tower adds 12.5 feet to the height (69.5 feet).

Roadways, Sidewalks, and Parking. Airport Boulevard would be realigned to bisect the 300 Airport Boulevard Site. Currently, Airport Boulevard runs to the east of the site before a 90-degree turn at Fisherman's Park aligns Airport Boulevard to the north of the 300 Airport Boulevard Site. The Project would include realignment across the 300 Airport Boulevard Site from the southeast corner to the northwest corner. Although Airport Boulevard would bisect the 300 Airport Boulevard Site, the East Campus and West Campus would be connected by various pedestrian linkages and paths.

The 300 Airport Boulevard Project would provide on-site parking for the office/life science uses, retail and café uses in the buildings, and the retail and cafeteria, exercise, and childcare uses within the amenities building. A total of 2,318 parking stalls would be provided at the 300 Airport Boulevard Site. The 5.5-level parking structure would be able to accommodate 901 vehicles and would measure approximately 57 feet from average top of curb level along Airport Boulevard to the top of the roof screen. The East Campus would include 190 surface parking stalls and 629 basement parking stalls, for a total of 819 stalls, while the West Campus would include 42 surface parking stalls, 556 basement parking stalls, and 901 stalls in the parking structure, for a total of 1,499 stalls. Of the 2,318 stalls, 34 spaces would be designated as Americans with Disabilities Act (ADA) parking.

Public Access, Open Space, and Landscaping. 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.

In addition, open space and landscaping throughout the 300 Airport Boulevard Site would provide an amenity and offer gathering spaces for employees and visitors. Landscaping throughout the 300 Airport Boulevard Site and along Airport Boulevard would include onsite trees, street trees, shrubs, ground covers, berms, decorative paved surfaces, curvilinear concrete walls, mounds planted with native grasses, and native and appropriate plant materials. In addition, stormwater retention and treatment areas would be included at the 300 Airport Boulevard Site and would serve both as landscape elements and to reduce drainage impacts. These bioretention areas, also known as rain gardens, would function as soil and plant-based filtration devices to remove pollutants through a variety of physical and biological treatment processes.[6]

Transportation Demand Management Program. The Project would include implementation of a Transportation Demand Management (TDM) program to reduce vehicular traffic generated by the 300 Airport Boulevard Site. The TDM program would include shuttle buses to the Millbrae Intermodal Terminal and to Downtown Burlingame. Improved bicycle and pedestrian linkages along the roadway

[6] San Mateo County, San Mateo Countywide Water Pollution Prevention Program, Chapter 6.1, page 68.

and within the 300 Airport Boulevard Site would also support the use of alternative modes of travel. Section 3.4 Transportation, includes additional information and an analysis of the proposed TDM program.

Sustainability Features. The 300 Airport Boulevard Project would seek certification as a LEED Gold project or equivalent. As such, the Project Sponsor team is currently studying various sustainable design strategies, which may include some or all of the following: rainwater collection and reuse, recycled irrigation water, natural daylighting system, sustainable landscaping, passive solar approach/building orientation, solar shading devices, cool roofs, energy efficient heating, air conditioning (HVAC) system, and water-efficient systems. In addition, the Project could include sustainable construction practices and materials, including the use of local, regional, and high-recycle content materials.

Employment. As stated above, the Project could be used as an office or a life science campus or any combination thereof. In addition, the Project could potentially include up to 19,230 sf of retail and up to 24,560 sf of food services. If the Project only includes office uses in Buildings B1, B2, B3, and B4, it is estimated that approximately 2,433 office employees would be generated.[7] In addition, the amenities center could employ up to 42 individuals,[8] for a total of 2,475 employees under the office scenario of the Project. If the Project would include only life science uses in Buildings B1, B2, B3, and B4, approximately 1,825 life science jobs would be created.[9] In addition to the 42 employees at the amenities center, the life science scenario of the Project would provide jobs for approximately 1,867 people.

As stated above, the Project could also potentially include office/life science uses (689,810 sf), retail uses (19,230 sf), food service venues (24,560 sf), and amenities center components (33,400 sf). If this site plan is implemented with office uses, then approximately 2,434 employees would be generated.[10] If the Project would include a life science campus instead, with retail and food services, 1,860 jobs would be created.[11]

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7 DES Architects + Engineers, Memo from Tom Gilman and Kenny Hung to Maureen Brooks, City of Burlingame Planning Manager, March 3, 2011. This estimate assumes 300 sf per employee based on similar office density rates on the San Francisco Peninsula. 730,000 sf of office/300 sf = ~2,433 employees.

8 Association of Bay Area Governments, *1987 Input-Output Model and Economic Multipliers for the San Francisco Bay Region*, March 1995. Multiplier for "Amusement and Recreational Services" averages 870 sf per employee. As such 37,000 sf of proposed amenities center/870 sf = ~42 employees.

9 DES Architects + Engineers, Memo from Tom Gilman and Kenny Hung to Maureen Brooks, City of Burlingame Planning Manager, March 3, 2011. This estimate assumes 400 sf per employee based on similar life science density rates on the San Francisco Peninsula. 730,000 sf of office/400 sf = ~1,825 employees.

10 Association of Bay Area Governments, *1987 Input-Output Model and Economic Multipliers for the San Francisco Bay Region*, March 1995. Multiplier for "Retail Trade" averages 450 sf per employee. As such, 43,790 sf of proposed retail and food service/450 sf = ~97 employees. Office Use = 689,810 sf/ 300 sf = ~ 2,299 employees. Amenities center uses = 33,400 sf/870 sf = ~38 employees. 97 + 2,299 + 38 = ~2,434 total employees.

11 43,790 sf of proposed retail and food service/450 sf = ~97 employees. Life science uses = 689,810 sf/ 400 sf = ~ 1,725 employees. Amenities center uses = 33,400 sf/870 sf = ~38 employees. 97 + 1,725 + 38 = ~1,860 total employees.

In terms of employment growth at the 300 Airport Boulevard Site, office uses would generate the need for the most employees, over life science, retail, food, and amenity center uses. The administrative areas of a life science company would have a density similar to a corporate office; however, the research and laboratory uses would have lower densities. In addition, the retail and food service uses would not generate as many employees as would be generated under an office-only scenario in Buildings B1, B2, B3, and B4. As such, this document applies and analyzes the most conservative scenario of approximately 2,475 office and amenities center employees at the 300 Airport Boulevard Site.

350 Airport Boulevard

No specific development plans or projects are proposed at the 350 Airport Boulevard Site at this time. However, 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 (on the basis that office uses would accommodate a higher ratio of employees per square foot of floor area, compared to life-science uses, and therefore would have greater potential effects on transportation and related impacts). As the building program would occupy 1.0 FAR, it is assumed that buildings at the 8.58-acre 350 Airport Boulevard Site would consist of approximately 374,000 sf and about 1,247 employees.[12]

As described above, this EIR only analyzes the environmental impacts of proposed Specific Plan and zoning changes to the APN subarea as they pertain to the 350 Airport Boulevard Site, it does not provide full project-specific CEQA analysis for a development proposal at the 350 Airport Boulevard Site. Future project-level environmental analysis would be required if and when a specific project is proposed.

S-5 IMPACTS AND MITIGATION MEASURES

Table S-3 presents a summary of the impacts of the 300 Airport Boulevard and 350 Airport Boulevard Project, proposed mitigation and improvement measures, and each impact's level of significance after mitigation. The environmental impacts are identified and classified as "Significant," "Potentially Significant," "Less Than Significant," or "No Impact." According to the CEQA Guidelines Section 15382, a significant impact is "… a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project…" CEQA Guidelines Section 15126.4(a)(1) also states that an EIR "… shall describe feasible mitigation measure which could minimize significant adverse impacts…" In this EIR, mitigation measures are identified for all of the impacts labeled "Significant." Improvement measures are also included for impacts that are less-than-significant without mitigation; however, these measures are recommended, but not required as part of project approval. The inclusion of these measures in Table S-3 provides a comprehensive listing in one place of all the impacts and mitigation/improvement measures. Unless otherwise noted, the Mitigation/Improvement Measures listed in Table S-3 apply to both the 300 Airport Boulevard Site and the 350 Airport Boulevard Site.

[12] Based on an employee generation rate of one employee per 300 sf.

Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
3.2 Land Use			
LU-1 Conflicts with Adopted Land Use Plans and Policies. Implementation of the Project would be generally consistent with the City's Bayfront Specific Plan Land Use Designations and goals, the Municipal Code zoning, and BCDC, ABAG, and ALUP plans. Redesignation, rezoning, and changes to the existing Zoning Ordinance as proposed under the Project would remove potential inconsistencies with adopted land use plans and policies. As such, the impact would be less than significant.	LTS	No Mitigation Required.	N/A
LU-2 Cumulative Land Use Impacts. The Project, in combination with other foreseeable development, would have no cumulative impacts regarding adopted land use plans and policies.	NI	No Mitigation Required.	N/A
3.3 Visual Quality			
VQ-1 Alteration of Scenic Vistas. The Project would have a less-than-significant impact on scenic vistas as viewed from the Coyote Point Recreation Area.	LTS	No Mitigation Required.	N/A
VQ-2 Damage to Scenic Resources within a State Scenic Highway. The Project would not damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.	NI	No Mitigation Required.	N/A
VQ-3 Degradation of Existing Visual Character or Quality. The Project would not substantially degrade the existing visual character or quality of the Project Site and its surroundings, resulting in less-than-significant impacts.	LTS	No Mitigation Required.	N/A

SU = Significant and Unavoidable *S = Significant* *PS = Potentially Significant* *LTS = Less-than-Significant* *NI = No Impact*

Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
VQ-4 New Sources of Light and Glare. The Project would create a new source of light and glare. However, light and glare impacts would be buffered by proposed design features, resulting in a less-than-significant impact.	LTS	No Mitigation Required.	N/A
VQ-5 Cumulative Visual Impacts. The Project, in combination with surrounding development, would result in less-than-significant cumulative visual, light, or glare impacts.	LTS	No Mitigation Required.	N/A
3.4 Transportation			
TR-1 Intersection Operations. With the addition of trips generated from the development of the 300 Airport Boulevard Site and the potential future development of the 350 Airport Boulevard Site, all study intersections would continue to operate at acceptable levels of service. However, the Project would add traffic to the Amphlett Boulevard/Poplar Avenue intersection in the city of San Mateo. This would be a potentially significant impact.	PS	MITIGATION MEASURE. The City of San Mateo is considering a range of potential improvements at the Amphlett Boulevard/Poplar Avenue intersection to provide sufficient capacity for existing and future traffic volume. However, a specific improvement project has not been identified at this time. It would be appropriate for the Project Sponsor, and any future project sponsor for development of the 350 Airport Boulevard site, to make a fair share contribution toward the cost of improvements at this intersection for each project's respective impacts. However, since no specific improvement project has been identified and because this intersection is under the control of an agency other than the City of Burlingame (Caltrans and San Mateo), the impact must be considered significant and unavoidable.	SU
TR-2 Freeway Ramp Operations. Project-generated traffic would have a less-than-significant impact on freeway ramp operations.	LTS	No Mitigation Required.	N/A

SU = Significant and Unavoidable *S = Significant* *PS = Potentially Significant* *LTS = Less-than-Significant* *NI = No Impact*

Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
TR-3 Freeway Segment Operations. Project-generated traffic would have a significant impact on the operation of six freeway segments.	S	MITIGATION MEASURE. Mitigation of significant Project impacts on freeway segments would require freeway widening to construct additional through lanes, thereby increasing freeway capacity. However, it is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in acquisition and cost of right-of-way. In addition, no comprehensive project to add through lanes has been developed by Caltrans or C/CAG for individual projects to contribute to, and no other mechanism exists for making a fair share contribution. Therefore, the significant impacts on the freeway segments identified above would be significant and unavoidable.	SU
TR-4 Air Traffic Patterns. The Project would have no impact on air traffic patterns in the vicinity of the Project Site.	NI	No Mitigation Required.	N/A
TR-5 Transit Service, Pedestrian Facilities, and Bicycle Facilities. The Project would have a beneficial or less-than-significant impact on transit service, pedestrian facilities, and bicycle facilities in the Project area.	LTS	No Mitigation Required.	N/A
TR-6 Site Access, Circulation, and Parking. Based on the 300 Airport Boulevard Site Plan, the Project would have less-than-significant transportation impacts associated with site access, circulation, and parking.	LTS	No Mitigation Required.	N/A
TR-7 Cumulative Intersection Operations. Under cumulative conditions, all study intersections would continue to operate at acceptable levels of service. However, the Project would add traffic to the Amphlett Boulevard/Poplar Avenue intersection in the city of San Mateo. This would be a potentially significant cumulative impact to study intersections.	PS	MITIGATION MEASURE. The City of San Mateo is considering a range of potential improvements at the Amphlett Boulevard/Poplar Avenue intersection to provide sufficient capacity for existing and future traffic volume. However, a specific improvement project has not been identified at this time. It would be appropriate for the Project Sponsor, and any future project sponsor for development of the 350 Airport Boulevard site, to make a fair share contribution toward the cost of improvements at this intersection	SU

SU = Significant and Unavoidable *S = Significant* *PS = Potentially Significant* *LTS = Less-than-Significant* *NI = No Impact*

Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		for each project's respective impacts. However, since no specific improvement project has been identified and because this intersection is under the control of an agency other than the City of Burlingame (Caltrans and San Mateo), the impact must be considered significant and unavoidable.	
TR-8 Cumulative Freeway Ramp Operations. Under cumulative conditions, Project-generated traffic would have a less-than-significant cumulative impact on freeway ramp operations.	LTS	No Mitigation Required.	N/A
TR-9 Cumulative Freeway Segment Operations. Project-generated traffic would have a significant cumulative impact on the operation of ten freeway segments.	S	MITIGATION MEASURE. Mitigation of significant project impacts on freeway segments would require roadway widening to construct additional through lanes, thereby increasing freeway capacity. It is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in acquisition and cost of right-of-way. Further, no comprehensive project to add through lanes has been developed by Caltrans or C/CAG for individual projects to contribute to. Therefore, the significant cumulative impacts on the freeway segments identified above must be considered significant and unavoidable.	SU
3.5 Air Quality			
AQ-1 Consistency with Applicable Air Quality Plans. Implementation of the Project would conflict with or obstruct implementation of the Clean Air Plan. Therefore, impacts would be significant.	S	MITIGATION MEASURE. Since there is no proposed project for the 350 Airport Boulevard Site, Mitigation Measure AQ-1.1 would require implementation of TDM measures for the 350 Airport Boulevard Project, similar to those included as a Project component of the 300 Airport Boulevard Project. Inclusion of these measures for future development at the 350 Airport Boulevard Site could reduce air quality impacts; however, the extent of that reduction is unknown at this time. With the extensive TDM measures already included in the 300 Airport Boulevard Project, there are no additional feasible mitigation measures that would further reduce impacts as a result of increased VMT associated with	SU

SU = Significant and Unavoidable *S = Significant* *PS = Potentially Significant* *LTS = Less-than-Significant* *NI = No Impact*

Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		the 300 Airport Boulevard Project. Therefore, because the amount of reduction possible for 350 Airport Boulevard is unknown, and the increase in VMT for the 300 Airport Boulevard Project cannot be further mitigated, impacts would be significant and unavoidable. *AQ-1.1 Implement TDM Program as part of 350 Airport Boulevard Project*. These measures could include: secure bicycle storage, showers and changing rooms, shuttle service, preferential parking for carpoolers, preferential parking for vanpoolers, commute assistance center, employees' surveys, video conferencing centers, on-site amenities accommodations, on-site bicycles for employees, child care services, guaranteed ride home program, transportation action plan, transportation management association, and coordination of TDM programs.	
AQ-2 Violation of Particulate Matter Ambient Air Quality Standards. Fugitive dust (PM_{10}) from construction activities associated with the Project would result in short-term violations of particulate matter ambient air quality standards. This would be a temporary but potentially-significant impact.	PS	MITIGATION MEASURE. Mitigation Measure AQ-2.1 would require implementation of all appropriate dust control measures recommended by BAAQMD. Inclusion of these measures in the construction contracts for future development at the Project Site would reduce construction-related air quality impacts to a less-than-significant level. *AQ-2.1 Implement Recommended Dust Control Measures*. To reduce particulate matter emissions during Project excavation and construction phases, the Project contractor(s) shall comply with the dust control strategies developed by BAAQMD. The Project Sponsor shall include in all construction contracts the following requirements or measures: • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per	LTS

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Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 mph. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. • Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.	
AQ-3 Criteria Air Pollutants and Ozone Precursor Emissions Compliance. Equipment used for construction activities associated with the Project would result in short-term emission increases of criteria air pollutants and ozone precursors that exceed the 2011 BAAQMD CEQA significance criteria, thus resulting in a significant impact.	S	MITIGATION MEASURE. Implementation of Mitigation Measure AQ-3.1 would reduce construction-related emissions from the development of the 300 Airport Boulevard Site and potential development of the 350 Airport Boulevard Site. Table 3.5-4 and Table 3.5-5, above, both include an estimate of emissions with the application of Mitigation Measure AQ-3.1 and AQ-3.2. As shown, even with implementation of Mitigation Measure AQ-3.1 and AQ-3.2, construction-related emissions would still have the potential to exceed the 2011 BAAQMD significance thresholds for ROG and NOx with the 300 Airport Boulevard Project, and the significance	SU

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Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		threshold for ROG with the 350 Airport Boulevard Project. Therefore, construction emissions from Project development are considered significant and unavoidable. *AQ-3.1 Construction Equipment Emissions Minimization*. To reduce the potential impacts resulting from Project construction activities, the Project Sponsor shall include in contract specifications a requirement for the following measures: • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes; • The Project shall develop a construction plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction Project (i.e., owned, leased, and subcontractor vehicles) would achieve a Project wide fleet-average 20 percent NOx reduction and 45 percent PM reduction compared to the most recent CARB fleet average (as specified in California Code of Regulations Article 4.8, Section 2449 General Requirements for In-Use Off-Road Diesel-Fueled Fleets). Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available; • All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM; • Use of Interim Tier 4, if applicable, or equivalent equipment for all uses where such equipment is available; • Use of Tier 3 equipment with Best Available Control Technology (BACT) or alternative fuel vehicles for applications where Tier 4	

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Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		Interim engines are not available; • Prohibition of diesel generators for construction purposes where feasible alternative sources of power are available; • All construction equipment shall be maintained in proper working condition in accordance with manufacturer's specifications; • Diesel-powered construction equipment shall comply with BAAQMD requirements or meet Tier 3 or Tier 4 EPA/CARB standards; and • To the extent feasible, the existing electricity infrastructure surrounding the construction sites shall be used rather than electrical generators powered by internal combustion engines. *AQ-3.2 Application of Low-VOC Coatings*. The Project Sponsor shall use low VOC (i.e., ROG) coatings beyond the local requirements as per the BAAQMD Guideline (i.e., Regulation 8, Rule 3: Architectural Coatings)	
AQ-4 Compliance with BAAQMD CEQA Significance Criteria Regarding Operational Criteria Air Pollutants and Ozone Precursor Emissions. Operational emissions associated with the Project would emit criteria air pollutants and ozone precursors that exceed 2011 BAAQMD CEQA significance criteria, thus resulting in a significant impact.	S	MITIGATION MEASURE. Since there is no proposed project for the 350 Airport Boulevard Site, Mitigation Measure AQ-1.1 would require implementation of TDM measures for the 350 Airport Boulevard Project, similar to those which are included as a Project component of the 300 Airport Boulevard Project. Inclusion of these measures for future development at the 350 Airport Boulevard Site could reduce air quality impacts; however, the extent of that reduction is unknown at this time. With the extensive TDM measures already included in the 300 Airport Boulevard Project, there are no additional feasible mitigation measures that would further reduce impacts as a result of increased VMT associated with the 300 Airport Boulevard Project. Therefore, because the amount of reduction possible for 350 Airport Boulevard is unknown, and the increase in VMT for the 300 Airport Boulevard Project cannot be further mitigated, impacts would be significant and unavoidable.	SU

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Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		In addition, the Project Sponsor for the 300 Airport Boulevard Site has committed to seeking LEED Gold certification or equivalent and to exceed energy efficiency beyond Title 24 requirements (26 percent energy reduction over Title 24 baseline building), which would further aid in reducing stationary source emissions. Mitigation Measure AQ-4.1 to implement energy efficiency measures for the 350 Airport Boulevard Project could reduce air quality impacts. However, since there is no proposed project for the 350 Airport Boulevard Site, the amount of VMT reduction possible for 350 Airport Boulevard is unknown, and the increase in VMT for 300 Airport Boulevard cannot be further mitigated. As such, impacts associated with the 300 Airport Boulevard Project would be significant and unavoidable. *AQ-4.1 Implement energy efficiency measures with 350 Airport Boulevard Project*. These measures could include: LEED certification or to exceed energy efficiency beyond Title 24 requirements which would further aid in reducing stationary source emissions.	
AQ-5 Expose Sensitive Receptors to $PM_{2.5}$ and Toxic Air Contaminant (TAC) Concentrations During Operation or Construction. The Project would expose sensitive receptors to $PM_{2.5}$ and TAC concentrations during operation; however, the operational $PM_{2.5}$ and TAC generated by the Project would be below the regulatory threshold. Additionally, the Project could expose sensitive receptors to $PM_{2.5}$ and TAC concentrations above regulatory thresholds during construction, resulting in a potentially significant impact.	PS	**300 Airport Boulevard** MITIGATION MEASURE. If the construction of the 300 Airport Boulevard Project is phased such that the childcare center is operational while subsequent phases of the Project are being constructed, the 300 Airport Boulevard Project would result in cancer risk and $PM_{2.5}$ exposure above the recommended regulatory thresholds at both the individual and cumulative levels. With the implementation of Mitigation Measure AQ-5.1a and b, risk for inside the childcare center would be reduced to 8.30 in one million adjacent in the portion of the building associated with the childcare center's location. Therefore, with the implementation of Mitigation Measure AQ-5.1a and b, potential risk during operation of the daycare center would be reduced to less than significant for both individual and cumulative risk during construction.	LTS

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Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		With implementation of Mitigation Measure AQ-5.1a and b, $PM_{2.5}$ exposure risk for inside the childcare center would be reduced to 0.08 and 0.18 $\mu g/m^3$, well below both the individual and cumulative thresholds. Therefore with the implementation of Mitigation Measure AQ-5.1, potential impacts from $PM_{2.5}$ exposure from operation of the childcare center would be reduced to less than significant on both an individual and cumulative level during construction. Implementation of Mitigation Measure AQ-5.1c would reduce the risk for the outdoor activity center to a less than significant level for both individual and cumulative risk during construction. If implementation of Mitigation Measure AQ-5.1c is not feasible, the childcare center shall not be allowed to open until all construction activities FOR Phase 2 have been completed. *AQ-5.1 Reduce Risk of Exposure During Construction*. If the childcare center is operational during the construction of Phase 2 of the Project, the following shall be implemented: a. The childcare center building shall be designed such that the air intake would be located at the far eastern edge of the building with the air intake facing east. b. A MERV 15 or higher rated filter shall be installed and operated for at least the duration of construction activities. The MERV 15 or higher rated filters have the potential to remove up to 85 percent of particles of 2.5 microns or greater thereby reducing interior levels of pollutants. c. All outdoor activities at the childcare center shall be suspended while construction activities are occurring. If implementation of Mitigation Measure AQ-5.1 is infeasible, then the childcare center would be prohibited from operating during Phase II construction. IMPROVEMENT MEASURES. As indicated above, operation of the 300 Airport Boulevard Project would not result in significant health risks to	

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Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		sensitive receptors. The Project Sponsor has indicated that as part of the operating conditions of the back-up generators, all testing and maintenance operations of the generators would be conducted when the daycare center is not in operation. This would eliminate the potential for these onsite sources to represent an increased health risk for the students of the daycare center. The following improvement measures, which are recommended but not required, are included to further reduce the less-than-significant impact and to ensure implementation of these operating conditions. • As part of the conditions of operation for the onsite back-up generators, all diesel emissions associated with the maintenance and testing of the generators should be conducted at such times as the daycare center is not in operation, particularly nights and weekends. • While not required based on the refined modeling, the Project Sponsor may wish to consider implementing MERV 15 or higher rated filters for the amenities building. This would further reduce exposure of daycare students to emissions from US 101. The MERV 15 or higher rated filters have the potential to remove up to 85 percent of $PM_{2.5}$ and would reduce risk while students were inside the building.	
AQ-6 CO Compliance with State and Federal Ambient Air Quality Standards. Operational emissions from motor vehicles trips associated with the Project would not cause local concentrations of CO to exceed State and federal ambient air quality standards; therefore, impacts would be less than significant.	LTS	No Mitigation Required.	N/A

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Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
AQ-7 Objectionable Odors. The Project would not be expected to create objectionable odors that would affect a substantial number of people. There would be no impact from the Project.	NI	No Mitigation Required.	N/A
AQ-8 Consistency with Applicable Air Quality Plans. The Project, combined with other development within the City, would not be consistent with the Ozone Attainment Plan and the Clean Air Plan. This would be a significant cumulative impact.	S	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 mitigation for the 300 Airport Boulevard Project, resulting in significant and unavoidable impacts.	SU
AQ-9 Cumulative Criteria Air Pollutants and Ozone Precursor Emission - Construction Activities. Construction activity associated with the development of the Project Site, in combination with other development in the area, would generate criteria air pollutants and ozone precursors that would exceed the 2011 BAAQMD CEQA significance criteria. This would be a significant cumulative impact.	S	MITIGATION MEASURE. AQ-3.1 is proposed to reduce criteria air pollutant and ozone precursor emissions from construction of all project components; however, even with implementation of the mitigation measure, construction-related emissions associated with the Project would still have the potential to exceed the 2011 BAAQMD significance thresholds. As such, cumulative construction-related air emissions would be significant and unavoidable.	SU
AQ-10 Cumulative Criteria Air Pollutants and Ozone Precursor Emissions - Operational Activities. Operational activities associated with the Project, in combination with other development in the area, would emit criteria pollutants. Although a TDM program is included as a Project component, operational emissions would exceed the 2011 BAAQMD significance thresholds, resulting in a significant impact.	S	MITIGATION MEASURE. Mitigation measures to further reduce VMT would not be feasible because, according to the transportation impact analysis, in order to further reduce VMT, the daily trips would need to be further reduced. The Transportation Impact Analysis and URBEMIS models already reflect the implementation of a TDM program. Therefore, impacts would be significant and unavoidable.	SU

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Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
AQ-11 Cumulative Expose Sensitive Receptors to $PM_{2.5}$ and Toxic Air Contaminant (TAC) Concentrations During Operation or Construction. The Project would not expose sensitive receptors to $PM_{2.5}$ and TAC concentrations above regulatory thresholds. Therefore cumulative impacts to sensitive receptors would be less than significant.	LTS	No Mitigation Required.	N/A
3.6 Climate Change			
CC-1 Generation of Greenhouse Gas Emissions. The Project would result in a significant impact from both direct and indirect generation of GHG emissions.	S	**300 Airport Boulevard** MITIGATION MEASURES. Implementation of Mitigation Measures CC-1.1 through CC-1.8 would reduce GHG emissions associated with operation of the 300 Airport Boulevard Project. Where sufficient information was available to quantify reductions in GHG emissions associated with implementation of the following mitigation measures, such reductions were either incorporated into BGM or were calculated outside of the model (refer to the assumptions worksheet in Appendix F). Although the 300 Airport Boulevard Project would implement the above described project design features to improve energy conservation and sustainability, in order to quantify the reductions attributed to these design features they were restated as mitigation measures with numeric provisions (see Mitigation Measures CC-1.3 through CC-1.8 below). Mitigated GHG emissions are compared to unmitigated GHG emissions in Table 3.6-3. The nature of the 300 Airport Boulevard Project is such that mitigation cannot fully address the associated GHG emissions. Implementation of the recommended mitigation measures would reduce the operational climate change impacts from the 300 Airport Boulevard Project, but would not reduce GHG emissions below the BAAQMD threshold of 4.6 MT CO2e/SP. As shown in Table 3.6-3, operation of the 300 Airport Boulevard Project with mitigation and the TDM program would result in approximately 6.00 MT CO2e per year. Therefore, the GHG emissions of	SU

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Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		the 300 Airport Boulevard Project, and the Project's contributions to global climate change, would remain significant and unavoidable. *CC-1.1 Incorporate GHG Reduction Measures for Maintenance Activities*. The Project Sponsor shall provide infrastructure for the use of electric landscape equipment during landscaping activities, where feasible. *CC-1.2 Incorporate Trees and Vegetation into Project Design*. Trees and other shade structures shall be incorporated into the Site Plan to maximize summer shade and to minimize winter shade. *CC-1.3 Renewable Energy System*. The 300 Airport Boulevard Project shall offset 10 percent of project electricity demand through implementation of onsite renewable energy systems or through investment in offsite alternative energy systems. *CC-1.4 Drought Tolerant Landscaping*. The 300 Airport Boulevard Project shall reduce irrigation-related water demand by a minimum of 10 percent through the implementation of drought tolerant landscaping. *CC-1.5 Cool Roof Material*. The 300 Airport Boulevard Project shall incorporate cool-roof materials into project design to reduce electricity demand associated with building heating, ventilation, and air conditioning (HVAC) by a minimum of 7 percent. *CC-1.6 Water Conservation Measures*. The 300 Airport Boulevard Project shall implement water conservation measures to reduce building water demand by 50 percent. *CC-1.7 Energy Efficiency beyond Title 24 Standards*. The 300 Airport Boulevard Project shall reduce building energy demand beyond the 2008 Title 24 Standards by 26 percent. *CC-1.8 Operation Solid Waste Reduction*. The 300 Airport Boulevard Project shall implement a solid waste reduction program to reduce operational solid waste by a minimum of 10 percent. IMPROVEMENT MEASURE. The Project should include alternative fueled	

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Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		vehicles in the construction fleet and that building materials come from local sources in order to reduce GHG emissions from construction activities. • *Utilize Alternative Fueled Vehicles and Local Building Materials*. In accordance with BAAQMD BMPs, the Project Sponsor shall incorporate into the construction fleet a minimum of 15 percent of construction vehicles and equipment operated by alternative fuels. Further, the Project Sponsor shall ensure that a minimum of 10 percent of building materials are locally sourced, where feasible.	
		350 Airport Boulevard Mitigation Measures. Implementation of Mitigation Measures CC-1.9 through CC-1.11 would reduce GHG emissions from operational activities associated with development of the 350 Airport Boulevard Site with the increased FAR allowed by the planning and zoning changes proposed as a part of the Project. However, the nature of future development of the 350 Airport Boulevard Site is such that mitigation cannot fully address the GHG emissions associated with its operation. The implementation of the recommended mitigation measures would reduce the climate change impacts from the 350 Airport Boulevard Project (as shown in Table 3.6-4), but would not reduce GHG emissions below the BAAQMD significance threshold of 4.6 MT CO2e/SP/yr. Therefore, the GHG emissions of future development of the 350 Airport Boulevard Site, both independently and when combined with the 300 Airport Boulevard Project, would remain significant and unavoidable. *CC-1.9 Incorporate Mitigation Measures CC-1.1 through CC-1.8 as described under 300 Airport Boulevard.* The Project Sponsor shall ensure that implementation of the 350 Airport Boulevard Project comply with Mitigation Measures CC-1.1 through CC-1.8 as described for the 300 Airport Boulevard Project, above.	SU

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Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		CC-1.10 Implement a TDM program. The Project Sponsor shall ensure that future development of the 350 Airport Boulevard Site implement a TDM program similar to that described for the 300 Airport Boulevard Project, to reduce transportation-related GHG emissions. *CC-1.11 Pursue LEED Certification.* Future development of the 350 Airport Boulevard Site shall seek LEED Gold certification or equivalent for development per the recommendations of City Resolution No. 2006-013. The Project Sponsor shall submit draft LEED (or equivalent) checklists to the City Sustainability Coordinator for review and consultation.	
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	**300 Airport Boulevard** 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. Therefore, it would inhibit the City in meeting the short-term and long-term GHG reduction goals established in the Climate Action Plan. Implementation of the 300 Airport Boulevard Project would result in a significant and unavoidable impact to State and local GHG reduction plans, policies, and regulations.	SU
		350 Airport Boulevard MITIGATION MEASURE. 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

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Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
3.7 Noise			
NO-1 Permanent Increase in Ambient Noise Levels during Construction. Construction of the Project would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. However, ambient noise levels may temporarily increase. This would be considered a potentially significant impact.	PS	MITIGATION MEASURE. Implementation of the BMPs listed below in Mitigation Measure NO-1.1 would reduce temporary construction noise impacts to less-than-significant levels. *NO-1.1 Implement Best Management Practices to Reduce Construction Noise*. The following BMPs shall be incorporated into the construction documents to be implemented by the Project contractor. a. Maximize the physical separation between noise generators and noise receptors. Such separation includes, but is not limited to, the following measures: i. Use heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas of the site or around the entire site; ii. Use shields, impervious fences, or other physical sound barriers to inhibit transmission of noise to sensitive receptors; iii. Locate stationary equipment to minimize noise impacts on the community; and iv. Minimize backing movements of equipment. b. Use quiet construction equipment whenever possible. c. Impact equipment (e.g., jack hammers and pavement breakers) shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Compressed air exhaust silencers shall be used on other equipment. Other quieter procedures, such as drilling rather than using impact equipment, shall be used whenever feasible. d. Prohibit unnecessary idling of internal combustion engines.	LTS

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Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		e. Select routes for movement of construction-related vehicles and equipment in conjunction with the Burlingame Planning Division so that noise-sensitive areas, including residences and schools, are avoided as much as possible. f. The project sponsor shall designate a "disturbance coordinator" for construction activities. The coordinator would be responsible for responding to any local complaints regarding construction noise and vibration. The coordinator would determine the cause of the noise or vibration complaint and would implement reasonable measures to correct the problem.	
NO-2 Exposure of Persons to Excessive Ground-Borne Vibration Levels during Construction. Implementation of the Project may result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels. This would be considered a significant impact.	S	MITIGATION MEASURES. Mitigation Measure NO-2.1 would require the notification of nearby businesses of potential impacts to vibration-sensitive equipment, in order to identify any vibration-sensitive equipment in the Project vicinity, and implement BMPs, as described in Mitigation Measure NO-2.2, to help reduce impacts to any buildings identified with vibration-sensitive equipment. Mitigation Measure NO-2.3 would require the use alternative pile driving methods (e.g., drilled or steel piles) for piles driven within proximity of existing vibration receptors in order to reduce vibration levels at the receptors to meet significance thresholds. Implementation of these measures would reduce construction-related impacts to vibration-sensitive equipment to a less-than-significant level. *NO-2.1 Notify Nearby Businesses of Construction Activities that Could Affect Vibration-Sensitive Equipment*. The Project Sponsor shall provide notification to adjacent property owners and occupants, prior to the start of construction, informing them of the estimated start date and duration of vibration-generating construction activities during site preparation, grading, and pile driving, if required. This notification shall include information warning about the potential for impacts related to vibration-sensitive equipment. The Project Sponsor shall identify a phone number for the property owners and occupants to call if they have vibration-sensitive	LTS

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Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		equipment on their site. *NO-2.2 Implement Construction BMPs to Reduce Construction Vibration*. The Project Sponsor shall implement the following measures during construction of all Project components: • To the extent feasible, construction activities that could generate high vibration levels at any identified vibration-sensitive locations shall be scheduled during times that would have the least impact on nearby land uses. This could include restricting construction activities in the areas of potential impact to the early and late hours of the work day, such as from 8:00 a.m. to 10:00 a.m. or 4:00 p.m. to 6:00 p.m. Monday to Friday. • Stationary sources, such as construction staging areas and temporary generators, shall be located as far from nearby vibration-sensitive receptors as possible. • Trucks shall be prohibited from idling along streets serving the construction site where vibration-sensitive equipment is located. • Avoid pile driving when possible within 100 feet of an existing structure. *NO-2.3 Implement Alternative Pile Driving Methods*. The Project Sponsor shall use alternative pile driving methods (e.g., drilled or steel piles) for piles driven in proximity to existing vibration receptors such that vibration levels at vibration-sensitive equipment shall not exceed 65 VdB.	
NO-3 Exposure of People to Excess Traffic Noise. Implementation of the Project would not result in a substantial increase in the exposure of people to noise in excess of the General Plan *criteria as a result of the increase in traffic*. This would be considered less-than-significant impact.	LTS	No Mitigation Required.	N/A

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Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
NO-4 Increase in Ambient Noise Levels during Operation. Operation of the Project could result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project as a result of human activities and mechanical HVAC equipment. This would be considered a potentially significant impact.	PS	**350 Airport Boulevard** MITIGATION MEASURE. Mitigation measure NO-4.1 would reduce potential impacts related to HVAC systems at the 350 Airport Boulevard Site to a less that significant level. *NO-4.1 Placement or Screening of HVAC Mechanical Equipment*. All HVAC mechanical equipment shall be located more than 60 feet from the nearest property line. Alternatively, HVAC mechanical equipment may be installed in a noise enclosure sufficient to reduce ground-level noise levels at the nearest property boundary to 70 dBA CNEL or less.	LTS
NO-5 Airport Noise. The Project Site is located within an airport land use plan; however, the Project would not expose people residing or working in the Project area to excessive noise levels. The Project Site is not located within two miles of a private airstrip. This would result in no impact.	NI	No Mitigation Required.	N/A
NO-6 Cumulative Construction Noise. Construction activities associated with project-related development and other future development in the City would not expose sensitive receptors to a substantial temporary increase in ambient noise level. The Project's cumulative impact would be less than significant.	LTS	No Mitigation Required.	N/A
NO-7 Cumulative Vibration Impacts. Construction activities associated with Project-related development and other future development in the City would not expose sensitive receptors to excessive ground-borne vibration. The Project's cumulative impact would be less than significant.	LTS	No Mitigation Required.	N/A

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NO-8 Cumulative Operational Noise. Cumulative development would result in a substantial increase in exposure of persons to noise in excess of the standards established by the General Plan for traffic noise. The Project's contribution would be less than significant.	LTS	No Mitigation Required.	N/A
NO-9 Cumulative Airport Noise. Operation of the Project, in combination with other foreseeable projects, would not result in the cumulative exposure of sensitive receptors to excessive airport noise.	NI	No Mitigation Required.	N/A
3.8 Biological Resources			
BR-1 Effects on Sensitive Natural Communities. The Project would have a less-than-significant impact (either directly or through habitat modifications) on any species identified as a candidate, sensitive, or special-status species or on any riparian habitat or other sensitive natural community in local or regional plans, policies, or regulations, or by CDFG or USFWS.	LTS	No Mitigation Required.	N/A
BR-2 Loss of Wetlands and Other Waters of the United States. The Project would have a potentially-significant impact on wetlands and other waters of the United States.	PS	**300 Airport Boulevard** MITIGATION MEASURE. Mitigation Measures BR-2.1 and BR-2.2, below, to be implemented by the Project Sponsor, would reduce the 300 Airport Boulevard Project's impact on any potential wetlands and other waters of the United States to a less-than-significant level. *BR-2.1 Conduct a Wetland Delineation.* The Project Sponsor shall retain a qualified biologist to conduct a wetland delineation of the Project Site. This delineation shall be submitted to the Corps for verification prior to the issuance of any grading permits for the Project. If the Corps determines that the features in the Project Site are not jurisdictional, then no further	LTS

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Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

	Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
			mitigation would be required. *BR-2.2 Obtain Applicable Permits and Certifications*. If the Corps determines that these features are jurisdictional, then the Project Sponsor must obtain a CWA Section 404 permit from the Corps, and a CWA Section 401 Water Quality Certification from the RWQCB prior to issuance of any grading permits for the Project. A requirement of the permits will be compensation such that there is no net loss of wetlands. This compensation requirement can be satisfied through avoidance, onsite and/or offsite construction and preservation of wetlands or by purchase of mitigation credits at an approved mitigation bank. At certified mitigation banks, the Corps typically requires a minimum 1:1 ratio, but may require higher ratios for certain wetland types.	
BR-3	Loss of Nesting Migratory Birds. The Project would have a potentially significant impact on nesting migratory birds.	PS	MITIGATION MEASURES. Mitigation Measures BR-3.1 and BR-3.2, below, to be implemented by the Project Sponsor(s), would reduce the Project's impact on nesting migratory birds to a less-than-significant level. *BR-3.1 Bird Nest Pre-Construction Survey*. The Project Sponsor(s) shall retain a qualified biologist to conduct preconstruction breeding-season surveys (approximately March 15 through August 30) of the Project Site and immediate vicinity during the same calendar year that construction is planned to begin, in consultation with the CDFG as discussed below. If phased construction procedures are planned for the Project, the results of the above survey shall be valid only for the season when it is conducted. A report shall be submitted to CDFG, following the completion of the bird nesting survey that includes, at a minimum, the following information: • A description of methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted. • A map showing the location(s) of any bird nests observed on the	LTS

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Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		Project Site. If the above survey does not identify any nesting bird species on the Project Site, no further mitigation would be required. However, should any active bird nests be located on the Project Site, the following mitigation measure shall be implemented. *BR-3.2 Bird Nest Buffer Zone.* The Project Sponsor(s), in consultation with CDFG, shall delay construction in the vicinity of active bird nest sites located on or adjacent to the Project Site during the breeding season (approximately March 15 through August 30) while the nest is occupied with adults and/or young. If active nests are identified, construction activities should not occur within 500 ft of the nest. A qualified biologist shall monitor the active nest until the young have fledged, until the biologist determines that the nest is no longer active, or if it is reasonable that construction activities are not disturbing nesting behaviors. The buffer zone shall be delineated by highly visible temporary construction fencing.	
BR-4 Protection of Biological Resources. Construction of the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	LTS	No Mitigation Required.	N/A
BR-5 Habitat Conservation Plans. Construction of the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.	NI	No Mitigation Required.	N/A
BR-6 Cumulative Biological Resource Impacts. The Project, in combination with other foreseeable projects, would have a cumulatively considerable impact regarding sensitive natural communities, loss of wetlands, loss of nesting migratory birds.	S	MITIGATION MEASURES. Implementation of Mitigation Measures BR-3.1 and BR-3.2, above, would mitigate the Project's contribution to this potentially significant cumulative impact to less than cumulatively considerable. Moreover, the same mitigation measure, or an equivalent	LTS

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Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		measure, would likely be imposed on other development projects, since this measure is recommended as a means to comply with existing State and federal laws. Therefore, the cumulative impact on nesting birds and bats would be reduced to less than significant.	
3.9 Hydrology			
HY-1 Violation of Water Quality Standards or Waste Discharge Requirements. Construction of the Project would not violate any water quality standards or waste discharge requirements resulting in a less-than-significant impact.	LTS	No Mitigation Required.	N/A
HY-2 Construction-related Water Quality Degradation, Erosion, and Sedimentation. Construction of the Project would not create or contribute runoff that would be an additional source of water quality degradation or result in substantial erosion or sedimentation on- or off-site. Impacts would be less than significant.	LTS	No Mitigation Required.	N/A
HY-3 Operational Water Quality Degradation, Erosion, and Sedimentation. Operation of the Project would not create or contribute runoff that would be an additional source of water quality degradation or result in substantial erosion or sedimentation on- or off-site. Impacts would be considered less than significant.	LTS	No Mitigation Required.	N/A
HY-4 Drainage Systems. The Project would not create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. There would be less-than-significant impacts to stormwater drainage systems.	LTS	No Mitigation Required.	N/A

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Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
HY-5 Groundwater Supplies. Construction of the Project could involve dewatering, but there would be no long-term demand on groundwater supplies because Project water demand would be met through existing SFPUC entitlements and deliveries. There would be a less-than-significant impact on groundwater.	LTS	No Mitigation Required.	N/A
HY-6 100-Year Flood Hazard. The Project would not place structures in areas subject to 100-year flood hazard and no impact would occur.	NI	No Mitigation Required.	N/A
HY-7 Sea Level Rise. The Project would be subject to potentially significant flooding risks resulting from sea level rise.	PS	**300 Airport Boulevard** MITIGATION MEASURES. Implementation of Mitigation Measure HY-7.1 would ensure that potential underground structures are adequately protected to reduce risks from 100-year or tsunami flooding in combination with sea level rise. Mitigation Measure HY-7.2 would ensure that the storm drainage system has adequate conveyance capacity and surface discharges to off-site properties do not occur. Mitigation Measure HY-7.3 would ensure that embankments, sea walls, levees, and shoreline features are adequately protected from higher tide conditions. Implemented together, these measures would reduce impacts to a less-than-significant level for the 300 Airport Boulevard Site. *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 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 feet in elevation. Certain portions	LTS

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Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		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 developed to address end-of-century conditions. *HY-7.2 Provide Adequate Storm Flow Conveyance Capacity for Sea Level Rise Conditions*. To ensure that the storm drain system conveyance capacity is not constricted by sea level rise at the outlets, the Project Sponsor shall design the storm drain system to adequately convey stormwater runoff at outlet water surface elevations equivalent to the 100-year flood event base elevation plus sea level rise of 55 inches (water surface elevation of 11.6 feet at the outlet). Prior to receiving a grading permit, the City shall review project designs and studies for adequacy of storm flow conveyance with an outlet surface water elevation of 11.6 feet and in accordance with City design standards. The City shall prepare Conditions of Approval, where necessary, to ensure that the design criteria are met. The Project Sponsor shall incorporate applicable City Conditions of Approval into project designs, prior to receiving a grading permit. *HY-7.3 Provide Protection of Shoreline and Flood Protection Features from Hydrodynamic Forces from Sea Level Rise Conditions*. Prior to receiving a grading permit, in order to ensure that the shoreline and flood protection features associated with the proposed project provide protection under sea level rise hydrodynamic and/or hydrostatic conditions, the Project Sponsor shall prepare engineering studies to identify expected hydrodynamic forces for under storm surge conditions (at least 2 percent wave run-up) and a base flood elevation of at least 11.6 feet and hydrostatic forces from a water surface elevation of 8.1 feet (mean higher high water plus 55-inch sea level rise). For the shoreline areas, an adaptive strategy would be implemented to address end-of-century conditions. The Project Sponsor shall design shoreline and flood protection features that could accommodate hydrodynamic forces from sea level rise conditions	

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Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		along wherever flood protection features are identified under Mitigation Measure HY-7.1 and at shoreline protection features for stability and integrity under storm surge conditions (at least 2 percent wave run-up) and a base flood elevation of at least 11.6 feet. The Project Sponsor shall also design flood protection features for protection against hydrostatic forces from a water surface elevation of 8.1 feet (mean higher high water plus 55-inch sea level rise). The City shall review designs and associated studies for conformance with City requirements and adequacy of design measures to withstand hydrodynamic and hydrostatic forces associated with the design criteria. The Project Sponsor shall also design erosion protection along the shoreline set-back area for protection under storm surge conditions (at least 2 percent wave run-up) and a base flood elevation of at least 11.6 feet. The City shall review designs and associated studies for adequacy in protecting the shoreline set-back area under these conditions. The City shall prepare Conditions of Approval, where necessary, to ensure that the design criteria are met. Prior to receiving a grading permit, the Project Sponsor shall incorporate applicable City and BCDC Conditions of Approval into project designs.	
		350 Airport Boulevard MITIGATION MEASURES. It is reasonable to assume that the assumptions for increasing the final elevation and shoreline protection identified for 300 Airport Boulevard would apply to 350 Airport Boulevard. These requirements are identified in Mitigation Measure HY-7.4. In addition, implementation of Mitigation Measures HY-7.1, HY-7.2, and HY-7.3 for the 350 Airport Boulevard Site, would reduce the impacts associated with underground structures, storm flow conveyance capacity, and shoreline protection, as described for the 300 Airport Boulevard Site. Implementation of Mitigation Measure HY-7.4 could result in a minor increase in the	LTS

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Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
		magnitude of environmental effects identified elsewhere in this EIR. Secondary effects from implementation of Mitigation Measures HY-7.1, 7.2, and 7.3 would be as described for 300 Airport Boulevard. Implementation of the mitigation measures described below would reduce potentially-significant impacts related to sea level rise to a less-than-significant level. *HY-7.4 Provide Flood Protection up to the 100-Year Flood Event plus Sea Level Rise for Above-Ground Structures*. To protect structures and people from sea level rise risks at the 350 Airport Boulevard Site, prior to approving grading permits, the City shall ensure project design incorporates its floodplain development requirements for a flood depth of the identified 100-year flood hazard water surface elevation plus a 4.6-foot (55-inch) rise in sea level. At a minimum, the Project Site shall be graded to over 10 feet above msl and the finished floor elevation of all building finished floors shall be constructed to 14.5 feet (i.e., 2.9 feet above the 11.6-foot potential flood elevation), or as otherwise determined as grading plans are developed.	
HY-8 Tidal and Wave Action Flooding. Prevailing winds combined with high tides or 100-year tides could flood the Project Site. This would result in potentially-significant impacts to the 300 Airport Boulevard Site and the 350 Airport Boulevard Site.	PS	MITIGATION MEASURES. Implementation of Mitigation Measures HY-7.1, HY-7.2, HY-7.3, and HY-7.4 would reduce this impact to a less-than-significant level by ensuring the elevation of the Project Site and shoreline protection are adequate to protect against flooding associated with wave action.	LTS
HY-9 Cumulative Drainage Systems. The Project, in combination with other reasonably foreseeable development, would not create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, resulting in less-than-significant cumulative impacts.	LTS	No Mitigation Required.	N/A

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Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
HY-10 Cumulative Flood Hazards. The Project, in combination with other reasonably foreseeable development, would not place structures in areas subject to 100-year floor hazards, resulting in less-than-significant cumulative impacts.	LTS	No Mitigation Required.	N/A
HY-11 Cumulative Sea Level Rise and Tides. The Project, in combination with other reasonably foreseeable development, would be subject to potentially significant cumulative flooding risks resulting from sea level rise.	PS	MITIGATION MEASURE. Mitigation measures have been identified (Mitigation Measures HY-7.1, HY-7.2, HY-7.3, and HY-7.4) to protect subgrade features that could be affected through groundwater/surface water interactions.	LTS
HY-12 Cumulative Tsunami/Seiche Impacts. The Project, in combination with other reasonably foreseeable development, would not result in direct changes in tsunami and/or seiche risk, resulting in a less-than-significant cumulative impact.	LTS	No Mitigation Required.	N/A
3.10 Population and Housing			
PH-1 Population Growth. The increase in on-site employment due to the Project could have secondary growth effects that could increase employment, population, and housing demand in the City or the region. However, these secondary growth effects would be less than significant.	LTS	No Mitigation Required.	N/A
PH-2 Cumulative Population and Housing Impacts. Cumulative development in the City would increase employment in the City, but the projected growth from the Project, in combination with surrounding projects, would not result in adverse impacts to the physical environment. Therefore, this cumulative impact would be less than significant.	LTS	No Mitigation Required.	N/A

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Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
3.11 Parks and Wind Effects on Recreation			
RW-1 Effects on Windsurfing and Kiteboarding Recreational Resources. The 300 Airport Boulevard Project would have a less-than-significant impact on windsurfing and kiteboarding recreational resources. However, there is currently no project application for development of the 350 Airport Boulevard Site; therefore, future development of the 350 Airport Boulevard Site could not be accurately modeled. As such, wind impacts as a result of the 350 Airport Boulevard Project could be potentially significant due to a reduction in wind speed.	PS	**350 Airport Boulevard** MITIGATION MEASURE. Implementation of Mitigation Measure RW-1.1 would require future development of the 350 Airport Boulevard Site undergo wind tunnel analysis to ensure that site design minimize wind shadow effects at the surrounding windsurfing recreation areas. Implementation of Mitigation Measure RW-1.1 would ensure that future development at 350 Airport Boulevard would not substantially impair windsurfing in prime windsurfing areas and would not substantially hinder access to or from the windsurfing launch sites at Coyote Point Recreation Area. Development of the 350 Airport Boulevard Project would therefore result in a less-than-significant impact on windsurfing recreational resources. *RW-1.1 Future Wind Tunnel Analysis*. To reduce potential impacts associated with future development of the 350 Airport Boulevard Site, a wind tunnel analysis shall be conducted in order to ensure that future development of the Site is designed in a way to minimize wind shadow effects at surrounding windsurfing areas.	LTS
RW-2 Existing Recreational Facilities. Implementation of the Project would not result in substantial physical deterioration of existing recreational facilities as a result of increased use, nor would the Project require expansion of existing facilities which could have adverse environmental effects. The Project would have a less-than-significant impact on recreational facilities and the environment.	LTS	No Mitigation Required.	N/A
RW-3 Cumulative Effects on Windsurfing Recreational Resources and Recreational Facilities. The Project, in combination with other foreseeable development, would not result in significant recreation or wind impacts.	LTS	No Mitigation Required.	N/A

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Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
3.12 Utilities			
UT-1 Water Supply and Facilities. The Project would not have a significant impact on available water supplies and would not require new or expanded water entitlements, resulting in a less-than-significant impact on water supplies.	LTS	No Mitigation Required.	N/A
UT-2 Water Treatment Facilities. The Project would not require or result in the construction of new water treatment facilities or the expansion of existing facilities, which could cause significant environmental effects. Therefore, the Project would have a less-than-significant impact on water supply facilities.	LTS	No Mitigation Required.	N/A
UT-3 Wastewater Treatment Facilities. The Project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board or require or result in the construction of new wastewater treatment facilities. However, the Project would require the expansion and rehabilitation of existing wastewater infrastructure. Therefore, this impact would potentially significant.	PS	MITIGATION MEASURE. In order to reduce significant impacts to the City's wastewater conveyance and treatment system associated with the Project, the Burlingame Point Wastewater Study provides recommendations for mitigation measures. Adherence to the mitigation measure identified below would reduce potential wastewater impacts associated with the Project to a less-than-significant level. *UT-3.1 Upgrade Pump Capacity at the Existing 399 Rollins Road Pump Station and Reduce Inflow and Infiltration within the Wastewater System.* The Project Sponsor(s) shall contribute fair-share funds toward the upgrade of the 399 RRPS capacity to accommodate the increased PWWF that would result from implementation of the Project. Additionally, the Project Sponsor(s) shall rehabilitate the existing wastewater system, where necessary, to reduce inflow and infiltration that contributes to PWWFs at the WWTP in an amount concomitant with increases in flows contributed by the 300 Airport Boulevard Project.	LTS

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Table S-3
Summary of Impacts, Mitigation Measures, and Improvement Measures

Impacts	Impact Significance Without Mitigation	Improvement/Mitigation Measures	Impact Significance With Mitigation
UT-4 Stormwater Drainage Facilities. The Project would not require the construction of new public stormwater drainage facilities or expansion of existing City facilities; no impact would result.	NI	No Mitigation Required.	N/A
UT-5 Cumulative Water Supply Impacts. The Project, in combination with other foreseeable development, would have sufficient water supplies available to serve the Project from existing entitlements under normal water supply years. Therefore, this cumulative impact is less than significant.	LTS	No Mitigation Required.	N/A
UT-6 Cumulative Water Treatment Facilities. The Project, in combination with other development within the City of Burlingame, would not require or result in the construction of new water treatment facilities or the expansion of existing facilities, which could cause significant environmental effects. Therefore, this impact would be less than significant.	LTS	No Mitigation Required.	N/A
UT-7 Cumulative Wastewater Treatment Facility Impacts. The Project, in combination with other development within the service area, would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, require or result in the construction of new wastewater treatment facilities or the expansion of existing facilities, nor result in a determination by the wastewater treatment provider that serves the project area that it has inadequate capacity to serve the project's expected demand in addition to the provider's existing entitlements. Therefore this impact would be less than significant.	LTS	No Mitigation Required.	N/A

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The City distributed a Notice of Preparation (NOP) on December 3, 2010, announcing its intent to prepare and distribute an EIR analyzing the impacts of the Project. Appendix A of this document contains the NOP and the written comments that were received. Comments received on the NOP are considered and analyzed in the respective sections of this EIR.

Section 21100(b)(2)(A) of the California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) identify any significant environmental effects that cannot be avoided if the Project is implemented. As described in Section 3, Environmental Analysis, most impacts identified for the Project would either be less than significant or could be mitigated to less-than-significant levels. However, the Project would result in some significant impacts that cannot be mitigated to less-than-significant levels. The 300 Airport Boulevard Project would have significant and unavoidable project and cumulative impacts related to:

- Generation of greenhouse gas (GHG) emissions from operation of the 300 Airport Boulevard Project above the allowable threshold established by the Bay Area Air Quality Management District (BAAQMD);
- Non-compliance with the 2010 Climate Action Plan;
- Exceedance of criteria air pollutants and ozone precursor emissions during construction;
- Exceedance of criteria air pollutants and ozone precursor emissions during operation;
- Significant impacts to one study intersection; and
- Significant impacts to freeway segments during peak periods.

In addition, the future development of the 350 Airport Boulevard Site in accordance with the planning and zoning changes proposed by the Project would have significant and unavoidable project and cumulative impacts related to:

- Generation of greenhouse gas (GHG) emissions from operation of the 350 Airport Boulevard Project above the allowable threshold established by the Bay Area Air Quality Management District (BAAQMD);
- Non-compliance with the 2010 Climate Action Plan;
- Exceedance of criteria air pollutants and ozone precursor emissions during construction;
- Exceedance of criteria air pollutants and ozone precursor emissions during operation;
- Significant impacts to one study intersection; and
- Significant impacts to freeway segments during peak periods.

Due to these significant unavoidable environmental effects, approval of the Project would require the adoption of a Statement of Overriding Considerations, indicating that the City of Burlingame is aware of the significant environmental consequences and believes that the benefits of approving the Project outweigh its unavoidable significant environmental impacts.

S-6 ALTERNATIVES

The California Environmental Quality Act (Public Resources Code, Section 21000 et seq.; CEQA) and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.) require that an Environmental Impact Report (EIR) "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives" (CEQA Guidelines Section 15126.6(a)). One of the alternatives that must be analyzed is the "No Project" Alternative. The "No Project" analysis must discuss the existing conditions at the time the Notice of Preparation (NOP) is published, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved and development continued to occur in accordance with existing plans and consistent with available infrastructure and community services (CEQA Guidelines Section 15126.6(e)(2)).

Three alternatives are analyzed for the 300 Airport Boulevard Project: No Project Alternative, Existing Zoning Alternative, and Office/Hotel Alternative. In addition, two alternatives are provided for the 350 Airport Boulevard Project: the No Project Alternative and the Existing Zoning Alternative. However, since there is no proposed site plan for the 350 Airport Boulevard Site at this time, this section does not consider additional alternatives to the 350 Airport Boulevard Site. If and when subsequent project-level environmental review occurs for this site, a separate alternatives analysis will be conducted for the proposed site plan.

No Project Alternative

300 Airport Boulevard. Under the No Project Alternative, the existing 18.12-acre 300 Airport Boulevard Site would remain as-is and no project components would be constructed. The entire site would continue to be vacant, unused land. The office/life science buildings, the amenities center, and the parking structure would not be constructed and landscaping and other site facilities would not be added. In addition, on-site roadway and circulation improvements would not be included. Airport Boulevard would not be realigned to bisect the 300 Airport Boulevard Site and the Bay Trail would not be extended and rehabilitated. No new land uses, Bayfront Specific Plan amendments, or rezoning would occur under this alternative. The 0.4-acre Rezone Parcel would remain as part of Anza Point South (APS).

350 Airport Boulevard. Under the No Project Alternative, the existing 8.58-acre 350 Airport Boulevard Site would remain the same as existing conditions and no zoning changes would be made. In addition, no buildings would be constructed at the site.

Existing Zoning Alternative

300 Airport Boulevard. The Existing Zoning Alternative would develop the 300 Airport Boulevard Site in accordance with the existing Bayfront Specific Plan Design Guidelines and Anza Point North (APN) Zoning Code regulations (and Anza Point South for the 0.4-acre Rezone Parcel). The office/life science buildings at the site would be constructed at 0.6 FAR and the amenities center would

be constructed at 0.5 FAR, which would result in no more than 473,725 square feet (sf) of development. In addition, the buildings at the 300 Airport Boulevard Site would not exceed 30 feet in height along the Bay and 50 feet along Sanchez Channel. Up to 1,529 workers could be employed under the Existing Zoning Alternative. Since the 300 Airport Boulevard Project would be smaller, Airport Boulevard would not be realigned and shoreline improvements would be less extensive.

350 Airport Boulevard. The Existing Zoning Alternative for the 350 Airport Boulevard Project would develop the 350 Airport Boulevard Site in accordance with the existing Bayfront Specific Plan Design Guidelines and APN Zoning Code regulations. The office buildings at the site would be constructed at 0.6 FAR, which would result in no more than 224,250 sf of development. In addition, the buildings at the 300 Airport Boulevard Site would not exceed 30 feet in height along the Bay and 50 feet along Sanchez Channel. Up to 748 workers could be employed under the Existing Zoning Alternative, assuming office uses.

Office/Hotel Alternative

As explained above, there is currently no proposed site plan for the 350 Airport Boulevard Site. As such, no further alternatives are provided for this project. The following description of the Office/Hotel Alternative pertains to the 300 Airport Boulevard Project only.

The Office/Hotel Alternative would include offices in Buildings B3 and B4, an amenities center, and a parking structure, as proposed under the 300 Airport Boulevard Project. However, Buildings B1 and B2 would be replaced by a 226,338-sf hotel. The Zoning Code would be amended as per the 300 Airport Boulevard Project; however, the existing requirements and limitations for hotel uses would still be applicable. Up to 1,786 workers would be employed under the Office/Hotel Alternative.

Alternatives Analysis

A summary comparative analysis of the 300 Airport Boulevard Project and the 350 Airport Boulevard Project and their alternatives is provided below and summarized in Table S-4 and Table S-5, respectively. A more detailed analysis of the Project alternatives is provided in Section 5 of this document.

Table S-4
Comparison of Impacts among Project Alternatives for the 300 Airport Boulevard Project

Environmental Issue	300 Airport Boulevard Project	No Project Alternative	Existing Zoning Alternative	Office/Hotel Alternative
Land Use				
Conflicts with Applicable Land Use Designations and Zoning	LTS	NI	NI	LTS
Conflicts with Bayfront Specific Plan Policies	LTS	SU	LTS	LTS
Cumulative Impacts	NI	SU	LTS	LTS
Visual Quality				
Adverse Effect on a Scenic Vista	LTS	NI	LTS	LTS
Damage Scenic Resources within a State Scenic Highway	NI	NI	NI	NI
Degradation of Existing Visual Character	LTS	NI	LTS	LTS
New Sources of Light and Glare	LTS	NI	LTS	LTS
Cumulative Impacts	LTS	NI	LTS	LTS
Transportation				
Intersection Operations	SU	NI	SU	SU
Freeway Ramp Operations	LTS	NI	LTS	LTS
Freeway Segment Operations	SU	NI	SU	SU
Air Traffic Patterns	NI	NI	NI	NI
Transit Service, Pedestrian Facilities, and Bicycle Facilities	LTS	NI	LTS	LTS
Site Access, Circulation, and Parking	LTS	NI	NI	NI
Cumulative Impacts	SU	NI	SU	SU
Air Quality				
Compliance with the 2010 Clean Air Plan	SU	NI	LTS	SU
Fugitive Dust from Construction Activities	LTS	NI	LTS	LTS
Construction-Related Criteria Air Pollutant Emissions	SU	NI	SU	SU
Operational Criteria Air Pollutant Emissions	SU	NI	LTS	SU
Local Concentrations of CO	LTS	NI	LTS	LTS
Exposure to $PM_{2.5}$ and TACs	PS/LTS	NI	LTS	LTS
Objectionable Odors	NI	NI	NI	NI
Cumulative Impacts	SU	NI	SU	SU
Climate Change				
Result in Significant Emissions of Greenhouse Gases	SU	NI	SU	SU
Consistency with the Climate Action Plan	SU	NI	SU	SU
Cumulative Impacts	SU	NI	SU	SU
Noise				
Construction Impacts	PS/LTS	NI	PS/LTS	PS/LTS
Operational Impacts	LTS	NI	LTS	PS/LTS
Cumulative Impacts	LTS	NI	LTS	LTS

Table S-4
Comparison of Impacts among Project Alternatives for the 300 Airport Boulevard Project

Environmental Issue	300 Airport Boulevard Project	No Project Alternative	Existing Zoning Alternative	Office/Hotel Alternative
Biological Resources				
Special Status Species or Sensitive Habitat Impacts	LTS	NI	LTS	LTS
Loss of Wetlands and Other Waters of the U.S.	PS/LTS	NI	PS/LTS	PS/LTS
Loss of Nesting Migratory Birds	PS/LTS	NI	PS/LTS	PS/LTS
Conflicts with Local Policies and Ordinances	LTS	NI	LTS	LTS
Cumulative	PS/LTS	NI	PS/LTS	PS/LTS
Hydrology				
Violation of Water Quality Standards or Waste Discharge Requirements	LTS	NI	LTS	LTS
Water Quality Degradation, or Erosion and/or Sedimentation	LTS	NI	LTS	LTS
Drainage Systems	LTS	NI	LTS	LTS
Groundwater	LTS	NI	LTS	LTS
Flooding and Sea Level Rise	PS/LTS	NI	PS/LTS	PS/LTS
Cumulative Impacts	PS/LTS	NI	PS/LTS	PS/LTS
Population and Housing				
Population Increases	LTS	NI	LTS	LTS
Cumulative Impacts	LTS	NI	LTS	LTS
Parks and Wind Effects on Recreation				
Recreation Impacts	LTS	NI	LTS	LTS
Wind Effects	LTS	NI	LTS	LTS
Cumulative Impact	LTS	NI	LTS	LTS
Utilities and Service Systems				
Water Demand	LTS	NI	LTS	LTS
Wastewater Generation	PS/LTS	NI	PS/LTS	LTS
Stormwater Generation	NI	NI	NI	NI
Cumulative Demand for Utilities	LTS	NI	LTS	LTS

Source: Atkins, 2011.

Table S-5
Comparison of Impacts among Project Alternatives for the 350 Airport Boulevard Project

Environmental Issue	350 Airport Boulevard Project	No Project Alternative	Existing Zoning Alternative
Land Use			
Conflicts with Applicable Land Use Designations and Zoning	LTS	NI	NI
Conflicts with Bayfront Specific Plan Policies	LTS	SU	LTS
Cumulative Impacts	NI	SU	LTS
Visual Quality			
Adverse Effect on a Scenic Vista	LTS	NI	LTS
Damage Scenic Resources within a State Scenic Highway	NI	NI	NI
Degradation of Existing Visual Character	LTS	NI	LTS
New Sources of Light and Glare	LTS	NI	LTS
Cumulative Impacts	LTS	NI	LTS
Transportation			
Intersection Operations	SU	NI	SU
Freeway Ramp Operations	LTS	NI	LTS
Freeway Segment Operations	SU	NI	SU
Air Traffic Patterns	NI	NI	NI
Transit Service, Pedestrian Facilities, and Bicycle Facilities	LTS	NI	LTS
Site Access, Circulation, and Parking	LTS	NI	LTS
Cumulative Impacts	SU	NI	SU
Air Quality			
Compliance with the 2010 Clean Air Plan	SU	NI	LTS
Fugitive Dust from Construction Activities	PS/LTS	NI	PS/LTS
Construction-Related Criteria Air Pollutant Emissions	SU	NI	SU
Operational Criteria Air Pollutant Emissions	SU	NI	SU
Local Concentrations of CO	LTS	NI	LTS
Exposure to $PM_{2.5}$ and TACs	LTS	NI	LTS
Objectionable Odors	NI	NI	NI
Cumulative Impacts	SU	NI	SU
Climate Change			
Result in Significant Emissions of Greenhouse Gases	SU	NI	SU
Consistency with the Climate Action Plan	SU	NI	SU
Cumulative Impacts	SU	NI	SU
Noise			
Construction Impacts	S/LTS	NI	S/LTS
Operational Impacts	PS/LTS	NI	LTS
Cumulative Impacts	LTS	NI	LTS
Biological Resources			
Special Status Species or Sensitive Habitat Impacts	LTS	NI	LTS
Loss of Wetlands and Other Waters of the U.S.	LTS	NI	LTS

Table S-5
Comparison of Impacts among Project Alternatives for the 350 Airport Boulevard Project

Environmental Issue	350 Airport Boulevard Project	No Project Alternative	Existing Zoning Alternative
Loss of Nesting Migratory Birds	PS/LTS	NI	PS/LTS
Conflicts with Local Policies and Ordinances	LTS	NI	LTS
Cumulative	PS/LTS	NI	PS/LTS
Hydrology			
Violation of Water Quality Standards or Waste Discharge Requirements	LTS	NI	LTS
Water Quality Degradation, or Erosion and/or Sedimentation	LTS	NI	LTS
Drainage Systems	LTS	NI	LTS
Groundwater	LTS	NI	LTS
Flooding and Sea Level Rise	PS/LTS	NI	PS/LTS
Cumulative Impacts	PS/LTS	NI	PS/LTS
Population and Housing			
Population Increases	LTS	NI	LTS
Cumulative Impacts	LTS	NI	LTS
Parks and Wind Effects on Recreation			
Recreation Impacts	LTS	NI	LTS
Wind Effects	LTS	NI	PS/LTS
Cumulative Impact	LTS	NI	LTS
Utilities and Service Systems			
Water Demand	LTS	NI	LTS
Wastewater Generation	PS/LTS	NI	PS/LTS
Stormwater Generation	NI	NI	NI
Cumulative Demand for Utilities	LTS	NI	LTS

Source: Atkins, 2011.

Environmentally Superior Alternative

Sections 21002 and 21081 of CEQA require lead agencies to adopt feasible mitigation measures or feasible environmentally superior alternatives in order to substantially lessen or avoid otherwise significant adverse environmental effects, unless specific social or other conditions make such mitigation measures or alternatives infeasible. CEQA also requires that an environmentally superior alternative be identified among the alternatives analyzed. In general, the environmentally superior alternative is the project that avoids or substantially lessens some or all of the significant and unavoidable impacts of the proposed project (CEQA Guidelines Section 15126.6).

On the basis of comparing the extent to which the alternatives reduce or avoid the significant impacts of the 300 Airport Boulevard Project and the 350 Airport Boulevard Project, the No Project Alternative would be the environmentally superior alternative. Since no development would occur at the Project Site, there would be no construction or operational impacts. However, CEQA requires the selection of

another alternative other than the No Project Alternative as the environmentally superior alternative (CEQA Guidelines, Section 15126.6(e)(2)); therefore, the No Project Alternative cannot be selected as the environmentally superior alternative.

The Existing Zoning Alternative would result in a reduction in total square footage and employees when compared to the 300 Airport Boulevard Project, the 350 Airport Boulevard Project, and the Office/Hotel Alternative. This reduction in square footage and employees would still result in impacts similar to the 300 Airport Boulevard Project and the Office/Hotel Alternative. 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. Because the significant and unavoidable impacts associated with compliance with the 2010 Clean Air Plan and operational air pollutant emissions would be less than significant under the Existing Zoning Alternative than under the 300 and 350 Airport Boulevard Projects and the Office/Hotel Alternative, the Existing Zoning Alternative for both projects would be considered the environmentally superior alternative.

S-7 AREAS OF CONTROVERSY

A Notice of Preparation (NOP) was released for the 300 Airport Boulevard Project on December 3, 2010 for a 45-day public review period. A public scoping meeting was held before the City's Planning Commission on Monday, December 13, 2010. The scoping meeting provided public stakeholders with an opportunity to present their concerns about the project. The NOP comment period ended on January 23, 2011. From the scoping meeting, the City received input on areas of concern to local residents. In addition, responses to the NOP identified additional issues for consideration in the EIR and the development review process. All of the issues listed below are addressed in the EIR, with the exception of the cultural resources and public services issues, which are addressed in the Initial Study (Appendix B of this document). Issues identified in response to the NOP include:

- Land Use – Airport/land use compatibility issues related to implementation of the Project.
- Transportation – Traffic circulation to and from the Project Site, vehicle trip generation, and associated traffic impacts.
- Transportation – Provide bike lanes and design roadways to ensure bicycle safety.
- Hydrology and Water Quality – Evaluation and consideration of various sea-level rise scenarios and how these scenarios could affect the Project.
- Parks and Wind Effects on Recreation – Potential impacts on wind-surfing and water-based recreation activities at Coyote Point and the surrounding Bay.
- Cultural Resources – The adequate assessment and mitigation of potential project-related impacts on archaeological resources on the Project Site.
- Public Services – Sufficient infrastructure capacity and emergency ingress/egress to support development of the Project to the highest permitted level.

S-8 EIR CONCLUSIONS

In accordance with CEQA Guidelines Section 15123(b)(3), this Summary must identify issues to be resolved including whether or how to mitigate the significant effects and the choice among alternatives.

Section 3 of the Draft EIR presents mitigation measures to reduce or avoid significant impacts identified for the Project. In some instances, the Draft EIR identifies mitigation options to address specific impacts. During the CEQA environmental review process, the City will need to resolve which mitigation measures are suitable and whether they can effectively reduce impacts to a less-than-significant level. A Mitigation Monitoring and Reporting Program (MMRP) will be prepared to define the timing of implementation of the measures, parties responsible for implementation, and parties responsible for reporting and verifying implementation.

The Draft EIR identifies impacts that would remain significant and unavoidable even after implementation of the proposed mitigation measures. Consequently, the City will need to determine whether to approve the Project as proposed and, if so, provide its rationale in a Statement of Overriding Considerations.

Finally, Section 5 of this EIR presents the alternatives for the Project. Although the Office/Hotel Alternative would meet the majority of 300 Airport Boulevard Project objectives, none of the alternatives would avoid all of the significant and unavoidable impacts of the Project, except for the No Project Alternative. The City will need to resolve whether these options or others that have not been considered are preferable from an environmental and community perspective, compared to the Project as proposed.

Section 1
Introduction

1.1 PURPOSE OF THIS ENVIRONMENTAL IMPACT REPORT

This Environmental Impact Report (EIR) addresses the proposed 300 Airport Boulevard Project (Project) in the City of Burlingame (City). The Project is within the Anza Point Subarea of the *Burlingame Bayfront Specific Plan* (Bayfront Specific Plan)[1] and includes the construction of 767,000 square feet (sf) 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).[2] The Project would provide above- and below-grade structured and surface parking; a reconfiguration of Airport Boulevard; improvements to open space along the San Francisco Bay (Bay); and an extension of the Bay Trail through the 300 Airport Boulevard Site.

The proposed development would be constructed on the approximately 18.12-acre 300 Airport Boulevard Site (formerly occupied by the Burlingame Drive-In Theater) and proposes open space and roadway improvements on approximately 1.57 acres of Eastern Shoreline land. At this time, it is unknown whether the campus would contain office uses or life science uses. Therefore, for the purposes of the environmental review, this EIR analyzes the more conservative scenario, which could vary depending on the environmental topic in Section 3 of this document. The Project Sponsor for this development is 350 Beach Road, LLC and the project architect is DES Architects + Engineers.

Proposed development of the 300 Airport Boulevard Site would require amendments to the Bayfront Specific Plan and zoning regulations to allow for a greater height and floor area ratio (FAR) of a maximum 1.0 (an increase from a maximum 0.6 FAR), to change setback requirements, to allow an additional permitted use within the specified zoning district and certain changes to parking requirements. Development would also require rezoning of a 0.4-acre portion of the 300 Airport Boulevard Site from the Anza Point South (APS) zoning district to the Anza Point North (APN) zoning district. Requested planning and zoning amendments would be applicable to the entirety of the APN subarea and zoning district, which includes the 300 Airport Boulevard Site and the adjacent undeveloped 8.58-acre area referred to in this document as the 350 Airport Boulevard Site. 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

[1] City of Burlingame, *Burlingame Bayfront Specific Plan*, Approved April 5, 2004, as amended August 21, 2006.

[2] All square footages and other numerical project data in this Project Description are approximate.

for the development of the 350 Airport Boulevard Site, additional project-level environmental analysis would be required subsequent to certification of this EIR.

This EIR has been prepared for the City of Burlingame, which is the lead agency for the Project. The lead agency is the public agency that has the principal responsibility for carrying out or approving the Project. This EIR evaluates potentially significant impacts related to land use, visual quality transportation, air quality, climate change, noise, biological resources, hydrology, population and housing, Parks and Wind Effects on Recreation, and utilities. In addition, the following environmental topics were analyzed as part of the Initial Study (IS) and were determined to have either no impact, a less-than-significant impact, or a less-than-significant impact with mitigation: agricultural and forest resources, cultural resources, geology and soils, hazards and hazardous materials, mineral resources, and public resources. These topics are not analyzed further in this EIR. However, the IS is included in this EIR as Appendix B.

As defined in the California Environmental Quality Act (CEQA) Guidelines Section 15382, a "significant effect on the environment" is:

> . . . a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

This EIR conforms to CEQA, as amended, and the State CEQA Guidelines. As stated in CEQA Guidelines, an EIR is an "informational document" with the intended purpose to inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. Although the EIR does not control the ultimate decision on the project, the City must consider the information in the EIR and respond to each significant effect identified in the EIR. The City of Burlingame will use the certified EIR, along with other information and public processes, to determine whether to approve, modify, or disapprove the proposed project, and to specify any applicable environmental conditions as part of project approvals.

1.2 EIR PROCESS

Notice of Preparation and Initial Study

The City distributed a Notice of Preparation (NOP) on December 3, 2010, announcing its intent to prepare and distribute an EIR on the Project. The NOP comment period ended on January 23, 2011 and was sent to responsible and trustee agencies and interested organizations and individuals. The NOP and comment letters received on the NOP are included as Appendix A to this EIR.

A public scoping meeting was held before the City's Planning Commission on December 13, 2010. The scoping meeting provided public stakeholders with an opportunity to present their concerns about

the Project. CEQA-related issues raised by the public and Planning Commission are identified in Section S.7, Areas of Controversy, in the Summary to this EIR. These issues are addressed in their respective sections, in Section 3, Environmental Analysis.

An IS for the Project was prepared to scope-out the environmental impacts found to be less than significant. The IS (included in Appendix B of this document) was prepared pursuant to CEQA requirements and the State CEQA Guidelines (California Code of Regulations Section 15000 *et. seq.*) and in accordance with the regulations and policies of the City. The IS addresses the project-level environmental impacts of the proposed development at the 300 Airport Boulevard Site and provides programmatic analysis of impacts of the potential development at the 350 Airport Boulevard Site associated with the Bayfront Specific Plan and zoning amendments.

The IS determined that the following issue areas would have no or less-than-significant impacts: agricultural and forestry resources, historic resources, geology and soils, hazards and hazardous materials, mineral resources, and public services. Impacts on cultural resources, specifically archeolgoical and palenotological resources, were determined to be less than significant with implementation of Mitigation Measures E-1, E-2, and E-3. In addition, certain Land Use topics (division of an established community and conflicts with applicable habitat conservation plans) and Population and Housing topics (displacement of existing housing or people) were scoped out for further review. Pursuant to CEQA Guidelines Section 15128, the reasons these issues were determined not to be significant are detailed in the IS and are not further discussed in this EIR.

Draft EIR and Public Review

This EIR assesses the potential effects of the Project. Where such effects are identified as significant or potentially significant, the EIR recommends mitigation measures to reduce or eliminate the potentially significant effects. Alternatives to the Project are also presented and evaluated. This environmental document is considered a draft under CEQA since it must be reviewed and commented upon by public agencies, organizations, and individuals.

This Draft EIR is being distributed for a 45-day public review and comment period. Readers are invited to submit written comments on the adequacy of the document (i.e., does this EIR identify and analyze the possible environmental impacts and recommend appropriate mitigation measures? Does it consider and evaluate a reasonable range of alternatives?) Comments are most helpful when they suggest specific alternatives or measures that would better mitigate the significant environmental effects. The State CEQA Guidelines at Section 15096(d) calls for responsible agencies to provide comments on those project activities within the agency's area of expertise and to support those comments with either oral or written documentation.

Written comments should be submitted to:

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

All comments must be received by 5:00 pm on January 16, 2012. Also, a public hearing will be held before the City of Burlingame Planning Commission on Monday January 9, 2012 at 7:00 pm to obtain additional comments from the community. The hearing will be announced in local newspapers and hearing notices will be mailed to responsible agencies, property owners (as said owners are shown on the latest equalized assessment role on which property taxes are collected) located within 500 feet of the Project Site, and others who have requested notification.

Final EIR and Project Approval

Following the close of the public review and comment period, responses will be prepared that address all substantive written and oral comments submitted on the Draft EIR. The Final EIR will consist of the Draft EIR, the comments received during the public review period, responses to the comments, and any revisions to the Draft EIR as a result of public agency and public comments.

The Burlingame City Council must certify that it has reviewed and considered the information in the EIR and that the EIR has been completed in conformity with the requirements of CEQA before any decision can be made regarding the 300 Airport Boulevard Project. Pursuant to CEQA Guidelines Section 15091, no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant effects of the project unless the public agency makes one or more of the following findings:

- Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

When a public agency approves a project that allows the occurrence of significant effects that are identified in the Final EIR but are not at least substantially mitigated, the agency shall state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. This is known as a "Statement of Overriding Considerations." CEQA requires the decision-maker to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of a proposed project outweigh the unavoidable adverse

environmental effects, the adverse environmental effects may be considered acceptable. If an agency makes a Statement of Overriding Considerations, the statement must be included in the record of the project approval. Even if a Statement of Overriding Considerations is adopted and the project is approved, conditions of approval would include a Mitigation Monitoring and Reporting Program (MMRP) as required by CEQA. The City would use the MMRP as a mechanism to control project impacts during and after construction.

1.3 USE OF THIS REPORT

An EIR is an informational document whose purpose is to make the public and decision-makers aware of the environmental consequences of a project. As noted earlier, the City of Burlingame is the lead agency for the EIR. Thus, the Burlingame Planning Commission and City Council will review this report and weigh its contents against other economic, social, and neighborhood considerations to determine whether the 300 Airport Boulevard Project should be approved as proposed, approved but modified, or disapproved.

Various City departments will review this EIR to understand the project's service demands, permit requirements, and mitigation obligations. For example, the City's Community Development Department, Planning Division will consider the Project's land use, visual, noise, and tree replacement implications. The City's Public Works Department will review the project's traffic and utility effects. The surrounding residents and businesses and any other interested individual may review the EIR to evaluate the project's effects on baseline conditions, especially visual, traffic, parking and noise, and the proposed mitigation measures to reduce potential environmental consequences.

Other public agencies besides the lead agency also have discretionary approval over the project. These agencies, known as "responsible agencies," will also review the EIR and may comment during the public review period. A list of these agencies is provided in Section 2.7 of this EIR under the heading "State of California and Other Regional Agencies."

1.4 REPORT ORGANIZATION

This section provides an overview to the EIR, its purpose and its intended uses. Section 2, Project Description, provides a historical context of the proposed project and details of the project's land use, development, circulation, and design features. Section 3, Environmental Analysis, describes the existing conditions in the project vicinity and explains changes to these baseline conditions that would occur if the project were approved. The existing conditions focus on physical, environmental topics such as land use, visual quality, traffic, air quality, noise, hydrology, biology, and utilities. Each of these topics in Section 3 contains two parts:

- The **Existing Conditions** section provides a general overview of existing conditions on and adjacent to the project site. Local, state, and federal regulations are also identified and discussed when relevant.

- The **Impacts and Mitigation Measures** section provides a description of criteria used to evaluate whether an impact is considered significant. These "significance criteria" are based on standards identified in CEQA, State CEQA Guidelines, applicable public policies and regulations, and professional judgment. Significant impacts of the proposed replacement project are enumerated, summarized, and discussed. Mitigation measures that would reduce significant impacts are identified. The significance of the impact after mitigation is also indicated. For impacts found to be less than significant, mitigation measures are not required but may be proposed to further reduce environmental effects.

Section 4, Other CEQA Considerations, discusses other topical issues required by CEQA, such as unavoidable adverse effects, growth-inducing effects, and cumulative impacts. Section 5, Alternatives, contains a description and assessment of alternatives to the proposed project, including, among others, a No Project Alternative, and discusses the environmentally superior alternative.

Section 2
Project Description

2.1 INTRODUCTION

This Environmental Impact Report (EIR) addresses the proposed 300 Airport Boulevard Project (Project) in the City of Burlingame (City). The Project is within the Anza Point Subarea of the *Burlingame Bayfront Specific Plan* (Bayfront Specific Plan)[1] and includes the construction of 767,000 square feet (sf) 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).[2] The Project would provide above- and below-grade structured and surface parking; a reconfiguration of Airport Boulevard; improvements to open space along the San Francisco Bay (Bay) and Sanchez Channel; and an extension of the Bay Trail through the 300 Airport Boulevard Site.

The proposed development would be constructed on the approximately 18.12-acre 300 Airport Boulevard Site (formerly occupied by the Burlingame Drive-In Theater) and includes pedestrian access, open space, and roadway improvements on approximately 1.57-acre of Eastern Shoreline parcel subject to the City's right-of-way. At this time, it is unknown whether the campus would contain office uses or life science uses. Therefore, for the purposes of the environmental review, this EIR analyzes the more conservative scenario, which could vary depending on the environmental topic in Section 3 of this document. The Project Sponsor for this development is 350 Beach Road, LLC and the project architect is DES Architects + Engineers.

Proposed development of the 300 Airport Boulevard Site would require amendments to the Bayfront Specific Plan and zoning regulations to allow for a greater height and floor area ratio (FAR) of a maximum 1.0 (an increase from a maximum 0.6 FAR), to change setback requirements to allow an additional permitted use (incidental food and retail) within the Anza Point North (APN) zoning district and certain changes to parking regulations. Development would also require rezoning of a 0.4-acre portion of the 300 Airport Boulevard Site from the Anza Point South (APS) zoning district to the Anza APN zoning district. The changes to the Bayfront Specific Plan and the APN zoning district regulations would apply to the entirety of the APN subarea and zoning district, which includes the 300 Airport Boulevard Site and an adjacent undeveloped 8.58-acre area referred to in this document as the 350 Airport Boulevard Site. 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

[1] City of Burlingame, *Burlingame Bayfront Specific Plan*, Approved April 5, 2004, as amended August 21, 2006.

[2] All square footages and other numerical project data in this Project Description are approximate.

potential effects of proposed planning and zoning changes on the 350 Airport Boulevard Site on a programmatic basis. Prior to approvals for development of the 350 Airport Boulevard Site, additional project-level environmental analysis and approvals would be required subsequent to certification of this EIR.

Section 3 of this document includes discussions and analysis of the existing setting, potential impacts of the Project, and mitigation measures to reduce significant impacts. In general, the environmental setting is pertinent to the entire APN subarea and zoning district. However, the discussion of the impacts and associated mitigation measures are separated into the project-level analysis of the 300 Airport Boulevard Site and the programmatic analysis of the 350 Airport Boulevard Site plus the 300 Airport Boulevard Site. This EIR does not provide environmental clearance for future development of the 350 Airport Boulevard Site; 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.

2.2 PROJECT LOCATION

For the purposes of the analysis contained in this EIR, the Project Site, because of the proposed Bayfront Specific Plan and zoning amendments described above, refers to both the 300 Airport Boulevard Site and the 350 Airport Boulevard Site. These two sites collectively comprise 26.7 acres. The 300 Airport Boulevard Site is approximately 18.12 acres and the 350 Airport Boulevard Site is approximately 8.58 acres. In addition, the Project includes pedestrian access, open space, and roadway improvements on 1.57 acres of Eastern Shoreline land to the east of the 300 Airport Boulevard Site. The Project Site is in the northeast portion of the City, within the boundaries of the Bayfront Specific Plan. The Project Site is mainly in the APN zoning district of the Bayfront Specific Plan; a 0.4 acre portion of the 300 Airport Boulevard Site located in the APS zoning district.

The Project Site is north of US 101, immediately adjacent to the Bay on the north and east, and Sanchez Channel on the west. The 300 Airport Boulevard Site is currently accessible from Beach Road and is bounded by Airport Boulevard to the north, Airport Boulevard and the Bay to the east, light-industrial buildings along Beach Road to the south, and Sanchez Channel to the west. The 300 Airport Boulevard Site consists of two parcels: Assessor's Parcel Numbers 026-350-130 and 026-350-080. In addition, the Eastern Shoreline area to the east of the 300 Airport Boulevard Site is comprised of the southern half of Assessor's Parcel Number 026-350-100.

The 350 Airport Boulevard Site is bounded by the Bay to the north, Fisherman's Park to the east, Airport Boulevard to the south, and the outlet of Sanchez Channel to the west. The 350 Airport Boulevard Site consists of two parcels: Assessor's Parcel Numbers 026-350-120 and 026-350-110. Assessor's Parcel Number 026-350-100 to the east of the 350 Airport Boulevard Site includes Fisherman's Park, which is operated by San Mateo County under a long-term leasehold. Figure 2-1 depicts the Project Site boundary and its surroundings.

FIGURE 2-1
Project Site Location and Vicinity

***Source*:** DES Architects and Atkins, 2011.

2.3 PROJECT OBJECTIVES

300 Airport Boulevard. This EIR, prepared by the City of Burlingame, addresses the physical impacts of the Project as required by the California Environmental Quality Act (CEQA). While the Project Sponsor for the 300 Airport Boulevard Site may have objectives that relate to the quality and efficiency of services provided by the office/life science uses, these objectives are not considered or addressed in this EIR. The Project Sponsor has identified the 300 Airport Boulevard Project objectives listed below that are most relevant to the physical impacts of the Project that are considered in this document. Note that the objectives below are those identified by the Project Sponsor and do not necessarily reflect the City's objectives for the 300 Airport Boulevard Site or its vicinity.

- To develop an approximately 800,000-sf waterfront corporate campus of multiple office buildings suitable for one or several major users, and an amenities building to serve campus and resident users;
- To develop a corporate campus in a prominent, signature location proximate to major transportation corridors;
- To develop a corporate campus that is Leadership in Energy & Environmental Design (LEED) certified and exemplifies sustainable design principles;
- To develop a corporate campus with individual buildings of sufficient density and floor-plate size to allow flexibility in user make-up, particularly focused on life science and information technology users;
- To develop a corporate campus with sufficient building height and density to provide usable public open space among the buildings that connects to the improved waterfront edges of the site, and that complies with the Bayfront Specific Plan community wind standards for the site and downwind areas of the San Francisco Bay;
- To develop a corporate campus with sufficient accessory automobile parking to meet the demand of the campus in conjunction with opportunities for use of alternative transportation;
- To develop a campus that allows for the realignment of Airport Boulevard through the site in a manner that advances circulation objectives of the City's Bayfront Specific Plan and that provides traffic-calming effects to maintain a pedestrian-friendly atmosphere within the campus; and
- 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.

350 Airport Boulevard. There are no project objectives for the 350 Airport Boulevard Site since no development proposal has been submitted at this time. If and when subsequent project-level environmental review occurs for the 350 Airport Boulevard Site, a list of project objectives will be included in that documentation.

2.4 EXISTING SETTING

Land Use and Zoning Designations

The Project Site is within the City of Burlingame. Figure 2-2 provides the existing land use designations for the Project Site, under the Bayfront Specific Plan. As described above, the Project Site is within the Anza Point subarea of the Bayfront Specific Plan, which is considered the gateway to the Burlingame Bayfront. This subarea, with a land use designation of Anza Point Waterfront Commercial, is divided into two separate zoning districts: APN and APS. Currently, the majority of the Project Site is in the APN zoning district; however, a 0.4-acre parcel that extends from the Project Site to Beach Road is in APS. The Land Use Chapter of the Bayfront Specific Plan describes the northern portion of the Anza Point Area as containing two prominent underused sites. The plan states that "because of the lot sizes, this area is also attractive for emerging manufacturing research and development uses such as biotech, as well as the visitor oriented uses located on Burlingame's Bayfront area"[3]

The allowable land uses in the APN zoning district include visitor-oriented and employee-attracting land uses such as hotels (including extended stay), offices, restaurants (destination), training facilities, commercial recreation, publicly owned recreation areas, and adult-oriented businesses. Office uses are allowed at densities up to 0.6 FAR and recreational facilities are permitted at densities up to 0.5 FAR.[4]

Development projects in this area are required to comply with the Design Guidelines, as included in Chapter V of the Bayfront Specific Plan. The primary goal of the Design Guidelines is to create a structure of streets, walks, and open space to organize a mixed-use district of development that takes advantage of its proximity to the Sanchez Channel and the San Francisco Bay frontage. The Design Guidelines include guidelines for building/street relationships, building/shoreline relationships, parking, landscaping, signage, gateways, view corridors, street design, and building design.

Existing Site Conditions

300 Airport Boulevard. The 300 Airport Boulevard Site is currently vacant and consists of impervious surfaces and vegetation. Previously, the 300 Airport Boulevard Site was developed as the Burlingame Drive-In Theater, with four screens and a projection/concession building that were located on reclaimed land supported by perimeter dikes of concrete rubble and soil. The theater complex operated from 1965 to 2001 and was demolished in 2002. The site was then re-graded for future construction activities.[5]

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[3] City of Burlingame, *Burlingame Bayfront Specific Plan*, Approved April 5, 2004, as amended August 21, 2006, page III-10.

[4] The City of Burlingame Municipal Code, Chapter 25.08.265, defines Floor Area Ratio (FAR) as "the ratio of the gross square footage of the floor area of a building or buildings to the lot on which the building or buildings are located. FAR for any lot includes new structures to be built and those remaining."

[5] Treadwell & Rollo, "Phase I Environmental Site Assessment 350 Beach Road, Burlingame, California," January 24, 2006.

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FIGURE 2-2
Project Site Land Use Designations and Zoning

***Source*:** City of Burlingame Bayfront Specific Plan, 2004.

The surrounding areas are currently used by various commercial businesses and office spaces. There are several light-industrial buildings located on the southern boundary of the 300 Airport Boulevard Site and across Beach Road. In addition, office uses are located across the Sanchez Channel to the west.

350 Airport Boulevard. The 350 Airport Boulevard Site consists of an abandoned one-story wooden structure and vacant paved surfaces. The 350 Airport Boulevard Site was formerly occupied by a 41,000 square foot concrete warehouse structure and was leased by Hertz for rental car maintenance and storage.[6] To the east of the 350 Airport Boulevard Site is Fisherman's Park, which is operated by the County of San Mateo.

2.5 PROPOSED CHANGES TO THE PROJECT SITE

Entitlements

The Project would require the approvals from the City of Burlingame described in this section. The land use entitlements listed below would need to be requested from and approved by the City of Burlingame. Additionally, changes in the Bayfront Specific Plan land use designations, rezoning, and parcel mergers as noted below are proposed and would be required as a result of the Project.

Changes to the Bayfront Specific Plan

300 Airport Boulevard. The Bayfront Specific Plan includes both land use requirements for the plan subareas and Design Guidelines. The following amendments would be made to the Bayfront Specific Plan as part of the Project:

- Amendment to the Bayfront Specific Plan to increase the maximum floor area ratio (FAR) allowed for office uses in the APN subarea from 0.6 FAR to 1.0 FAR, and increase the maximum FAR allowed for commercial recreation facilities from 0.5 FAR to 1.0 FAR.
- Amendment to the Design Guidelines of the Bayfront Specific Plan for the Anza Point Subarea to allow for changes to required front and internal setbacks and heights of buildings, and to reflect the proposed roadway realignment through the 300 Airport Boulevard Site.
- Amendment to the Anza Point Land Use Map to reflect the rezoning of the portions of 300 Airport Boulevard from APS to APN.

350 Airport Boulevard. The planning and zoning amendments proposed above would apply to the entire APN subarea and zoning district, including the 350 Airport Boulevard Site. Potential environmental impacts of these changes as they relate to the 350 Airport Boulevard Site are analyzed on a programmatic basis under this EIR.

[6] Environmental Science Associates, "Legaspi Plaza Hotel Draft Environmental Impact Report," March 1984.

Changes to the Anza Point North Zoning Regulations

300 Airport Boulevard. Development of the 300 Airport Boulevard Site would include office/life science uses at Buildings B1, B2, B3, and B4 and an amenities building that would include a cafeteria, exercise facilities, and a childcare center. These buildings would exceed the maximum allowable floor area, heights, and setbacks as permitted under the Burlingame Municipal Code, APN zoning regulations. The following amendments and rezoning, consistent with the land use changes described above, would be required for the Project:

- Amendments to the APN zoning regulations to increase the maximum FAR allowed for office uses from 0.6 FAR to 1.0 FAR, and increase the floor area ratio allowed for commercial recreation facilities from 0.5 FAR to 1.0 FAR. Deletion of the requirement for a conditional use permit for commercial recreation facilities with FAR greater than 0.5.
- 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. The proposed amendment would allow for no setbacks from Airport Boulevard for below-grade construction, but would require such construction to accommodate landscaping along the street frontage. Additionally, under current zoning, parking areas should not be located between any structure and lot front, except for loading zones; however, the Project proposes parking areas located between Buildings B1 and B2 and the lot front along Airport Boulevard. As such, zoning requirements would be changed to allow for parking areas between buildings or at a lot front to be separated from sidewalk by a landscape buffer of 10 feet.
- Amendments to the APN zoning regulations to allow for increased height of buildings. Currently, the allowed height ranges from 30 feet to 50 feet. The zoning regulations allow structures that are up to ten feet taller than these maximum heights with a conditional use permit. This would allow for maximum heights ranging from 40 feet to 60 feet. Building heights proposed for Buildings B1, B2, B3, and B4, which range from 97 feet to 144 feet, would exceed the maximum allowed height. In addition, while 50 feet is allowed under current zoning, the parking structure would be 57 feet, which could be allowed with a conditional use permit. The Zoning Code would be revised to require maximum heights to be determined by

impacts on the prevailing wind and consistency with the community wind standards for the Anza Point North subarea.

- Amendments to the Zoning Code to allow for a reduction in the number of parking spaces required if the Project proposes a transportation demand management (TDM) program for a demand-generating use.
- Amendment to the Zoning Code to allow for incidental food establishments and retail services in a business campus or professional office building of 20,000 sf or more.
- Amendment of signage requirements permitting additional frontage monument signs for parcels with over 300 feet of frontage.
- Rezoning of a 120-foot by 150-foot portion (0.4 acres) of the 300 Airport Boulevard Site along Beach Road from the APS zoning district to the APN zoning district. This "Rezone Parcel," which is included in Assessor's Parcel Number 026-350-130, extends into the APS zoning district. The Rezone Parcel served as the private entry road to the former drive-in movie theater that operated on the remaining approximately 15.8 acres of Assessor's Parcel Number 026-350-130. The remaining portion is within the APN zoning district. Rezoning the Rezone Parcel would bring Assessor's Parcel Number 026-350-130 entirely within the APN district and would allow the Project Sponsors to develop as requested. The Rezone Parcel is depicted in Figure 2-2.

350 Airport Boulevard. As explained above, there is no specific application for the 350 Airport Boulevard Site at this time. Therefore, the 350 Airport Boulevard Site will be addressed at a programmatic level in this EIR. The changes to the zoning code listed above would apply to the entire APN zoning district, which includes the 350 Airport Boulevard Site. There are no other properties within the APN zoning district.

Tentative Parcel Map

The 300 Airport Boulevard Site currently consists of two parcels: the former Burlingame Drive-In Theater site on 16.23 acres (Assessor's Parcel Number 026-350-130) and Airport Boulevard on the northern boundary of the 300 Airport Boulevard Site on 1.89 acres (Assessor's Parcel Number 026-350-080).

The Project would require a Tentative Parcel Map to adjust property lines and to realign the roadway through the 300 Airport Boulevard Site. The 300 Airport Boulevard Site would then consist of four parcels.

- The existing Airport Boulevard parcel to the north of the 300 Airport Boulevard Site (Assessor's Parcel Number 026-350-080) would remain; however, the former movie theater site (Assessor's Parcel Number 026-350-130) would be divided into three parcels as follows:
- Parcel 1: 8.20 acres in the western portion of the 300 Airport Boulevard Site, to the west of the realigned Airport Boulevard.

- Parcel 2: 5.95 acres in the eastern portion of the 300 Airport Boulevard Site, to the east of the realigned Airport Boulevard.
- Parcel 3: 1.81 acres that would consist of the proposed Airport Boulevard. In addition, 0.27 acres in the southeast portion of the 300 Airport Boulevard Site (to the west of the realigned Airport Boulevard) is designated as a potential future alignment for a widened Airport Boulevard offsite to the southeast; this widening is not proposed as part of the Project.

See Figure 2-3 for a preliminary parcelization plan, which shows the existing and proposed parcel maps.

Site Plan

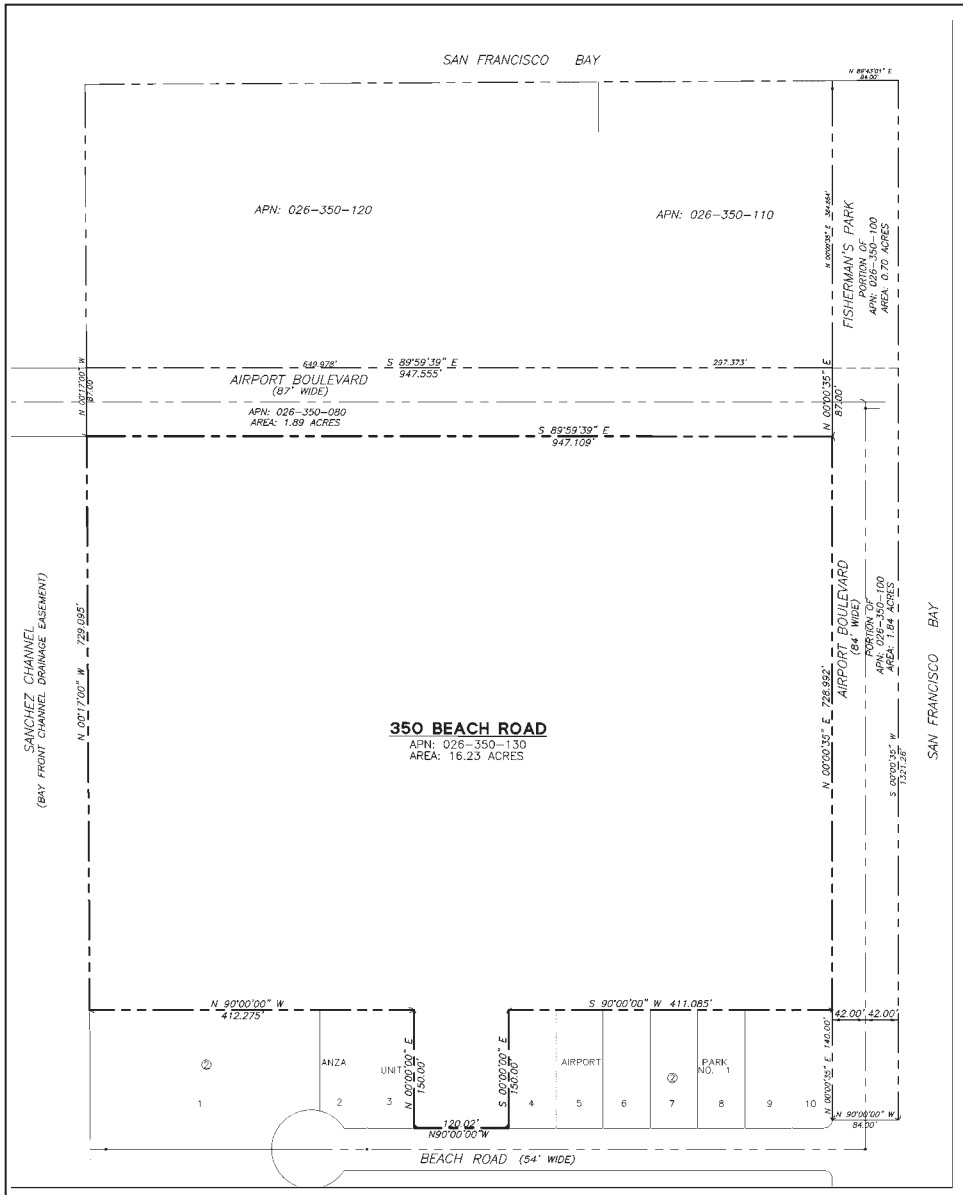
The Project would include the development at the 300 Airport Boulevard Site, including offsite improvements to the Eastern Shoreline parcel. The amendments to the Bayfront Specific Plan and APN zoning district require programmatic review of potential future development at the 350 Airport Boulevard Site, as described below.

300 Airport Boulevard. The Project at 300 Airport Boulevard would consist of an office/life science campus development. As shown in Table 2-1, the total 300 Airport Boulevard Site area would include 18.12 acres, subdivided into the following elements: development (10.48 acres), roadways and sidewalks (3.52 acres), and open space and landscaping (4.12 acres). In addition, the Project would include 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). Figure 2-4 depicts the 300 Airport Boulevard Site plan by Project element. Each of these elements is further described below.

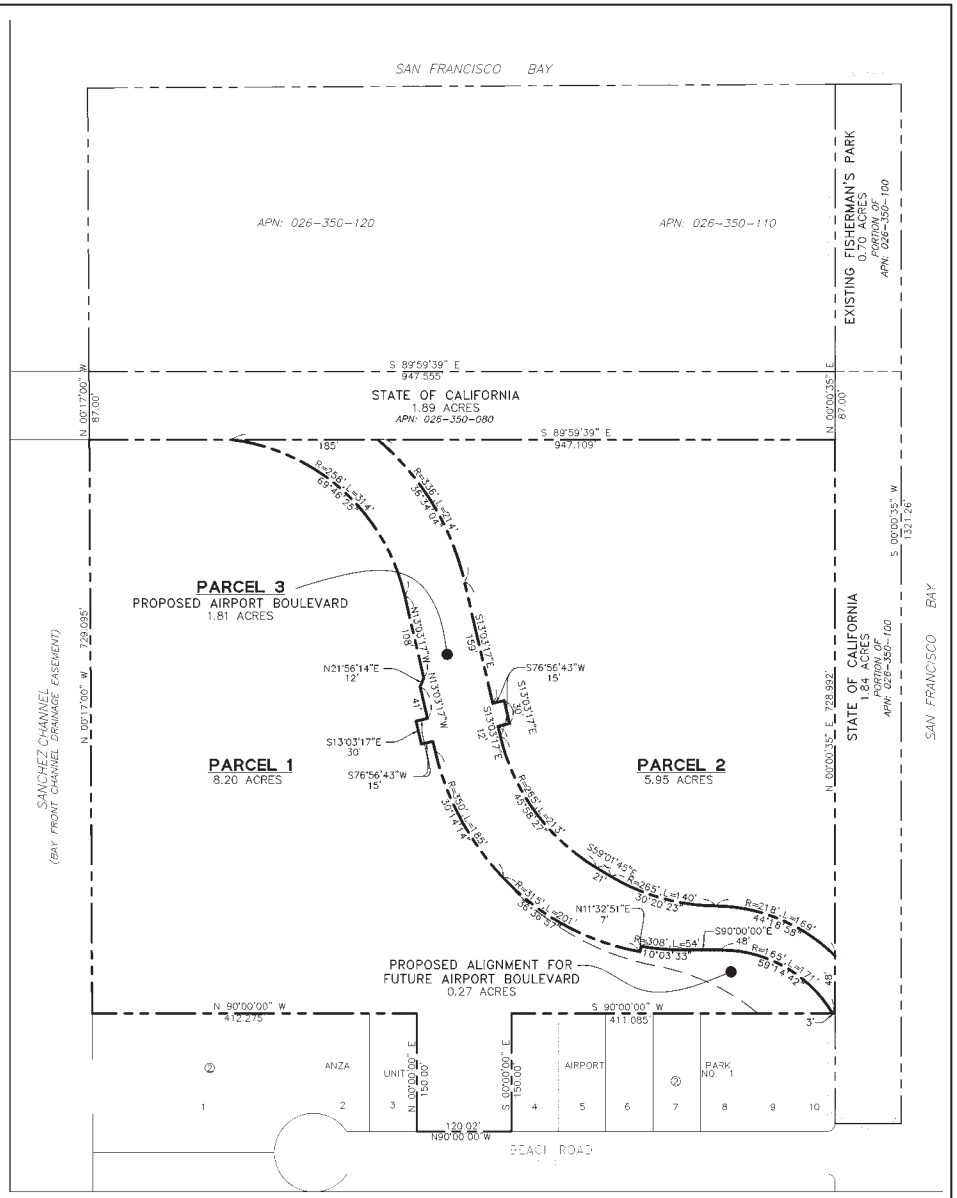
Table 2-1
300 Airport Boulevard Site Acreages

300 Airport Boulevard Site	*18.12 acres*
Development Areas	10.48 acres
Roadway and Sidewalks	3.52 acres
Open Spaces and Landscape Areas	4.12 acres
Eastern Shoreline Improvement	*1.57 acres*
Landscaped Area	1.39 acres
Roadway	0.18 acres

Source: DES Architects + Engineers, 2010.



EXISTING SITE



PRELIMINARY SITE PARCELIZATION WITH PROJECT

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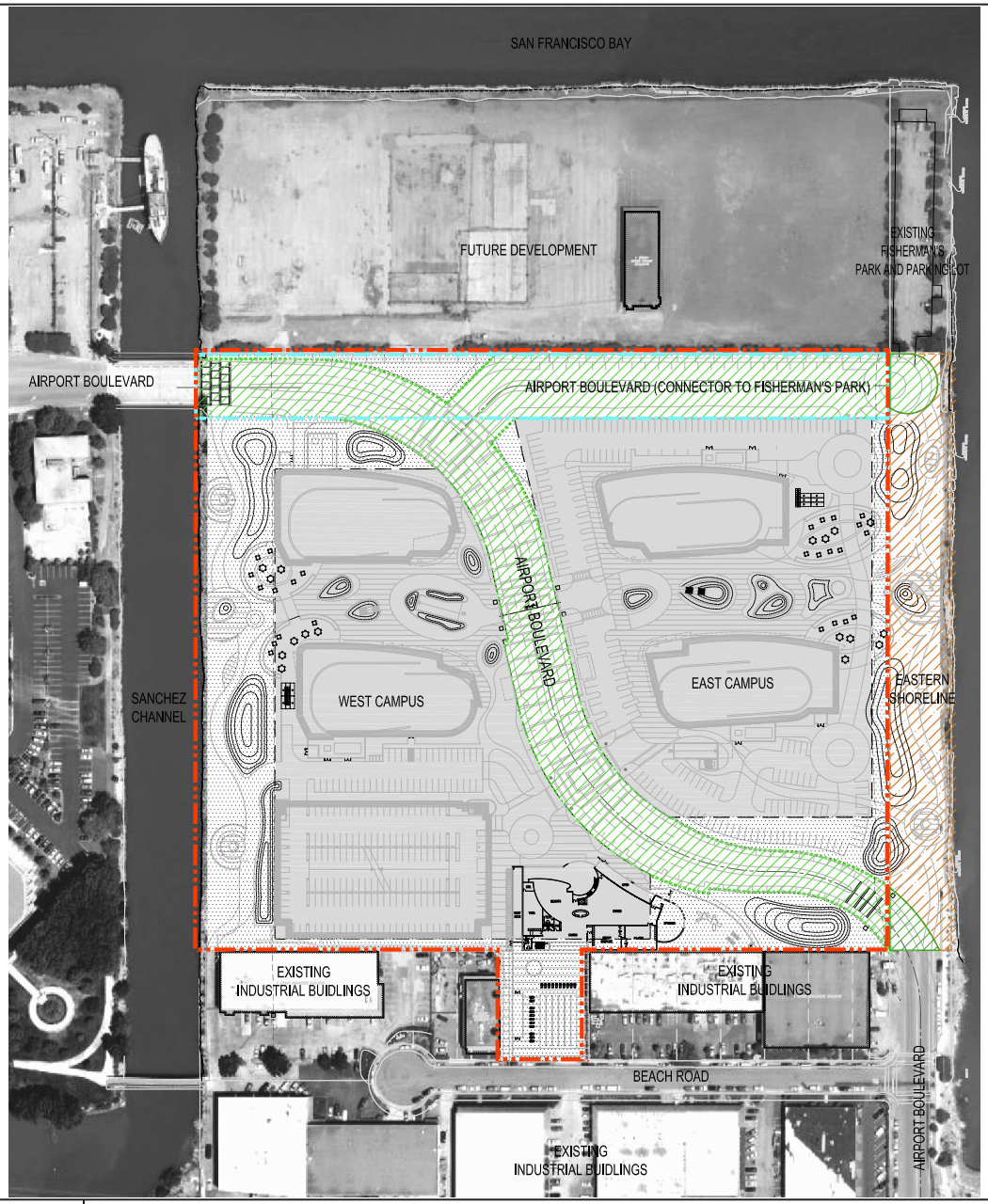
FIGURE 2-3
300 Airport Boulevard Site Parcelization Plan

***Source*:** DES, 2010.



AREA LEGEND

PROJECT SITE: 707,124 SQ. FT./ 16.23 ACRES

ADJACENT ROADWAY AND OPEN SPACE: 82,418 SQ. FT./1.89 ACRES

SITE AREA ELEMENTS

DEVELOPEMENT SITE AREA - 10.48 ACRES/456,373 SQ. FT.
EAST CAMPUS: 226,338 SQ. F.T
WEST CAMPUS: 230,035 SQ. FT.

ROADWAY AND SIDEWALK - 3.52 ACRES/153,504 SQ. FT.

OPEN SPACE AND LANDSCAPE - 4.12 ACRES/179,665 SQ. FT.

EASTERN SHORELINE IMPROVEMENT

TOTAL - 1.57 ACRES/68,544 SQ. FT

LANDSCAPED AREA - 1.39 ACRES/60,580 SQ. FT.

ROADWAY - 0.18 ACRES/7,964 SQ. FT.

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FIGURE 2-4
300 Airport Boulevard Site Plan by Element

***Source*:** DES, 2010.

Development. The Project includes the development of a new office/life science campus at the 300 Airport Boulevard Site, consisting of a total of 730,000 sf. The 300 Airport Boulevard Site would include two five-story buildings, one seven-story building, and one eight-story building. Within these four office/life science buildings, at least 689,810 sf would be dedicated to office/life science uses, up to 18,030 sf could potentially include retail uses, and up to 22,160 sf would be food service areas. In addition, there would be a two-story, 37,000-sf amenities building, which would include a childcare facility, exercise facility, retail spaces, and a food service area. The development would be divided by the realigned Airport Boulevard and would consist of the East Campus and the West Campus. Please see Proposed Structures, below, for further building description.

Roadways and Sidewalks. Airport Boulevard would be realigned to bisect the 300 Airport Boulevard Site. Currently, Airport Boulevard runs to the east of the site before a 90-degree turn at Fisherman's Park aligns Airport Boulevard to the north of the 300 Airport Boulevard Site. The Project would include realignment across the 300 Airport Boulevard Site from the southeast corner to the northwest corner. Although Airport Boulevard would bisect the 300 Airport Boulevard Site, the East Campus and West Campus would be connected by various pedestrian linkages and paths. Please see also Site Access/Circulation, below.

Public Access, Open Space, and Landscaping. The Project would include public access, open space, and landscaping. This would mainly include the extension of the Bay Trail, and connecting pedestrian paths, along the Bay in the Eastern Shoreline parcel, open space in the southeast corner of the 300 Airport Boulevard Site, and the Bay Spur Trail on the shoreline adjacent to Sanchez Channel. As shown in Figure 2-4, no buildings would be constructed within 100 feet of the shoreline. The 100-foot shoreline band on both sides of the 300 Airport Boulevard Site, together with the existing western and eastern shoreline revetment, would be restored and rehabilitated to provide safe pedestrian access. Please see Bay Trail, Open Space, and Landscaping, below.

350 Airport Boulevard. No specific development plans or projects are proposed at the 350 Airport Boulevard Site at this time. However, 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 (on the basis that office uses would accommodate a higher ratio of employees per square foot of floor area, compared to life-science uses, and therefore would have greater potential effects on transportation and related impacts). As the building program would occupy 1.0 FAR, it is assumed that buildings at the 8.58-acre 350 Airport Boulevard Site would consist of approximately 374,000 sf and about 1,247 employees.[7]

As described above, this EIR only analyzes the environmental impacts of proposed Specific Plan and zoning changes to the APN subarea as they pertain to the 350 Airport Boulevard Site, it does not provide full project-specific CEQA analysis for a development proposal at the 350 Airport Boulevard Site. Future project-level environmental analysis would be required if and when a specific project is

[7] Based on an employee generation rate of one employee per 300 sf.

proposed. As such, the description of the Project below focuses on the 300 Airport Boulevard Site only.

Proposed Structures

The Project at 300 Airport Boulevard would be comprised of two five-story buildings, one seven-story building, and one eight-story building containing a total of 730,000 sf. These four buildings would be oriented in an east-west direction. In addition, the main buildings would be supported by a 37,000-sf amenities center, a multi-level parking structure, and two below-grade parking areas at both the East and West Campuses. The five buildings plus the amenities center total 767,000 sf of floor area, which calculates to a 0.97 FAR. Table 2-2 shows the building areas and heights of each building within the East and West Campuses. In addition, Figure 2-5 depicts the building locations at the 300 Airport Boulevard Site and Figure 2-6 shows the building sections and elevations of Buildings B2, B3, and B4, and the parking structure.

Table 2-2
Buildings at 300 Airport Boulevard Site

Building	Gross Building Area (sf)	Height[a] (ft/inches)	No. of Stories[b]
East Campus			
Building B1	146,000	97/0	5
Building B2	146,000	97/0	5
West Campus			
Building B3	204,400	129/0	7
Building B4	233,600	144/0	8
Amenities Center	37,000	48/6	2
Parking Structure	--	57/6[c]	6
Total	767,000		

Source: DES Architects + Engineers, 2010

Notes:

a. Height measured from average top of curb level along Airport Boulevard to the top of the roof screen.

b. Includes ground floor.

c. 57 feet height is measured to the top of parapet on the sixth floor. The top of the elevator tower adds 12.5 feet to the height (69.5 feet).

As described above, the Project would include several uses at the 300 Airport Boulevard Site, but would mainly house office/life science uses. At least 689,810 sf would be dedicated to office/life science spaces. In addition, the Project could potentially include a total of 19,230 sf of retail, 24,560 sf of food services, and 33,400 sf of amenities, including a childcare facility and an exercise center. A breakdown of the potential uses at the 300 Airport Boulevard Site is provided in Table 2-3.

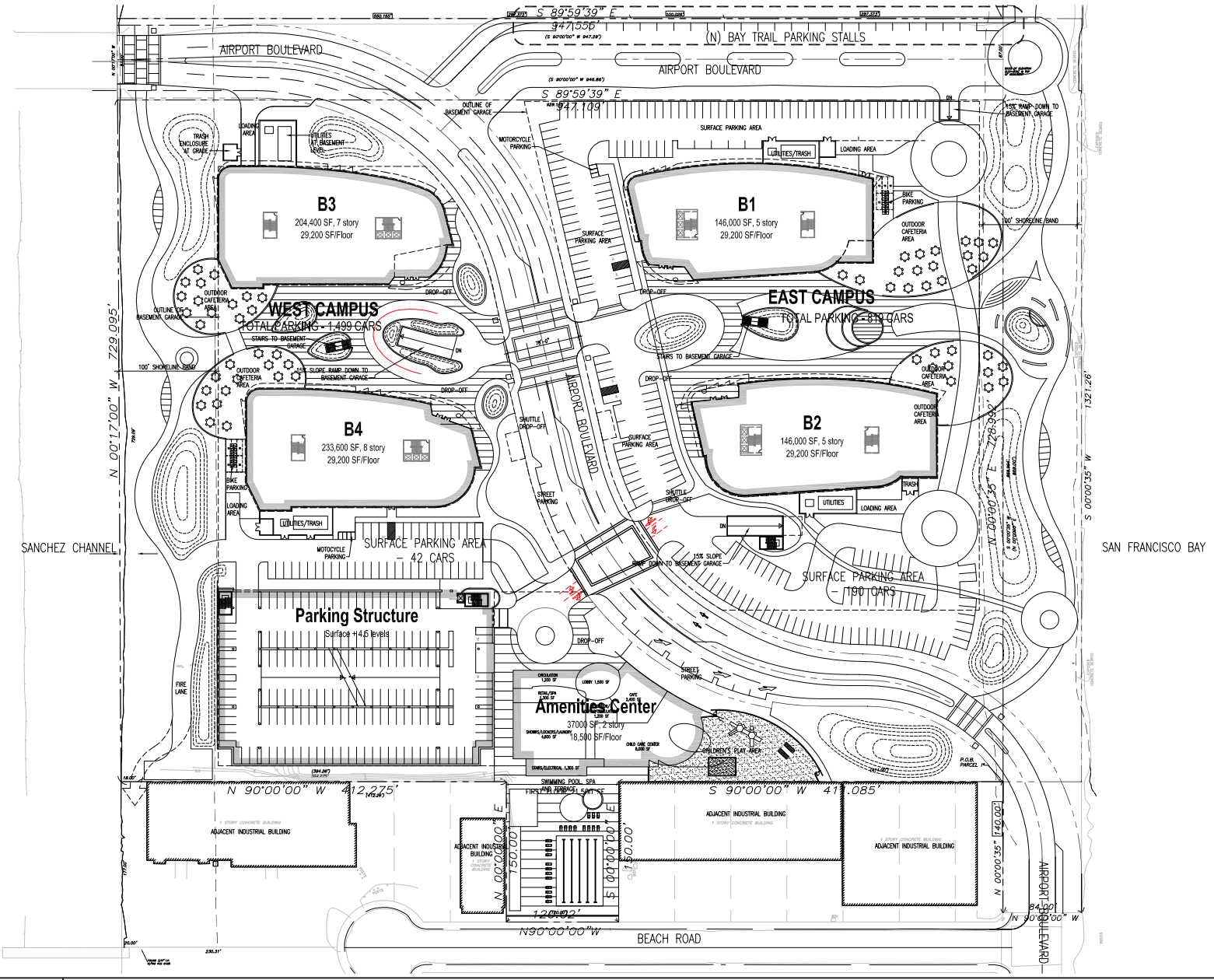
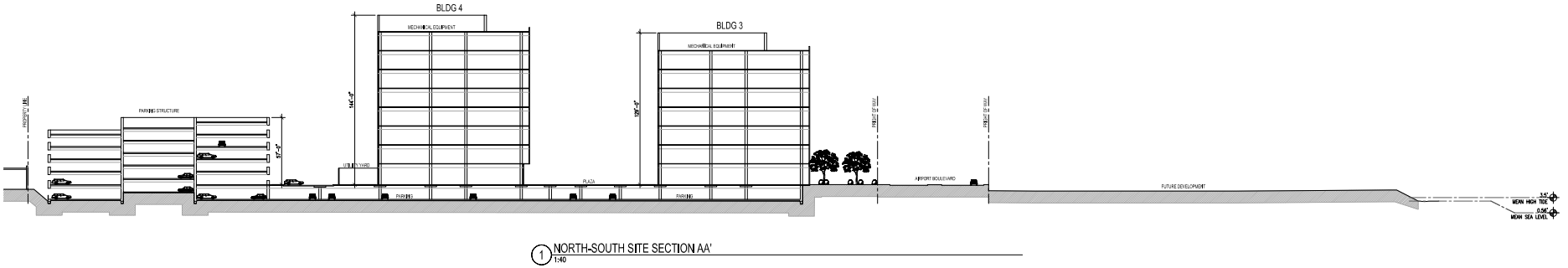
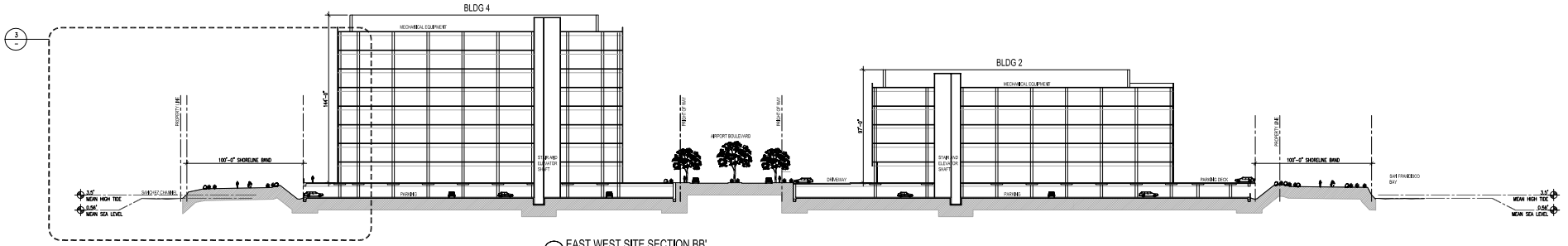


FIGURE 2-5
300 Airport Boulevard Site Plan

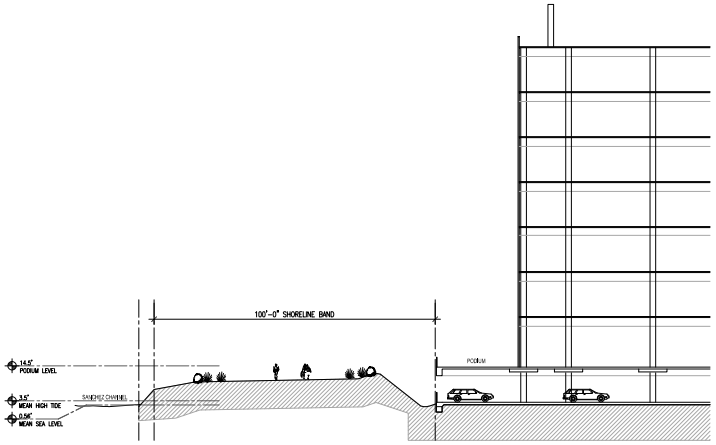
***Source*:** DES, 2010.



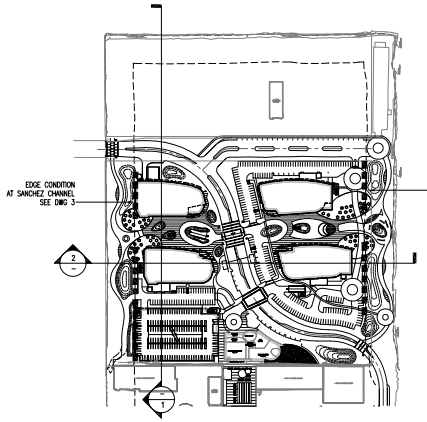
1 NORTH-SOUTH SITE SECTION AA'
1:40



2 EAST WEST SITE SECTION BB'
1:40



3 ENLARGED SITE SECTION
1:20



NORTH
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FIGURE 2-6
300 Airport Boulevard Building Sections and Elevations

***Source*:** DES, 2010.

Table 2-3
Potential Uses at 300 Airport Boulevard Site (sf)

Building	Office/Life Science	Retail	Food Service	Amenities (Childcare and Other)	Subtotal
East Campus					
Building B1	135,520	5,080	5,400	--	*146,000*
Building B2	134,960	5,480	5,560	--	*146,000*
West Campus					
Building B3	195,330	3,570	5,500	--	*204,400*
Building B4	224,000	3,900	5,700	--	*233,600*
Amenities Center	--	1,200	2,400	33,400	*37,000*
Total	*689,810*	*19,230*	*24,560*	*33,400*	***767,000***

Source: DES Architects + Engineers, 2010.

East Campus

Building B1. Building B1 would consist of a five-story, 146,000-sf building. Building B1 would be in the northeast corner of the 300 Airport Boulevard Site, to the south of Fisherman's Park and west of the Bay Trail. The building would measure approximately 97 feet from average top of curb level along Airport Boulevard to the top of the roof screen.

The first floor of Building B1 would include the lobby with elevators, two stairwells, a fire control room, bicycle showers and changing rooms, and space for the office/life science tenants. In addition, the first floor could potentially include approximately 5,080 sf of retail space and 5,400 sf of food service area. The other floors (the second floor through fifth floor) would generally consist of 29,200 sf per floor and would include a lobby and open areas for cubicles, individual offices, and/or laboratories. If Building B1 were to accommodate life science uses, the laboratories could be located throughout the building, with greater intensity of laboratory use on the lower floors. In total, Building B1 would provide at least 135,520 sf of office/life science space. The roof plan would include a stair enclosure and elevator penthouse, a spandrel glass parapet wall, and a screened outdoor area for mechanical equipment. Building B1 would also include bicycle commuter facilities, a utilities/trash/recycling enclosure and loading area to the north of the building, and an outdoor cafeteria area to the east of the building.

Building B2. Similar to Building B1, Building B2 would consist of a five-story, 146,000-sf building. Building B2 would be to the south of Building B1 and west of the Bay Trail. The building would measure approximately 97 feet from average top of curb level along Airport Boulevard to the top of the roof screen. The floor plan of Building B2 would the similar to Building B1, with slightly more retail and food service space. The first floor could potentially include 5,480 sf of retail space and 5,560 sf of food service area. Approximately 134,960 sf of office/life science space would be included in Building B2. This building would also include a utilities/trash/recycling enclosure and loading area to the south of the building and an outdoor cafeteria area to the east of the building.

West Campus

Building B3. Building B3 would consist of a seven-story, 204,400-sf building. Building B3 would be in the northwest corner of the 300 Airport Boulevard Site, to the east of Sanchez Channel and the proposed Bay Trail. The building would measure approximately 129 feet from average top of curb level along Airport Boulevard to the top of the roof screen.

The first floor of Building B3 would include the lobby with elevators, two stairwells, a fire control room, bicycle storage, showers and changing rooms, and space for the office/life science tenants. In addition, the first floor could potentially include 3,570 sf of retail space and 5,500 sf of food service area. The other floors (the second floor through seventh floor) would generally consist of 29,200 sf per floor and would include a lobby and open areas for cubicles, individual offices, and/or laboratories. If Building B3 were to accommodate life science uses, then the laboratories could be located throughout the building, with greater intensity of laboratory use on the lower floors. In total, Building B3 would provide at least 195,330 sf of office/life science space. The roof plan would include a stair enclosure and elevator penthouse, a spandrel glass parapet wall, and a screened outdoor area for mechanical equipment. Building B3 would also include utilities at basement level, a trash/recycling enclosure at grade, a loading area to the north of the building, and an outdoor cafeteria area to the west of the building.

Building B4. Building B4 would consist of an eight-story, 233,600-sf building. Building B4 would be in the western portion of the site, to the east of Sanchez Channel and the proposed Bay Trail, south of Building B3, and north of the parking structure. The building would measure approximately 144 feet from average top of curb level along Airport Boulevard to the top of the roof screen. The floor plan of Building B4 would be similar to Building B3, with slightly more retail and food service space. The first floor could potentially include 3,900 sf of retail space and 5,700 sf of food service area. At least 224,000 sf of office/life science space would be provided in Building B4. This building would also include commuter bicycle facilities to the west of the building, a utilities/trash area to the south of the building, and a loading area and an outdoor cafeteria area to the east of the building.

Amenities Center. The amenities center would be a two-story, 37,000-sf building. This building would be in the southern portion of the 300 Airport Boulevard Site, immediately north of the existing Beach Road driveway and east of the proposed parking structure. The building would measure approximately 48.5 feet from average top of curb level along Airport Boulevard to the top of the roof screen.

The first floor of the amenities center would include a reception/lobby, an office, locker rooms, a laundry room, 1,200 sf of retail space, 2,400 sf of food services, and a childcare center. The second floor would include an exercise area with spinning, yoga, group exercise, and Pilates rooms. To the east of the amenities building would be an outdoor children's play area, which would be accessible from the childcare center. In addition, a swimming pool would be to the south of the amenities center. The roof of the amenities building would include a metal trellis, and metal panels and screens, for the mechanical equipment.

Parking Structure. The parking structure would include parking on 5.5 levels and would be able to accommodate 901 vehicles. The structure would be in the southwest corner of the 300 Airport Boulevard Site, south of Building B4, west of the amenities center, and east of the Sanchez Channel and the Bay Trail. The parking structure would measure approximately 57 feet from average top of curb level along Airport Boulevard to the top of the roof screen.

Site Access/Circulation

Vehicular Access and Circulation

Access to the 300 Airport Boulevard Site would be from the realigned Airport Boulevard, as shown in Figure 2-7. Previously, the Burlingame Drive-In Theater was accessed from 350 Beach Road. However, this driveway would be removed and access to the 300 Airport Boulevard Site would only be from Airport Boulevard. The realigned Airport Boulevard 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.

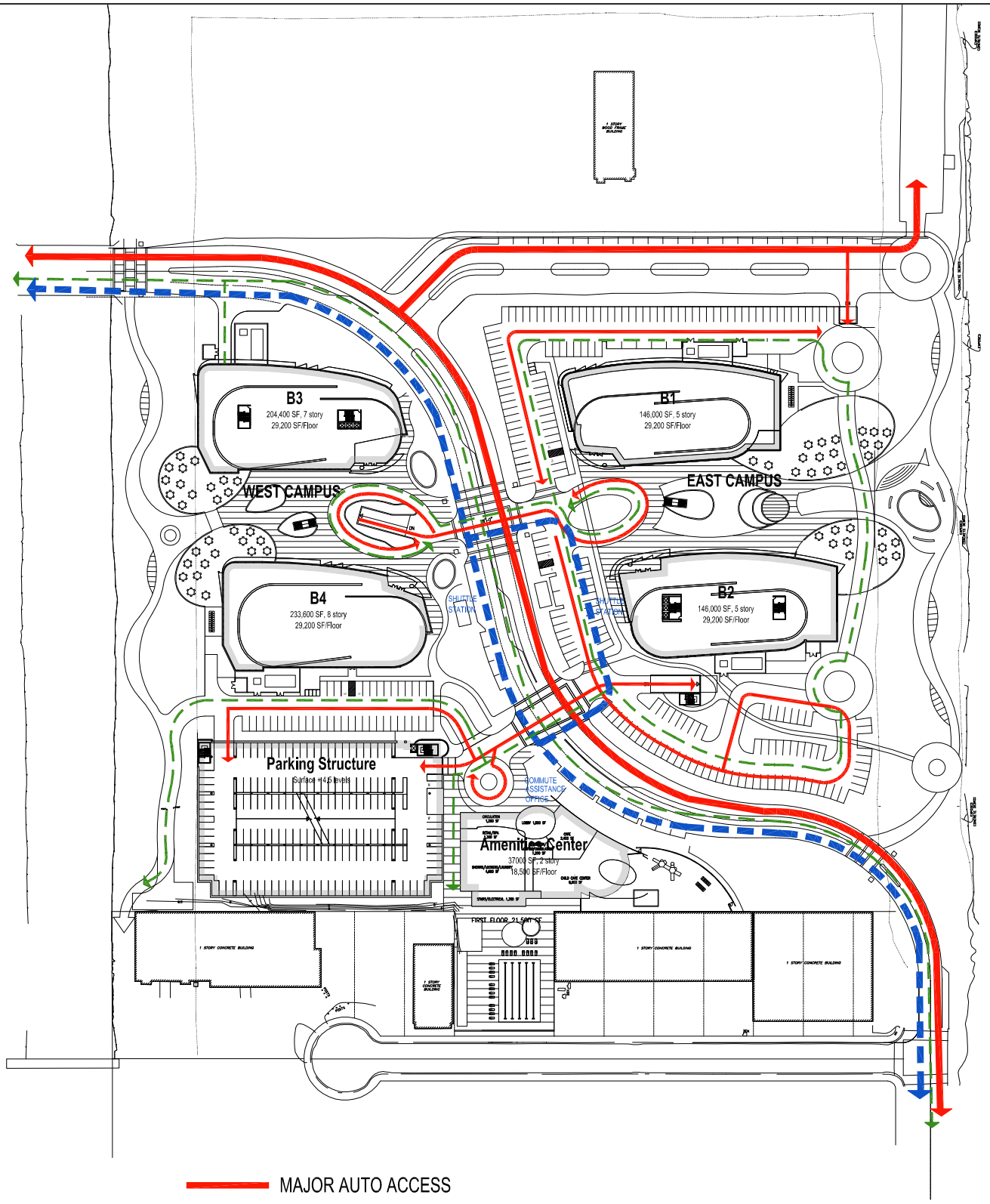
The section of Airport Boulevard through the 300 Airport Boulevard Site would be a transitional area between the current four-lane section to the northwest and the two-lane section to the southeast. A four-lane section through the majority of the 300 Airport Boulevard Site would merge into two lanes at the southeast corner. 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.

Transportation Demand Management Program

The Project would include implementation of a Transportation Demand Management (TDM) program to reduce vehicular traffic generated by the 300 Airport Boulevard Site. The TDM program would include shuttle buses to the Millbrae Intermodal Terminal and to Downtown Burlingame. Improved bicycle and pedestrian linkages along the roadway and within the 300 Airport Boulevard Site would also support the use of alternative modes of travel. Section 3.4 Transportation, includes additional information and an analysis of the proposed TDM program.

Parking

The 300 Airport Boulevard Project would provide on-site parking for the office/life science uses, retail and café uses in the buildings, and the retail and cafeteria, exercise, and childcare uses within the amenities building. The parking would serve the employees and visitors in Buildings B1 through B4, as well as the general public who would use the amenities building and the Bay Trail. Figure 2-5, above, depicts the surface parking at the 300 Airport Boulevard Site and Figure 2-8 shows the below-grade basement-level parking.



Source: DES, 2010.

FIGURE 2-7
Vehicular Circulation at the 300 Airport Boulevard Site

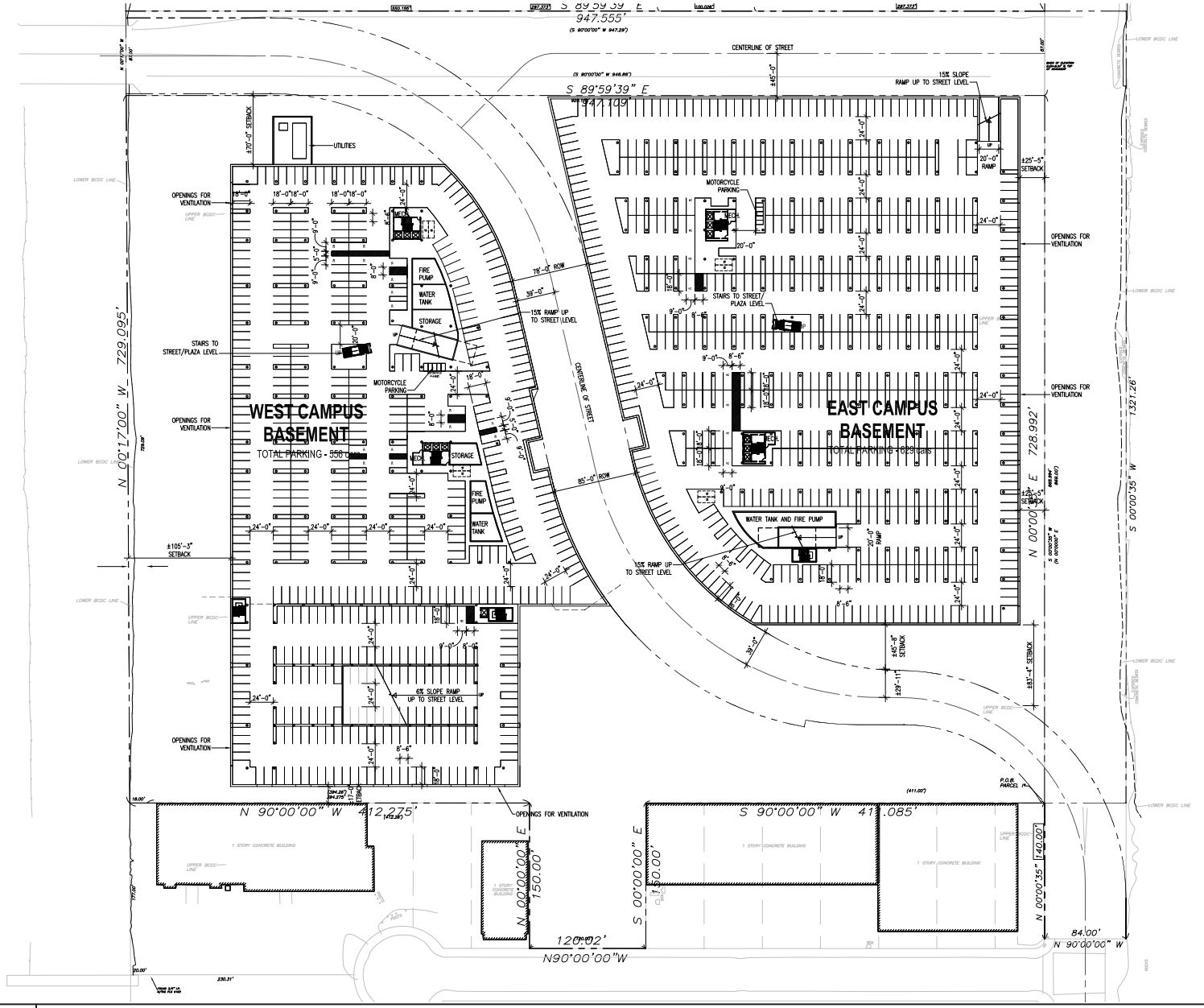


FIGURE 2-8
300 Airport Boulevard Site Plan Basement-Level Parking Plan

***Source*:** DES, 2010.

Burlingame Municipal Code (Code) Chapters 25.70 and 25.48 require a ratio of one stall per 300 sf for office/life science uses, childcare facilities, and cafeterias; and one stall per 200 sf for fitness center uses. As such, the Code would require the Project to include 2,559 spaces.

As shown in Table 2-4, Figure 2-5, and Figure 2-8, the Project would provide parking at both the East Campus and the West Campus. The East Campus would include 190 surface parking stalls and 629 basement parking stalls, for a total of 819 stalls. Basement parking would be accessible from one pedestrian garage entry (between Buildings B1 and B2) and two vehicular garage entries (to north of Building B1 and to the south of Building B2). The West Campus would include 42 surface parking stalls, 556 basement parking stalls, and 901 stalls in the parking structure, for a total of 1,499 stalls. The basement parking would be accessible from one garage entry between Buildings B3 and B4 and from the parking structure. As such, there would be a total of 2,318 stalls at the 300 Airport Boulevard Site. Of the 2,318 stalls, 34 spaces would be designated as (ADA) Americans with Disabilities Act parking. The other 2,284 stalls would be standard parking spaces at 8.5 feet by 18 feet.

Table 2-4
Parking at the 300 Airport Boulevard Site

Location	Number of Stalls
East Campus	
Surface Parking	190
Basement Parking	629
Total	*819*
West Campus	
Surface Parking	42
Basement Parking	556
Parking Structure	901
Total	*1,499*
Total Parking	2,318

Source: DES Architects + Engineers, 2010.

The 2,318 stalls proposed at the 300 Airport Boulevard Site are less than the 2,559 spaces required under the Zoning Code. The Project includes a TDM plan that would reduce trip generation by 13 percent.[8] A similar reduction in parking demand could be expected. Therefore, with the amendment to the Zoning Code to allow for a reduction in the number of parking spaces required if the Project proposes a TDM plan, the Project would be required to provide 2,305 parking stalls, which is less than the 2,318 stalls proposed under the Project. Please refer to Section 3.4, Transportation, for an analysis of the parking requirements at the 300 Airport Boulevard Site.

[8] Fehr & Peers Transportation Consultants, *Burlingame Point Transportation Demand Management Program*, April 6, 2011.

In addition, Section 25.48.080(d) requires parking for the Bay Trail on sites with frontages on the Bay and its estuary including Anza Lagoon, Sanchez Channel, and Burlingame Lagoon. The Project proposes to provide 13 spaces dedicated to Bay Trail users. Consistent with Section 25.48.080(d), the Project Sponsor will seek confirmation from the Bay Conservation and Development Commission (BCDC) which will make the final determination on the number of on-site parking spaces to be designated for public Bay Trail access. 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 is open, and would be posted as public access parking by the property owner as required by the BCDC. Currently, Bay Trail parking is proposed within the Eastern Shoreline in the northern portion of this area and at Buildings B2 and B4, as generally shown above in Figure 2-4.

Service Vehicle Loading Areas

General pick-up and deliveries would be conducted at the drop-off areas close to entries at all buildings, including the amenities center. Buildings B1, B2, B3, and B4 would have loading areas set away from Airport Boulevard (See Figure 2-5).

Bicycle/Pedestrian Access

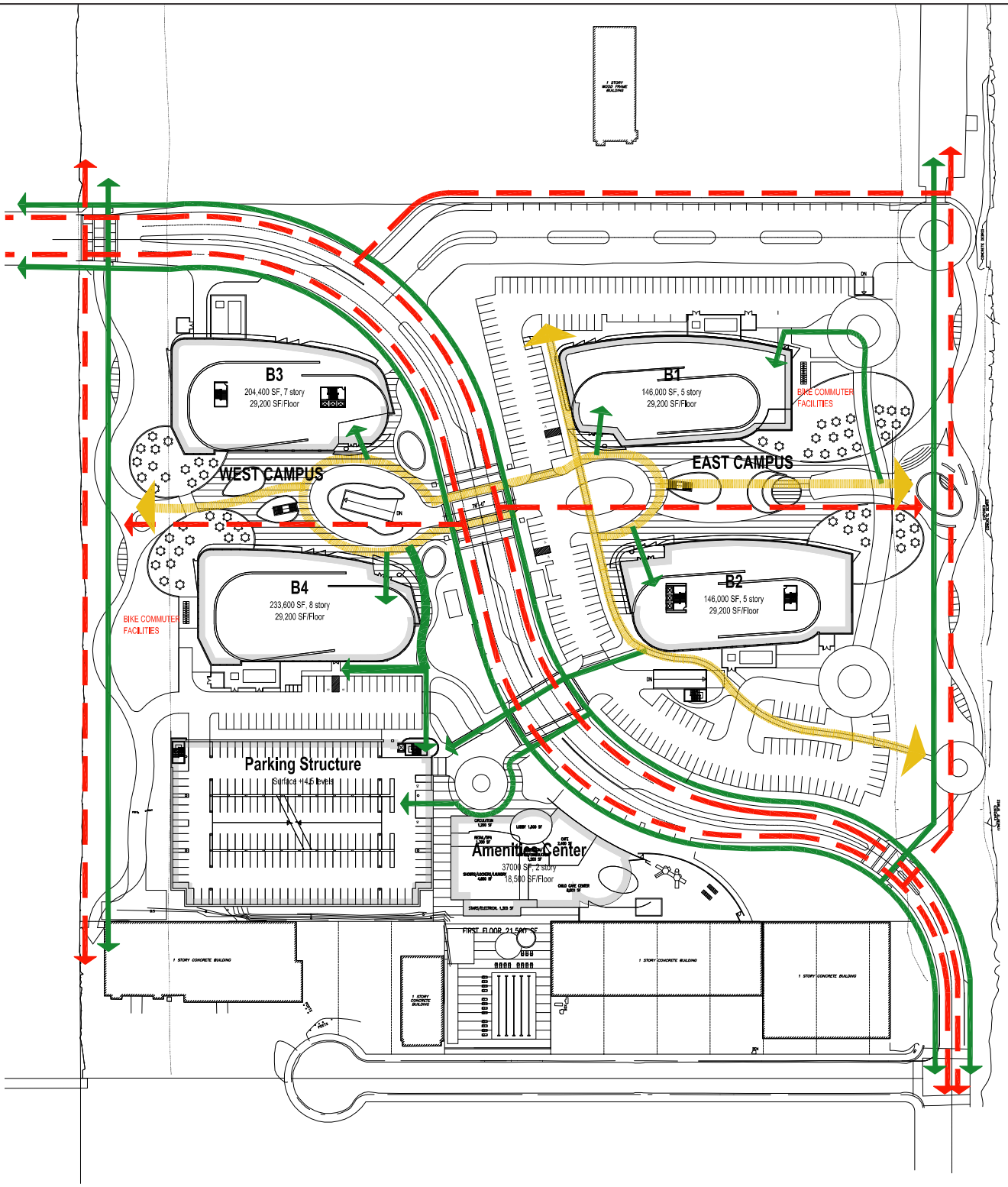
Bicycle Access. The Project would include bicycle commuter facilities to encourage the alternative mode of transportation. The bicycle facilities would include two stations of bicycle racks at Buildings B1 and B4. Showers, clothes lockers, and changing rooms would be provided in the restroom core on the first floor of Buildings B1, B2, B3, and B4. Additional bicycle lockers would be provided at the basement garage.

To provide safe bicycle conditions at the 300 Airport Boulevard Site, the Project Sponsors would apply the following strategies:[9]

- Use the Bay Trail and the Sanchez Channel Spur Trail system as the primary means of bicycle access to the 300 Airport Boulevard Site (Class I Bike Path); and
- On Airport Boulevard, provide a clearly marked shared 14-foot wide inside shared lane for on-street bicycle travel (Class III Bike Path). 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.

Pedestrian Access. Pedestrian circulation would include new sidewalks on both sides of Airport Boulevard, walkways across landscaped areas in the West Campus and East Campus, and crosswalks across Airport Boulevard. Walkways would serve the bike commuter facilities and would also connect to Bay Trail segments and open space at Sanchez Channel and the Eastern Shoreline Open Space (see Figure 2-9). Crosswalks on Airport Boulevard in several locations would serve the East Campus and the West Campus. The roadway design would be intended to maintain low vehicular speeds through the 300 Airport Boulevard Site, which would enhance pedestrian movements and safety. On-street

[9] Fehr & Peers Transportation Consultants, Memorandum from Jane Bierstedt and Seth Andrzejewski to Mark Farrar, "350 Beach Road: Roadway Design," March 19, 2010.



Source: DES, 2010.

FIGURE 2-9

Pedestrian and Bicycle Circulation at the 300 Airport Boulevard Site

parking would also act as a traffic-calming feature and would separate pedestrians from moving vehicles. As shown in Figure 2-9, the crosswalks would be in the tangent section of Airport Boulevard to enhance visibility of on-coming traffic, and at the signalized garage driveway intersections. Unsignalized crosswalks would have special treatments, including textured paving and in-pavement flashing lighting.

In addition, the Bay Trail would be improved at the site and would provide connectivity of the Bay Trail system. Please see Open Space/Bay Trail, below.

Bay Trail, Public Access, Open Space, and Landscaping

Pedestrian access and open space at the 300 Airport Boulevard Site would include a Bay Spur Trail and associated open space for public access to and along Sanchez Channel, connections to the Bay Trail through the center of the 300 Airport Boulevard Site via the east-west pedestrian promenade, smaller open space and landscaped areas throughout the Project Site, and extension of the Bay Trail and associated open space improvements along the Bay in the offsite Eastern Shoreline parcel. 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. In addition, open space and landscaping throughout the 300 Airport Boulevard Site would provide an amenity and offer gathering spaces for employees and visitors. Figure 2-10, depicts the Bay Trail, open spaces, and landscaping at the 300 Airport Boulevard Site and adjacent Eastern Shoreline area.

Bay Trail

The Project would include shoreline trail improvements where the 300 Airport Boulevard Site adjoins the Bay and Sanchez Channel. Sanchez Channel is considered to be part of the Bay, and is subject to BCDC jurisdiction. Figure 2-10 depicts the Bay Trail, open spaces, and landscaping at the 300 Airport Boulevard Site. The extension and alteration of the Bay Trail would be required to adhere to the Association of Bay Area Governments (ABAG) Bay Trail Plan, which aims to link trails along the Bay for continuous access to the shoreline and recreational opportunities. 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.

FIGURE 2-10
300 Airport Boulevard Site Preliminary Landscape Plan

***Source*:** DES, 2010.

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.

Landscape Plan

Landscaping throughout the 300 Airport Boulevard Site and along Airport Boulevard would include onsite trees, street trees, shrubs, ground covers, berms, and decorative paved surfaces. Landscaping would also include curvilinear concrete walls, mounds planted with native grasses, and native and appropriate plant materials. In addition, stormwater retention and treatment areas would be included at the 300 Airport Boulevard Site and would serve both as landscape elements and to reduce drainage impacts. These bioretention areas, also known as rain gardens, would function as soil and plant-based filtration devices to remove pollutants through a variety of physical and biological treatment processes.[10]

Landscape design throughout the 300 Airport Boulevard Site would provide a wind-protected outdoor environment, including clusters of small hill features spanning the east-west view and open space corridors between the buildings. In addition, the landscaping would integrate with the new plazas and the extension of the Bay Trail within the 300 Airport Boulevard Site with the visual character of the 100-foot shoreline band.

The landscape plan would include amenities in addition to vegetation. These amenities would include gateways at the south and north entries, dining courtyards, plazas, and a children's play area attached to the amenities center. The gateway features would include a monument pylon structure constructed of different materials such as steel, metal and stone panels and would be integrated with signage and lightings.

To accommodate the Project, several existing trees would be removed. According to the site survey, there are five trees (less than 12-inches Diameter at Breast Height [DBH]) and 12 palm trees (less than 18 inches DBH) at the 300 Airport Boulevard Site.[11] Because of their size, those 17 trees would be considered insignificant and would be removed under the Project. In addition, there are "Street Trees"[12] (trees within the public right-of-way) adjacent to the 300 Airport Boulevard Site, within the median of the existing Airport Boulevard. There are currently 26 Melaleuca trees (Cajeput Trees) taller than 10 feet in height within the median along the north-south section of the existing Airport Boulevard (the eastern portion of the 300 Airport Boulevard Site). These are considered to be Street Trees based on the Code definition. In addition to the 17 on-site trees to be removed, all 26 Street Trees would be removed and replaced with landscaping in accordance with the landscape plan for the project.

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[10] San Mateo County, San Mateo Countywide Water Pollution Prevention Program, Chapter 6.1, p. 68.

[11] Martin M. Ron Associates, Land Surveyors, "Site Survey of Assessor's Parcel Numbers 026-350-080, 026-350-100, 026-350-110, 026-350-120, and 026-350-130 for Millennium Partners," December 10, 2007.

[12] Based on Chapter 11.04 of the Burlingame Municipal Code, a "Street Tree" means any woody perennial plant having a single main axis or stem commonly achieving 10 feet or more in height.

Additional Site Design/Amenities

Exterior Materials

Buildings B1, B2, B3, and B4. The exterior of the buildings at the 300 Airport Boulevard Site would be consistent with one another to visually connect the East Campus with the West Campus. Exterior materials would include glass-fiber reinforced concrete (GFRC) panels, natural stone veneers, and prefinished metal panels, as well as high performance tinted glazing. All glass would be dual pane, low-emissivity (low-E) insulated glazing. The main entries of Buildings B1, B2, B3, and B4 would include: an aluminum storefront with low-E vision glass, GFRC panels with a special finish, a pre-finished metal canopy with panel joints, and pre-finished metal clad column covers. In addition, the first floor would generally feature a pre-finished metal panel base, blind joint conditions, and pre-finished aluminum accents. On the north-facing facades, the buildings would include high performance low-E vision glass on kynar finish[13] aluminum mullions; while the other facades (east, south, and west) would include high performance tinted glass on kynar finish aluminum mullions.

Generally, the exterior of each floor would feature spandrel glass, separated glass walls, pre-fabricated aluminum blade sunshades/light shelves between horizontal outriggers, pre-finished metal panels/breakshape bands and soffits, and reflective glass sunshades with stainless steel attachments. In addition, the second floor and above of the north facing walls of the office buildings would include operable tinted glass windows with aluminum frames that would swing out to enable natural ventilation. The top of each building would feature GFRC panels with a special finish, a pre-finished metal louver blade mechanical screen, and a possible area for future tenant signs.

Amenities Building. The amenities building would include a pre-finished aluminum storefront at its entry surrounded by high performance vision glass on kynar finish aluminum mullions. Other portions of the building would include building finishes and materials that may include trespa panels, high performance tinted glass with kynar finish aluminum mullions, spandrel glass, accent snap-on mullions, pre-finished metal louver blade mechanical screen as roof/metal panels, and GFRC panels with special finish. There will be spaces for a future wall sign on the northern portion of the building.

Parking Structure. The parking structure would be designed to match the other buildings at the 300 Airport Boulevard Site. As with the other buildings, the parking structure would feature precast concrete panels with special finish and score line (which would consist of the majority of the building), pre-finished metal screens, and tinted glass with pre-finished aluminum cap mullions. In addition, the northern portion of the parking structure would feature a parking structure graphic and a concrete elevator tower.

[13] Kynar is a finish for colorful metal buildings. Kynar is used for painted aluminum areas such as windows, storefronts, and metal curtain walls for tall buildings and large industrial parks. Source: Arkema, "Kynar® and Kynar Flex® PVDF," website: http://www.arkema-inc.com/kynar/page.cfm?pag=979?vm=r, accessed on February 24, 2011.

Exterior Lighting

Lighting would be designed to meet the requirements of Code Section 18.16.030 to prevent light spillage offsite and would comply with the City of Burlingame Exterior Illumination Ordinance. Exterior lighting would include pole-mounted light fixtures within parking areas and pedestrian-oriented light fixtures within exterior pedestrian areas and along the Bay Trail. All light fixtures would have full cut-offs.

Along Airport Boulevard, the lighting fixtures would consist of 20-foot-tall pole-mounts. Pedestrian lighting, which would be positioned along the exterior boundaries of the East and West Campuses, would include 12-foot pole-mounted lighting. The Bay Trail would feature 40-inch bollard lights. In addition, the auto-drop off areas between Buildings B1 and B2 on the East Campus and Buildings B3 and B4 on the West Campus, would include in-ground drive-over lights.

Signage

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.

Campus Monuments. Campus monuments (which are different from gateway features, as previously described) would be at the southeast and northwest corners of the 300 Airport Boulevard Site, along the realigned Airport Boulevard. Currently, there are two options for the design of the campus monuments, but both options would include a back-lit metal paneling with the wording "Burlingame Point."

Building Addresses. Building address monuments would be along Airport Boulevard at each building, adjacent to the eastern and western auto drop-off areas. The building addresses would match the theme of the campus monuments.

Tenant Signs. Free-standing tenant signs would be at the sidewall of the main entry to Buildings B1, B2, B3, and B4, in proximity to the auto drop-off areas. The amenities center would have tenant signs close to its main entrance. The tenant signs would match the theme of the campus monuments.

Wall Signage. Each building at the 300 Airport Boulevard Site would have wall signage on the wall of the roof parapet. Buildings B1, B2, B3, and B4 would have three signs per building, all of which would face Airport Boulevard and/or the main entrances. In addition, the parking structure and the amenities center would have one wall sign each, oriented towards Airport Boulevard and the building entrance.

Currently, the Sign Code permits one free-standing monument sign on every parcel with frontage of 150 feet or more. Because the 300 Airport Boulevard Site would be divided into two large parcels and be 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.

Bay Trail Signage. The Project would provide signage consistent with the "Shoreline Signs – Public Access Signage Guidelines," as prepared by BCDC in 2005.

Sustainable Design Features

The 300 Airport Boulevard Project would seek certification as a LEED Gold project or equivalent. As such, the Project Sponsor team is currently studying various sustainable design strategies, which may include some or all of the following: rainwater collection and reuse, recycled irrigation water, natural daylighting system, sustainable landscaping, passive solar approach/building orientation, solar shading devices, cool roofs, energy efficient heating, air conditioning (HVAC) system, and water-efficient systems. In addition, the Project could include sustainable construction practices and materials, including the use of local, regional, and high-recycle content materials.

Specifically, the Project would orient the Buildings B1, B2, B3, and B4 and the amenities building in an east-west direction to allow for maximum passive solar response. The north faces of the buildings would have floor-to-floor, tinted transparent insulated glazing that would provide maximum daylight exposure, which would infiltrate deep into the buildings' footprints. On the south faces, the building facades would be more protected, with horizontal sun shades that would act as both solar shading devices as well as light shelves. These would act in concert with a sloped ceiling plane to reflect natural light farther into the interior of the buildings. In addition, the south faces of the buildings would have higher proportions of more energy-efficient, opaque materials to reduce the overall solar heat gain from these exposures. Exterior materials, as described above, may include GFRC panels, natural stone veneers, prefinished metal panels, and high performance tinted glazing. All glass would be dual pane, low-E insulated glazing.

The Project may also recycle rainwater to reduce stormwater run-off and water use. Stormwater run-off from the 300 Airport Boulevard Site would be directed to natural stormwater treatment systems, such as raingardens, bioswales, and bioretention areas. These areas would be located along the Bay on the eastern portion of the 300 Airport Boulevard Site and along the Sanchez Channel on the western portion of the 300 Airport Boulevard Site. Those treatment areas would be incorporated into the landscape planting designs to enhance the visual quality of the 300 Airport Boulevard Site as well as to filter pollutants as a means to improve stormwater quality. The Project also may include the implementation of similar natural treatment concepts or structured solutions, such as media filters and tree well media inlets, along the realigned section of Airport Boulevard to treat stormwater runoff within the public right-of-way and provide synthesis with the private development parcels.

Activity/Employment

Activity

The 300 Airport Boulevard Project would accommodate either office uses or life science uses. This EIR analyzes the conservative scenario for the two uses.

Office Use. According to the Burlingame Municipal Code, an office use is defined as an area "for conducting the affairs of a business, profession, service, industry or government; unless specifically excluded, it includes financial institutions, investment advisors or brokers, health services, and real estate offices." It is assumed that the office uses that could occupy the 300 Airport Boulevard Site would be included under this definition.

Life Science Use. The Project would accommodate primarily more mature life-science companies, who would occupy one full building or multiple buildings. Such companies would be expected to have roughly 30 percent/70 percent to 40 percent/60 percent office/laboratory ratios. Laboratories could be located anywhere in the building but more intense uses would generally be on the lower floors.

In addition, life-science uses generally require significant service yards on the first floor. There would also be more mechanical equipment on the roof than with office uses. The laboratories would use and store chemicals and hazardous materials. The range of bio-labs and chemical labs would vary, depending on the type of life sciences tenants. These labs would also differ in terms of chemical uses, mechanical ventilation, and other requirements.

Amenities Center. The campus would be supported by auxiliary uses at the amenities building, including a fitness center and pool, a childcare center, and a cafeteria. This amenities center would be accessible to the public on a membership basis, with parking spaces provided at the adjacent surface parking lot and the multi-level parking structure. The proposed operating hours of the fitness center and cafeteria would be 5:00 a.m. to 10:00 p.m. on weekdays and 9:00 a.m. to 8:00 p.m. on weekends. The childcare center would operate from 6:00 a.m. to 6:00 p.m. on weekdays only.

Employment

As stated above, the Project could be used as an office or a life science campus or any combination thereof. In addition, the Project could potentially include up to 19,230 sf of retail and up to 24,560 sf of food services. If the Project only includes office uses in Buildings B1, B2, B3, and B4, it is estimated that approximately 2,433 office employees would be generated.[14] In addition, the amenities center could employ up to 42 individuals,[15] for a total of 2,475 employees under the office scenario of the Project. If the Project would include only life science uses in Buildings B1, B2, B3, and B4,

[14] DES Architects + Engineers, Memo from Tom Gilman and Kenny Hung to Maureen Brooks, City of Burlingame Planning Manager, March 3, 2011. This estimate assumes 300 sf per employee based on similar office density rates on the San Francisco Peninsula. 730,000 sf of office/300 sf = ~2,433 employees.

[15] Association of Bay Area Governments, *1987 Input-Output Model and Economic Multipliers for the San Francisco Bay Region*, March 1995. Multiplier for "Amusement and Recreational Services" averages 870 sf per employee. As such 37,000 sf of proposed amenities center/870 sf = ~42 employees.

approximately 1,825 life science jobs would be created.[16] In addition to the 42 employees at the amenities center, the life science scenario of the Project would provide jobs for approximately 1,867 people.

As stated above, the Project could also potentially include office/life science uses (689,810 sf), retail uses (19,230 sf), food service venues (24,560 sf), and amenities center components (33,400 sf). If this site plan is implemented with office uses, then approximately 2,434 employees would be generated.[17] If the Project would include a life science campus instead, with retail and food services, 1,860 jobs would be created.[18] Table 2-5, below, shows the amount of employees that would be generated under the different scenarios by use.

Table 2-5
Employment at 300 Airport Boulevard Site by Scenario

Scenario	Office/ Life Science	Retail	Food Service	Amenities (Childcare and Other)	Total
Office Use + Amenities Center	2,433	--[a]	--[b]	42	**2,475**
Life Science + Amenities Center	1,825	--[a]	--[b]	42	**1,867**
Office + Retail + Food + Amenities Center	2,299	42	55	38	**2,434**
Life Science + Retail + Food + Amenities Center	1,725	42	55	38	**1,860**

Source: DES Architects + Engineers, 2010; ABAG, 1995; Atkins, 2011.

Notes:

a. Approximately 1,200 sf of retail would be provided in the amenities center. However, this would not significantly change the amount of employees; therefore, the retail employees are included in the total "Amenities" calculation.

b. Approximately 2,400 sf of food services would be provided in the amenities center. However, this would not significantly change the amount of employees; therefore, the food service employees are included in the total "Amenities" calculation.

In terms of employment growth at the 300 Airport Boulevard Site, office uses would generate the need for the most employees, over life science, retail, food, and amenity center uses. The administrative areas of a life science company would have a density similar to a corporate office; however, the research and laboratory uses would have lower densities. In addition, the retail and food service uses would not generate as many employees as would be generated under an office-only scenario in Buildings B1, B2, B3, and B4. As such, this document applies and analyzes the most conservative scenario of approximately 2,475 office and amenities center employees at the 300 Airport Boulevard Site.

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[16] DES Architects + Engineers, Memo from Tom Gilman and Kenny Hung to Maureen Brooks, City of Burlingame Planning Manager, March 3, 2011. This estimate assumes 400 sf per employee based on similar life science density rates on the San Francisco Peninsula. 730,000 sf of office/400 sf = ~1,825 employees.

[17] Association of Bay Area Governments, *1987 Input-Output Model and Economic Multipliers for the San Francisco Bay Region*, March 1995. Multiplier for "Retail Trade" averages 450 sf per employee. As such, 43,790 sf of proposed retail and food service/450 sf = ~97 employees. Office Use = 689,810 sf/ 300 sf = ~ 2,299 employees. Amenities center uses = 33,400 sf/870 sf = ~38 employees. 97 + 2,299 + 38 = ~2,434 total employees.

[18] 43,790 sf of proposed retail and food service/450 sf = ~97 employees. Life science uses = 689,810 sf/ 400 sf = ~ 1,725 employees. Amenities center uses = 33,400 sf/870 sf = ~38 employees. 97 + 1,725 + 38 = ~1,860 total employees.

Utilities

On-site utilities would include water; storm drainage; sanitary sewer, gas and electrical service; heating, ventilation, and air conditioning (HVAC); CATV communications; and solid and hazardous waste disposal units. All on-site utilities would be designed in accordance with applicable codes and authorities having jurisdiction over the project, and in accordance with current engineering practices. All HVAC mechanical equipment would include screening to minimize generated noise levels. Please see Section 3.12 for Project utility use.

2.6 PROJECT CONSTRUCTION

Construction Schedule and Phasing

The Project would consist of up to two construction phases, both of which may occur at the same time or may overlap, which would be separated by the realigned Airport Boulevard. East of the realigned Airport Boulevard the East Campus would be constructed as Phase 1 and west of the realigned Airport Boulevard the West Campus would be constructed as Phase 2. Construction would occur between 7:00 a.m. to 7:00 p.m. on weekdays, between 9:00 a.m. to 6:00 p.m. on Saturdays and between 10:00 a.m. and 6:00 p.m. on Sundays, if any.

Phase 1

Phase 1 would involve the East Campus, with Buildings B1 and B2, which would be 146,000 sf each. Phase 1 would include the east basement parking podium (226,340 sf) and surface parking with a total of 884 parking stalls. Airport Boulevard would also be realigned and rebuilt during Phase 1. In addition, the 33,400 sf amenities center would most likely be constructed during this phase. It is anticipated that the Phase 1 construction period would be approximately 14 months.

Phase 2

Phase 2 would involve the West Campus, with Building B3 (204,400 sf) and Building B4 (233,600 sf). Phase 2 would include the west basement parking podium (230,040 sf) and the parking structure (246,900 sf). Airport Boulevard would also be incorporated into the design of the West Campus.

It is anticipated that the West Campus construction period (including the amenities building), would commence some time after Phase 1 begins and would be completed in 18 to 20 months. The amenities building could be constructed during Phase 1, but this would not affect overall construction timing. As describe above, Phase 2 construction activities may overlap with Phase 1.

Construction Equipment and Staging

Typical equipment that would be used during Project construction would include large earthwork machinery, one to two pile-driver rigs, large concrete pumps, concrete trucks, large cranes for steel and exterior façade installation, and typical delivery and small-use trucks. The number of truck deliveries would range from 10 to 40 trips per day.

Potential construction lay-down and staging areas would be at the property to the east of the 300 Airport Boulevard Site, across the existing roadway along the waterfront. Other possible staging areas would be adjacent areas north or south of each phase.

Construction Employment

The size of the construction workforce would vary during the different stages of construction. During the beginning and final months of each phase, a lower number of workers would be needed, approximately 40 to 80 construction staff per day. However, the middle period of each phase would involve structure installation and would require a higher number of workers, approximately 100 to 250 construction staff per day.

Construction Spoils and Debris

There are currently no structures at the 300 Airport Boulevard Site. As such, the Project would not require the demolition and disposal of existing buildings. However, the 300 Airport Boulevard Site does include paved surfaces and excess soils and fill. As such, the Project would need to dispose of this material at a permitted landfill. All excess construction material would undergo a recycling effort.

Project excavation depths would vary from zero to 7.5 feet from the finish floor of the basement garage. As such, the maximum excavation would be at an elevation of 5.5 feet below mean sea level. The proposed excavation would consist of approximately 75,000 cubic yards of mass excavated material. About 40,000 cubic yards of the excavated material would be exported offsite and about 35,000 cubic yards would be used as backfill material or grading material in landscaped areas within the Project Site.

2.7 REQUIRED APPROVALS AND COORDINATION

City of Burlingame

As the public agency with the principal responsibility for approving the Project, the City of Burlingame would serve as the lead agency for the purposes of CEQA. The Project would be implemented pursuant to the Burlingame Municipal Code. The Project is expected to be subject to the following discretionary approvals from the City of Burlingame:

300 Airport Boulevard

- Certification of this EIR.
- Approval of the Mitigation Monitoring and Reporting Program (MMRP).
- Approval of a Development Agreement for the 300 Airport Boulevard Project.
- Amendments to the Bayfront Specific Plan and Zoning Code to increase the allowable floor area ratio for office uses from 0.60 FAR to 1.0 FAR and to increase the maximum allowed FAR for commercial recreation facilities from 0.50 FAR to 1.0 FAR. Deletion of the

requirement for a conditional use permit for commercial recreation facilities with FAR greater than 0.5.

- Amendments to the APN zoning regulations to allow for changes to the required front, shoreline, below-grade, and parking setbacks.
- Amendments to the APN zoning regulations to allow for the increased height of buildings.
- Amendment to the Anza Point Land Use Map to reflect the rezoning of portions of 300 Airport Boulevard from APS to APN.
- Amendments to the Zoning Code to allow for a reduction in the number of parking spaces required if the Project proposes a TDM program for a demand-generating use.
- Rezoning of a small portion of Assessor's Parcel Number 026-350-130 along the south side of the site from APS to APN.
- Amendment to the Zoning Code to allow for incidental food establishments and retail services in business campuses or professional office buildings of 20,000 sf or more.
- Conditional Use Permit for Day Care use.
- Commercial Design Review for development of a new office/life science campus including four office/life science buildings, an amenities building, and a parking structure. Design Review shall be based on the Design Guidelines for the Anza Point subarea in the Bayfront Specific Plan and the Burlingame Commercial Design Guidebook.
- Amendment to the Sign Code to change requirements for freestanding monument signs.
- Approval of Parcel Map.
- Issuance of a Grading and Excavation Permit.
- Issuance of a Building Permit.
- Tree Removal Permit(s) as required by the Municipal Code.
- Any other discretionary approval required by the City to implement the Project.

350 Airport Boulevard

The amendments to the Bayfront Specific Plan and the APN zoning district regulations would apply to the 350 Airport Boulevard site as well, since the APN zoning district includes both of these properties. No other properties are within the APN zoning district boundaries.

Additional approvals will be required when a development application is submitted for review for the 350 Airport Boulevard Site.

State of California and Other Regional Agencies

In addition to the lead agency, there are also local, State, and federal responsible agencies that may have discretionary authority over specific aspects of the Project. The responsible agencies would rely

on this EIR when acting on those aspects of the Project that require their approval. The following agencies are currently anticipated to use this document in their reviews, although this list is not necessarily exhaustive.

Bay Conservation and Development Commission. BCDC is responsible for the regulation of construction activities in close proximity to the Bay, including, but not limited to: regulating all filling and dredging in the Bay; regulating all new development within the first 100 feet inland of the Bay shoreline; ensuring that public access to the shoreline is provided; and protecting the Bay for water-related industries, water-oriented sports, airports, and wildlife refuges. Approval from BCDC would be required for infrastructure, landscaping, and revetment repair activities within the 100-foot shoreline band along the Project Site.

Association of Bay Area Governments. ABAG is responsible for administering the Bay Trail Project, which aims to link trails along the Bay for continuous access to the Bay shoreline and recreational opportunities. The Project would realign and expand the existing Bay Trail at the Project Site. As such, ABAG would need to review the Project to ensure that it adheres to the Bay Trail Plan and provides adequate links and connections to the rest of the Bay Trail system.

Federal Aviation Administration and/or City/County Association of Governments of San Mateo County, Airport Land Use Committee. The Federal Aviation Administration (FAA) and/or the City/County Association of Governments of San Mateo County (C/CAG) Airport Land Use Committee (ALUC) are responsible for determining whether the Project would result in a safety hazard for air traffic. These agencies are responsible for ensuring that adoption of proposed land uses minimizes the exposure of the public to land uses incompatible with nearby airport uses. The Project Site is approximately 2 miles southeast of San Francisco International Airport (SFO).

The Project Site currently ranges from 0.1 feet above sea level to 17.1 feet above sea level. However, the existing Airport Boulevard is at an average of 10 feet above sea level. After site grading and excavation, the site would likely remain at 10 feet above sea level. As such, the tallest building at the 300 Airport Boulevard Site would be 144 feet above the realigned Airport Boulevard and approximately 155 feet above sea level. None of the structures would exceed the maximum height allowed by the FAA.

Determinations of No Hazard to Air Navigation for 24 Aeronautical Study Numbers (ASN) were issued by the FAA in November 2010. In addition, C/CAG ALUC staff has determined that the proposal does not require formal review/action by the C/CAG ALUC or by C/CAG Board of Directors, since the changes to the plan do not change the land use designation, and the heights proposed fall within the allowable heights contained in the San Mateo County Comprehensive Airport Land Use Plan.

City/County Association of Governments of San Mateo County, Congestion Management Agency. C/CAG also functions as the County's Congestion Management Agency, responsible for reviewing traffic studies for projects that would contribute at least 100 peak-hour trips on roadways of regional

significance, a threshold exceeded by the Project. C/CAG would review the Project for consistency with the San Mateo County Congestion Management Plan.

California Regional Water Quality Control Board, San Francisco Bay Region. The Regional Water Quality Control Board (RWQCB) would need to issue a water quality certification for any activities requiring a permit to fill waters of the United States, and possibly a waste discharge requirement order under Porter-Cologne Water Quality Control Act for activities adding fill to waters of the state. In addition, the project sponsor will comply with existing National Pollutant Discharge Elimination System (NPDES) permit for construction activities, including excavation for finish grading, and the applicable municipal sanitary separate stormwater system.

Bay Area Air Quality Management District. Operation permits for stationary air pollution sources would be required from the Bay Area Air Quality Management District (BAAQMD).

California Department of Transportation. The California Department of Transportation (Caltrans) has jurisdiction over construction activities that may affect State highways. US 101 is adjacent to the Project Site and Caltrans would thus need to permit proposed access and traffic controls during and after construction.

U.S. Army Corps of Engineers. Under Section 404 of the Clean Water Act, the Corps has the primary authority to regulate activities that discharge fill or dredge material into waters of the United States through its Section 404 permitting program. Section 404 permits would be required for all revetment repair activities that may result in a discharge of fill material into the Bay or Sanchez Channel.

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Section 3
Environmental Analysis

3.1 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS

Organization of this Section

This section of the EIR presents an analysis of the potential environmental effects of the 300 Airport Boulevard Project (Project). The environmental analysis has been prepared consistent with Sections 15125 and 15126 of the CEQA Guidelines, which provide directions on describing the environmental setting, and considering and discussing environmental impacts, respectively. For each Section, the following information is presented:

- **Existing Conditions**—describes existing baseline conditions, including the environmental context and regulatory background.
- **Environmental Analysis**—identifies standards of significance and evaluates how the proposed project would affect the baseline conditions as well as cumulative conditions.
- **Mitigation Measures**—identifies ways to reduce, eliminate, or avoid impacts that are considered significant and adverse.

Environmental Approach to Addressing Specific Development Area

In most instances, this Draft EIR evaluates potential impacts from the proposed development of the 300 Airport Boulevard Site and the potential development of 350 Airport Boulevard Site separately in each technical section. However, in certain technical sections, the environmental impact of the specific development proposed for the 300 Airport Boulevard Site is similar to what could occur with the development of the 350 Airport Boulevard Site. In those instances, the impact discussion is combined for the two Project Sites. The impacts of the development of the 350 Airport Boulevard Site are evaluated in this EIR on a programmatic level. Following the submittal of a project-specific development proposal for the 350 Airport Boulevard Site, additional environmental analysis would be required.

Classification of Impacts

The impact assessment portion for each environmental discussion includes an impact statement that highlights the environmental consequences of the proposed action with regard to that environmental topic. An explanation of each impact and an analysis of its significance follow the impact statement.

For each impact, a level of significance is determined and is reported in the impact statement. Conclusions of significance are defined as follows:

- *Significant (S)* impacts include effects that exceed established or defined thresholds.
- *Potentially significant (PS)* impacts include those cases where it is not precisely clear whether a significant effect would occur; the analysis in these instances conservatively assesses the worst-

case conditions, but the discussion acknowledges that there is uncertainty regarding the extent of the impact.

- *Less-than-significant (LTS)* impacts include effects that are noticeable but do not exceed established or defined thresholds.
- *No Impact (NI)* is a situation where there is no adverse effect.

Thresholds or significance criteria are used to classify an impact into one of the above categories. These significance criteria are defined for each environmental topic, based on existing standards of the City of Burlingame (City), resource agencies, or CEQA. These significance criteria explain to the reader the basis for determining the significance of an impact.

For each impact identified as being significant (S) or potentially significant (PS), the Draft EIR provides mitigation measures to reduce, eliminate, or avoid the negative effect. If the mitigation measures would reduce the impact to a less-than-significant (LTS) level successfully, this is stated in the EIR. If the mitigation measures would not diminish these effects to a less-than-significant level, the EIR classifies the impacts as "significant unavoidable effects (SU)."

Mitigation Measures

This Draft EIR identifies mitigation measures developed as part of this analysis, and are designed to reduce or avoid potential environmental impacts associated with proposed project construction and operation. CEQA Guidelines Section 15126.4 states that the discussion of mitigation measures shall distinguish between measures that are proposed by the project proponents to be included in the project and other measures proposed by the lead, responsible, or trustee agency or other persons who are not included but the agency determines could reasonably be expected to reduce adverse impacts if required as conditions of approving the project. This discussion identifies mitigation measures for each significant environmental effect identified in the EIR. Mitigation measures are provided immediately following each impact assessment that concludes that the Project would result in a potentially significant, significant, or significant and unavoidable impact.

Enumeration of Impacts and Mitigation

Each impact topic is numbered using an alpha-numerical system that identifies the environmental issue. For example, NO-1 denotes the first impact discussion in the Noise subsection. The following two letter codes are used to identify the environmental issues discussed in this section:

- LU – Land Use and Planning
- VQ – Visual Quality
- TR – Transportation
- AQ – Air Quality
- CC – Climate Change
- NO – Noise
- BR – Biological Resources
- HY – Hydrology and Water Quality
- PH – Population and Housing
- RW – Parks and Recreational Wind Effects
- UT – Utilities and Service Systems

Mitigation measures are numbered to correspond to the impacts they address; e.g., Mitigation Measure TR-3.1 refers to the first mitigation for Impact 3 in the Transportation subsection. A brief title is included to easily identify the mitigation measure.

CEQA Methodological Requirements

CEQA Guidelines Section 15151 describes standards for the preparation of an adequate EIR. Specifically, "an EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. . . Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts." In practice, this means that EIR preparers should adopt a reasonable methodology upon which to estimate impacts. This approach means making reasonable assumptions using the best information available. In some cases, typically when information is scarce or where there are possible variations in project characteristics, EIR preparers will employ a reasonable "worst-expected-case analysis" in order to capture the largest expected potential change from existing baseline conditions that a project might have. This practice of creating worst-expected-case scenarios is not mandated by CEQA but is one that is common practice to address uncertainty, particularly for any large project that is expected to be constructed over multiple phases. While worst-expected-case scenarios are often employed, CEQA requires analysis of a project's reasonably foreseeable, most likely impacts, not the unlikely maximum possible impacts.

Types of Effects and Impacts

Pursuant to CEQA Guidelines Section 15126.2, consideration of direct and indirect physical impacts of a project is required in determining the significance of the project's impacts. The types of physical impacts associated with the proposed project are listed below, together with examples of how these impacts are calculated. Economic and social impacts of a project are not treated as significant impacts to the environment under CEQA; however, such information may be considered in determination of significant impacts. More information on consideration of economic and social effects in the CEQA process is provided in the Economic and Social Effects discussion below.

Physical Impacts

Footprint Impacts. The Project would develop a total of 767,000 square feet of net floor space at the 300 Airport Boulevard Site and an assumed total of 374,000 square feet of net floor area at the 350 Airport Boulevard Site. The construction of the proposed buildings and parking garage all involve occupying land at the Project Site. The land area occupied by the new structures is the building's footprint. From the size and location of the footprint, the EIR preparer can estimate whether the Project would encroach into biologically sensitive areas, create areas subject to flooding, impact highly scenic view corridors, or introduce non-compatible land uses, for example. These so-called footprint impacts are derived from the increase in floor area and development of the primarily undeveloped Project Site.

Impacts to Ambient Conditions. Ambient conditions refer to the background transportation, air quality, and noise conditions surrounding the Project Site. Transportation impacts are those that involve changes to the flow or service levels of access ways within and around the Project Site. Transportation impacts are dependent on the level of activity within the Project building envelope, points of ingress and egress of the Project Site, and the location and number of outsiders traveling to, from, and past the Project Site. Also associated with transportation impacts are provisions for vehicle parking required by the Project, since an inadequate supply of on-site parking spaces would affect parking supply outside the Project Site. Projections of transportation impacts during Project construction and operation are important considerations in estimating the projected change to ambient air quality and noise levels around the Project Site. The air quality and noise analyses also consider the impacts of construction activities, such as excavation and grading activities, and the impacts of projected future office/life science activities.

Consumption/By-Products Impacts. Because the Project would include new development in a primarily undeveloped area, the demand on utilities, specifically the projected water usage and wastewater discharge, could change from existing levels. For purposes of this EIR, increased utilities demand and waste generation are assumed to be correlated to the net increase in developed floor space or the number of employees, unless other information has been provided by the Project Sponsor.

Cumulative Impacts. Cumulative impacts of the Project are also analyzed for each relevant environmental topic at an appropriate level of detail. Section 15130 of the State CEQA Guidelines requires that an EIR evaluate potential impacts that are individually limited but cumulatively considerable. Section 15130(a)(1) states that a "cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impact." The analysis of the potential for the Project's incremental effects to be cumulatively considerable is based upon a list of related projects identified by the City. The geographic scope of the cumulative impact analysis may vary depending on the resource area being analyzed. As indicated by the City, the cumulative analysis in this EIR considers 11 projects either recently constructed, under construction, or recently approved. These projects 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.

Economic and Social Effects

Under CEQA, economic and social effects of a project are not required to be evaluated. However, lead agencies may choose to present economic or social information in, or associated with, an EIR in order to disclose the relative impact of a project, or series of projects, on these important community considerations. In addition, there are specific ways that economic or fiscal effects may be considered as part of the EIR. Section 15131 of the CEQA Guidelines states:

a. Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical

changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes.

b. Economic or social effects of a project may be used to determine the significance of physical changes caused by the project.

c. Economic, social, and particularly housing factors shall be considered by public agencies together with technological and environmental factors in deciding whether changes in a project are feasible to reduce or avoid the significant effects on the environment identified in the EIR.

Environmental Effects Not Found to be Significant

Section 15128 of the *CEQA Guidelines* states that an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were not therefore discussed in detail in the EIR. The Initial Study prepared for the Project (included in Appendix B of this document) determined that the following issue areas would have no or less-than-significant impacts: agricultural and forestry resources, historic resources, geology and soils, hazards and hazardous materials, mineral resources, and public services. Impacts on cultural resources, specifically archeological and paleontological resources, were determined to be less-than-significant with implementation of Mitigation Measures E-1, E-2, and E-3. In addition, certain Land Use topics (division of an established community and conflicts with applicable habitat conservation plans) and Population and Housing topics (displacement of existing housing or people) were scoped out for further review. Pursuant to CEQA Guidelines Section 15128, the reasons these issues were determined not to be significant are detailed in the IS and are not further discussed in this EIR.

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3.2 LAND USE, PLANS, AND POLICIES

Introduction

Land use and planning analyses under the California Environmental Quality Act (CEQA) generally consider the compatibility of a project with neighboring areas, change to or displacement of existing uses, and consistency of a project with relevant local land use policies that have been adopted with the intent to mitigate or avoid an environmental effect. With respect to land use conflicts or compatibility issues, the magnitude of these impacts depends on how a project affects the existing development pattern, development intensity, local air quality, noise, and visual setting in the immediately surrounding area. Specific environmental-related issues (visual, air quality, noise, etc.) and their potential significance are discussed in detail in the associated topical sections of this EIR (such as Section 3.3, Visual Quality; Section 3.4, Transportation; Section 3.5, Air Quality; and Section 3.6, Noise). In addition, as discussed in the Initial Study (Appendix B), no impacts would result from physically dividing an established community or conflicting with any conservation plans.

Appendix G to the CEQA Guidelines suggests that an EIR consider whether a project may conflict with any applicable land use plan, policy, or regulation (including, but not limited to the general plan, specific plan, or zoning ordinance) that was adopted for the purpose of avoiding or mitigating an environmental effect. Accordingly, this section discusses the consistency of the 300 Airport Boulevard Project (Project) with applicable policies of the City of Burlingame General Plan, the City of Burlingame Bayfront Specific Plan (Bayfront Specific Plan), the City of Burlingame Municipal Code, the Bay Conservation and Development Commission (BCDC) Bay Plan and Public Access Guidelines for the San Francisco Bay, the Association of Bay Area Governments (ABAG) Bay Trail Plan and Design Guidelines, the City of Burlingame Bicycle Transportation Plan, and the San Mateo County Comprehensive Airport Land Use Plan (ALUP).

In response to the Notice of Preparation (NOP) (see Appendix A), issues were identified during the City of Burlingame Planning Commission public scoping meeting for the Project. Applicable land use issues that were identified during the scoping meeting pertain to the modification of existing zoning and land use designations, as outlined in the Bayfront Specific Plan, and consistency with adopted plans including the Bayfront Specific Plan and the BCDC plans. These issues are considered in this section. No public agencies submitted comments specific to land use topics.

Existing Conditions

The Project Site is in the northeast portion of the City, within the boundaries of the Bayfront Specific Plan. For the purpose of this land use discussion, the "project vicinity" encompasses approximately a one-quarter mile radius from the center of the Project Site. The subsequent paragraphs document the land uses and development intensities in the project vicinity. The land use and zoning designations of the Project Site are discussed under Applicable Plans and Regulations, later in this section.

Adjacent Uses

Land uses in the vicinity of the Project Site generally include vacant land, industrial, office, and recreational uses. Within a 0.25-mile radius of the Project Site, land uses include Fisherman's Park and the Bay Trail to the east, light-industrial buildings and warehouses to the south along Beach Road, and office buildings to the west across Sanchez Channel. Fisherman's Park is approximately 0.7 acres and is maintained and operated by the County of San Mateo. Park facilities include a parking lot and a fishing area on the rocky berms that retain the fill in this area. The Bay Trail, which runs along the Bay from Fisherman's Park, southward, includes a pedestrian pathway and several benches.

Immediately adjacent to southern portion of the Project Site are three one- to two-story light industrial buildings and associated surface parking lots, which front onto Beach Road. A pedestrian bridge, which is part of the Bay Trail network, connects this light-industrial area with the office park across Sanchez Channel to the west. The office complex to the west of the Project Site consists of five buildings ranging from 27 feet to 98 feet in height, approximately 1,350 parking spaces (surface and garage parking), and open space. The office complex is bound by Airport Boulevard to the north, Sanchez Channel to the east, Sanchez Lagoon to the south, and the Anza parking lot for airport parking to the west. This area is included in the Anza subarea of the Bayfront Specific Plan and designated as Waterfront Commercial. Permitted land uses at the office park include hotels, offices, destination restaurants, and selected interim uses.

The largest building in this office complex, at 555 Airport Boulevard, is currently occupied by Virgin America and is directly across Sanchez Channel from the southwest corner of the Project Site. This building consists of approximately 143,299 square feet and is 98 feet in height. In addition, approximately 0.6 acres of open space is located behind this building, along Sanchez Channel and Sanchez Lagoon, which consists of a lawn, trees, benches, and pedestrian paths. The open space connects the extension of the Bay Trail along Sanchez Channel with the Bay Trail along Sanchez Lagoon.

To the north of the office complex, across Airport Boulevard, is an unused parcel of land. This parcel includes vacant, inaccessible open space and a paved surface parking lot for a former restaurant. The restaurant was located on a boat that is currently docked near the outlet of the Sanchez Channel. Although this area, which is directly across the Sanchez Channel from the 350 Airport Boulevard Site, is unoccupied, permitted land uses under the Bayfront Specific Plan include hotels, destination restaurants, and commercial recreation.

Residential uses and neighborhoods are located approximately 0.25 miles south of the Project Site, across US 101. However, since this residential area is separated from the Project Site by US 101, land use changes associated with the Project would not impact the neighborhood.

Project Site

As described in Section 2, Project Description, for the purposes of the analysis contained in this EIR, the Project Site refers to both the 300 Airport Boulevard Site and the 350 Airport Boulevard Site. These two sites collectively comprise 26.70 acres. The 300 Airport Boulevard Site is approximately

18.12 acres and the 350 Airport Boulevard Site is approximately 8.58 acres. In addition, the Project includes 1.57 acres of Eastern Shoreline land to the east of the 300 Airport Boulevard Site. The Project Site is in the northeast portion of the City, within the boundaries of the Bayfront Specific Plan. The Project Site is north of US 101, immediately adjacent to the Bay to the north and east, and Sanchez Channel to the west.

300 Airport Boulevard. The 300 Airport Boulevard Site is currently accessible from Beach Road and is bound by Airport Boulevard to the north, Airport Boulevard and the Bay to the east, light-industrial buildings along Beach Road to the south, and Sanchez Channel to the west. The 300 Airport Boulevard Site consists of two parcels: Assessor's Parcel Numbers 026-350-130 and 026-350-080. In addition, the Eastern Shoreline area, to the east of the 300 Airport Boulevard Site, is the Airport Boulevard right-of-way within the southern portion of Assessor's Parcel Number 026-350-100.

The 300 Airport Boulevard Site is currently vacant and consists of impervious surfaces and vegetation. Previously, the site was developed as the Burlingame Drive-In Theater, with four screens and a projection/concession building, located on reclaimed land supported by perimeter dikes of concrete rubble and soil. The cinema complex operated from 1965 to 2001 and was demolished in 2002. The site was then re-graded for future construction activities.[1]

350 Airport Boulevard. The 350 Airport Boulevard Site is bound by the Bay to the north, Fisherman's Park to the east, Airport Boulevard to the south, and the outlet of Sanchez Channel to the west. The 350 Airport Boulevard Site consists of two parcels: Assessor's Parcel Numbers 026-350-120 and 026-350-110. The northern portion of Assessor's Parcel Number 026-350-100 to the east of the 350 Airport Boulevard Site includes Fisherman's Park, which is operated by San Mateo County.

The 350 Airport Boulevard Site consists of an abandoned one-story wooden structure and vacant paved surfaces. The site was formerly occupied by a 41,000 square foot concrete warehouse structure and was leased by Hertz for rental car maintenance and storage.[2]

Applicable Plans and Regulations

Plans and regulations applicable to the Project include the City of Burlingame General Plan (General Plan), the Bayfront Specific Plan, the City of Burlingame Municipal Code, the City of Burlingame Bicycle Transportation Plan, BCDC Bay Plan and Public Access Guidelines for the San Francisco Bay, the ABAG Bay Trail Plan and Design Guidelines, and the San Mateo County Comprehensive ALUP. These plans and regulations are discussed in detail below.

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1 Treadwell & Rollo, "Phase I Environmental Site Assessment 350 Beach Road, Burlingame, California," January 24, 2006.

2 Environmental Science Associates, "Legaspi Plaza Hotel Draft Environmental Impact Report," March 1984.

City of Burlingame General Plan

The General Plan, which guides the physical development and character within the City, is applicable to the Project. All elements of the General Plan apply to the Project, including the Circulation Element, Open Space Element, Conservation Element, Seismic Safety Element, Safety Element, Scenic Roads and Highways Element, the Noise Element and Land Use Element. The Project is within the boundaries of the Bayfront Specific Plan, which is an amendment to the land use element of the General Plan and provides more specific land use direction for this area. The project is subject to the regulations, goals, and policies implemented under this plan. However, the Bayfront Specific Plan only addresses the land uses in the area. As such, the General Plan, which guides the physical development and character within the City, is applicable to the Project as well. The elements from the General Plan that apply to the Project include the Circulation Element, Open Space Element, Conservation Element, Seismic Safety Element, Safety Element, Scenic Roads and Highways Element, and the Noise Element.

City of Burlingame Bayfront Specific Plan

The Bayfront Specific Plan contains the City's goals and development policies for growth and expansion in the Bayfront Area. The plan also establishes community standards to be used as a basis for individual projects and site-specific environmental analysis. The Bayfront Specific Plan was approved by the Burlingame City Council in April 2004 and amended in August 2006.

It is important to note that the adoption of the Bayfront Specific Plan is an amendment to the land use element of the General Plan. By adopting the goals and policies of the Bayfront Specific Plan, the plan is the overlaying statement of the City's development policy for the Bayfront Area. The land use designations and densities of development set out for each subarea are the guiding regulations of planned land use densities for each subarea, but any changes would be required to be consistent with the General Plan.[3] As such, the Land Use Element of the General Plan is not discussed in this section. Nonetheless, other elements of the General Plan still apply to the Project, as discussed in more detail below.

Goals and Policies. Specific Plan goals and policies that pertain to the development of the Project, which were adopted for the purpose of avoiding or mitigating an environmental impact, are presented in Table 3.2-2 later in this section. This table also provides a consistency analysis in accordance with the significance criteria that would apply to the Project.

Land Use Designations. Land use designations assigned by the Specific Plan for the Project Site are summarized in Table 3.2-1 by assessor parcel number. The Project Site is within the Anza Point subarea of the Bayfront Specific Plan, which is considered the gateway to the Burlingame Bayfront. This subarea, with a land use designation of Anza Point Waterfront Commercial, is divided into two separate zoning districts: Anza Point North (APN) and Anza Point South (APS). Currently, the majority of the 300 Airport Boulevard Site is in the APN zoning district; however, a 0.4-acre parcel

[3] City of Burlingame, *Burlingame Bayfront Specific Plan*, Approved April 5, 2004, as amended August 21, 2006.

that extends from the Project Site to Beach Road is in APS. The 350 Airport Boulevard Site is within the Anza Point subarea of the Bayfront Specific Plan. The land use designation of the 350 Airport Boulevard Site is Anza Point Waterfront Commercial and the site is fully within the APN zoning district.

Table 3.2-1
Zoning Districts and Land Use Designations by Assessor's Parcel Number

Assessor's Parcel Number	Existing Zoning District	Existing Land Use Designation	Proposed Changes
300 Airport Boulevard Site			
026-350-130	APN/APS	Waterfront Commercial	APN Zoning District only
026-350-080	APN	Waterfront Commercial	None
350 Airport Boulevard Site			
026-350-120	APN	Waterfront Commercial	None
026-350-110	APN	Waterfront Commercial	None

Appropriate land uses in the APN zoning district include visitor-oriented and employee-attracting land uses such as hotels (including extended stay), offices, restaurants (destination), training facilities, commercial recreation, publicly owned recreation areas, and adult-oriented businesses. Office uses are allowed at densities up to 0.6 FAR and recreational facilities are permitted at densities up to 0.5 FAR.[4]

Burlingame Municipal Code, Title 25 Zoning Ordinance

Title 25 of the Burlingame Municipal Code, the City's Zoning Ordinance, sets forth development regulations for each parcel within the City. As stated above, the majority of the Project Site is zoned as APN. The intention of this zoning designation is to attract development that would benefit from the proximity to the open water areas of San Francisco Bay and its estuaries, support public recreation and access along San Francisco Bay, and protect the area as a natural and recreational resource. As stated in Chapter 25.48.010 of the Municipal Code, future development consistent with the Bayfront Specific Plan would create a viable transition from the heavy commercial uses along US 101 to the visitor-oriented uses along the Bay Trail and office uses. Bay orientation would be developed on the vacant land at the north end of the Anza Point subarea and would establish a bayside gateway to Burlingame on its eastern end, while contributing to the revenue base of the City. Permitted uses in the APN zoning district include motels, hotels, restaurants, office uses, training facilities, commercial recreation facilities, publicly-owned recreation areas, adult-oriented businesses, and accessory uses.

In addition, an approximately 0.4-acre portion of the 300 Airport Boulevard Site is zoned as APS. According to Chapter 25.49.010 of the Municipal Code, the purpose of these regulations for APS is to direct the siting and development of structures, adhering to the development policies and adopted design guidelines of the Bayfront Plan. Permitted uses in the APS zoning district include recreation-related retail sales, publicly-owned recreation facilities, office uses, any light industrial or

[4] The City of Burlingame Municipal Code, Chapter 25.08.265, defines Floor Area Ratio (FAR) as "the ratio of the gross square footage of the floor area of a building or buildings to the lot on which the building or buildings are located. FAR for any lot includes new structures to be built and those remaining."

manufacturing use, warehouses and storage facilities, outdoor storage materials, service businesses including contractors, and shipment services.

Bicycle Transportation Plan

The Bicycle Transportation Plan was adopted in October 2004 as an amendment to the Circulation Element of the General Plan. The purpose of the Bicycle Transportation Plan is to identify the regional and local bicycle routes through Burlingame, explore how the bicycle routes can be made more safe and accessible, and provide a framework for making physical improvements to the bicycle route system. This plan is applicable to the Project because Airport Boulevard, which currently bisects the Project Site, is designated as a Bike Lane. In addition, the Bay Trail, which currently travels to the east and west of the Project Site, is designated as a Bike Path.[5]

BCDC Bay Plan and Public Access Design Guidelines for the San Francisco Bay

BCDC has jurisdictional authority over the Bay, the 100-foot-wide shoreline band surrounding the Bay, salt ponds, managed wetlands, and certain waterways as defined in the San Francisco Bay Plan. BCDC has permitting authority for development within the 100-foot shoreline band and is also responsible for issuing Bay filling and dredging permits. The grounds on which development applications are approved or denied are outlined in the San Francisco Bay Plan.

The San Francisco Bay Plan was completed and adopted by BCDC in 1968 and submitted to the California State Legislature in 1969. The Legislature acted upon BCDC's recommendations in the Bay Plan and revised the McAteer-Petris Act by designating BCDC as the agency responsible for maintaining and carrying out the provisions of the Act and the Bay Plan for the protection of the Bay and its natural resources, as well as the development of the Bay and shoreline. The McAteer-Petris Act directs BCDC to exercise its authority to issue or deny permit applications for placing fill, extracting materials, or changing the use of any land, water, or structure within the area of its jurisdiction.[6]

The latest amendment to the Bay Plan was adopted in October 2011 (Resolution 11-08), which added new climate change findings and policies and encourages jurisdictions to develop regional adaptive management strategies. It also revised findings and policies pertaining to tidal marsh and tidal flats, safety of fills, protection of shoreline, and public access.[7] However, the analysis contained in this

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5 City of Burlingame Planning Department, "Bicycle Transportation Plan," Amendment to the Circulation Element of the General Plan, as approved by the Burlingame City Council Resolution No. 91-2004, October 18, 2004.

6 San Francisco Bay Conservation and Development Commission, "San Francisco Bay Plan," 1969, amended February 2008, website: http://www.bcdc.ca.gov/pdf/planning/plans/bayplan/bayplan.pdf, accessed September 15, 2011.

7 San Francisco Bay Conservation and Development Commission, "Resolution No. 11-08: Adoption of Bay Plan Amendment No. 1-08 Adding New Climate Change Findings and Policies to the Bay Plan; And Revising the Bay Plan Tidal Marsh and Tidal Flats; Safety of Fills; Protection of the Shoreline; and Public Access Findings and Policies," website: http://www.bcdc.ca.gov/proposed_bay_plan/10-01Resolution.pdf, accessed October 31, 2011.

Draft EIR bases compliance conclusions on the BCDC Bay Plan effective upon the release of the NOP for this Project (December 2010).

The purpose of the BCDC Public Access Design Guidelines for the San Francisco Bay (Bay) is to provide the Bay region with a design resource for development projects along the shoreline of the Bay. These guidelines provide suggestions for site planning, as well as recommendations for designing and developing attractive and usable public access areas. The guidelines are not legally enforceable standards, but are an advisory set of design principles aimed at enhancing shoreline access while providing for the protection of Bay resources, regional livability, and local economic prosperity.

The guidelines are general in scope due to the varied conditions of the shoreline and the numerous uses that occur along the Bay. They are applicable to all development projects within BCDC's jurisdiction and are intended to complement the guidelines and design standards of the local municipalities within the region. Although the Public Access Design Guidelines are advisory, they have been adopted by BCDC and are based on San Francisco Bay Plan policies. The guidelines also reflect past recommendations of BCDC's Design Review Board and formal decisions of the BCDC.[8]

ABAG Bay Trail Plan and Design Guidelines

The Bay Trail Plan proposes development of a regional hiking and bicycling trail around the perimeter of the San Francisco and San Pablo Bays. The Bay Trail Plan mandates that the Bay Trail provide connections to existing park and recreation facilities, create links to existing and proposed transportation facilities, and be planned in a way to avoid adverse effects on environmentally sensitive areas. The Bay Trail Plan policies and design guidelines are intended to complement, rather than supplant, the adopted regulations and guidelines of local managing agencies. Implementation of the Bay Trail Plan relies on the continued cooperation among shoreline property owners, and federal, State, and local agencies with jurisdictions over the trail alignment.[9]

The Bay Trail currently runs along the eastern border of the 300 Airport Boulevard Site and ends at Fisherman's Park. However, Beach Road, to the south of the 300 Airport Boulevard Site, is designated as an on-street, unimproved Bay Trail by the Bay Trail Map.[10] This segment serves to connect the Bay Trail to the east of the 300 Airport Boulevard Site with the Bay Trail that runs north-south on the western bank of Sanchez Channel and along the northern bank of Sanchez Lagoon. A bicycle/pedestrian bridge spans Sanchez Channel to the south of the Project Site to connect the Bay Trail. In addition, the Bay Trail Map designates the northern and western boundaries of the 350 Airport Boulevard Site as a "Planned Bay Trail," which is a future trail not yet developed. The 300 Airport Boulevard Project would include improvements to the existing Bay Trail system and therefore would need to adhere to the Bay Trail Plan and its Design Guidelines.

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8 San Francisco Bay Conservation and Development Commission, "Shoreline Spaces: Public Access Design Guidelines for the San Francisco Bay," April 2005.

9 Association of Bay Area Governments, "Bay Trail Plan," June 30, 1999, website: http://www.baytrail.org /baytrailplan.html, accessed on April 22, 2011.

10 Association of Bay Area Governments, "San Francisco Bay Trail: San Francisco Peninsula," 2011, website: http://www.baytrail.org/Maps/SF_Peninsula.pdf, accessed on April 22, 2011.

Airport Land Use Plan

State law establishes an Airport Land Use Committee (ALUC) in each county to coordinate the compatibility of new developments near airports. The ALUP contains chapters that outline land use policies for every airport in the county. ALUP Chapter V, *San Francisco International Airport Land Use Plan*, applies to the geographic areas in incorporated cities and unincorporated areas in the vicinity of San Francisco International Airport (SFO) that are affected by aircraft noise, and that are subject to restrictions on the height of structures and/or objects near the airport, and airport/aircraft safety guidelines. Since the Project Site lies within the safety zones delineated for the airport, the provisions of the ALUP are applicable to the Project.

The ALUC has adopted Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Air Space that defines areas (called imaginary surfaces in the regulations) where height restrictions apply to natural and manmade objects.[11,12] Development projects that lie within these areas are subject to review by the Federal Aviation Administration (FAA) for their potential effects on aircraft safety. The Project Site lies between the 161 and 211-foot height contours for the SFO airport.[13] In addition, the regulations address potential light, glare, and air emissions that could distract aircraft operators.

The Project Site also lies within SFO's 60 CNEL Aircraft Noise Contour Measure.[14] Conformance with the noise policies in the ALUP is addressed in Section 3.7, Noise.

Coyote Point Recreation Area Master Plan

The Coyote Point Recreation Area Master Plan (Master Plan) was prepared for the County of San Mateo and approved on February 26, 2008, and covers the Coyote Point Recreation Area, which includes the Bay Shoreline east of the Project Site. Development and management of park facilities are guided by the 1971 Master Plan, with few park improvements since the 1970s. Within the last few years there have been several requests for new programs and facilities, and expansion of existing programs. The planning process that led to the preparation of the Master Plan was developed to provide an opportunity to receive community input, assess what elements need improvement, and develop a vision for the future.[15]

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[11] Imaginary surfaces are imaginary planes around the approach/departure path that identify the objects, such as a building, to be evaluated for consistency with FAR Part 77, *Objects Affecting Navigable Air Space*.

[12] San Mateo County Comprehensive Airport Land Use Plan, Chapter V, San Francisco International Airport Land Use Plan, p. V.-1, V.-20, 1996.

[13] San Mateo County Comprehensive Airport Land Use Plan, Chapter V, San Francisco International Airport Land Use Plan, "Objects Affecting Navigable Airspace".

[14] San Mateo County Comprehensive Airport Land Use Plan, Chapter V, San Francisco International Airport Land Use Plan, "Aircraft Noise Contour Measured in CNEL".

[15] County of San Mateo Parks Department, Coyote Point Recreation Area Final Master Plan, Approved February 26, 2008.

Impacts and Mitigation Measures

Standards of Significance

CEQA requires that an EIR consider whether a proposed project may conflict with any applicable land use plan, policy, or regulation that was adopted for the purpose of avoiding or mitigating an environmental impact. This environmental determination differs from the larger policy determination of whether a proposed project is consistent with a jurisdiction's general plan (and, in the case of Burlingame, the Specific Plan). The former determination (that is intended for consideration in a CEQA document) is based on, and limited to, a review and analysis of environmental matters. The latter determination, by comparison, is made by the decision-making body of the jurisdiction (in the case of Burlingame, the Planning Commission) and is based on a jurisdiction's broad discretion to assess whether a proposed project would conform to the policies and objectives of its General Plan/Specific Plan as a whole. In addition, the broader General Plan consistency determination takes into account all evidence in the record concerning the project characteristics, its desirability, as well as its economic, social, and other non-environmental effects.

Conflicts of a project with policies do not, in and of themselves, constitute significant environmental impacts. Policy conflicts are considered environmental impacts only when they would result in direct environmental effects. Decision-makers will need to consider the consistency of the proposed development with applicable plans and policies that do not directly relate to physical environmental issues when determining whether to approve or disapprove the Project. As such, this discussion is provided solely to help decision-makers.

Under CEQA, the Project would result in a significant land use and planning impact if it individually or cumulatively would:

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect.

The Project would also have a significant impact if it would physically divide an established community or conflict with a habitat conservation plan. However, as analyzed in the Initial Study (Appendix B), the Project would result in no impact regarding these topics. As stated in the Initial Study, no residential uses are within the immediate vicinity of the Project Site and no established communities are in the area. As such, the Project would not physically divide an established community, resulting in no impact. In addition, the Project would not conflict with any known habitat conservation plans, natural community conservation plans, or other approved local or regional conservation plans because there are no approved plans that apply to the Project Site. Therefore, these topics are not discussed further in this section.

Environmental Analysis

For each potential impact associated with the Project, a level of significance is determined and is reported in the impact statement. Conclusions of significance are defined as follows: significant impact (S), potentially significant impact (PS), less than significant impact (LTS), or no impact (NI). For each

impact identified as being significant (S) or potentially significant (PS), this EIR provides mitigation measures to reduce, eliminate, or avoid the adverse effect. If the mitigation measures would reduce the impact to a less-than-significant (LTS) level successfully, this is stated in this EIR. If the mitigation measures would not diminish significant or potentially significant impacts to a less-than-significant level, the impacts are classified as "significant unavoidable impacts (SU)." The impacts of the potential development of the 350 Airport Boulevard Site are evaluated in this EIR on a programmatic level. Following the submittal of a project-specific development proposal for the 350 Airport Boulevard Site, additional environmental analysis would be required. For this section, LU refers to Land Use.

LU-1 Conflicts with Adopted Land Use Plans and Policies. Implementation of the Project would be generally consistent with the City's Bayfront Specific Plan Land Use Designations and goals, the Municipal Code zoning, and BCDC, ABAG, and ALUP plans. Redesignation, rezoning, and changes to the existing Zoning Ordinance as proposed under the Project would remove potential inconsistencies with adopted land use plans and policies. As such, the impact would be less than significant. (LTS)

300 Airport Boulevard

Consistency with the Bayfront Specific Plan Land Use Designation

As shown in Figure 2-2 in Section 2, Project Description, and as discussed in Table 3.2-1 above, the majority of the 300 Airport Boulevard Site falls within the APN subarea of the Bayfront Specific Plan. However, a small portion (0.4 acres) of the 300 Airport Boulevard Site is included in the APS subarea. The Project would include the entire 300 Airport Boulevard Site in the APN subarea. As such, an amendment would need to be made to the Anza Point Land Use Map to reflect the rezoning of this area from APS to APN.

The land use designation for both APN and APS is Waterfront Commercial. However, the plan differentiates between the APN and APS areas, and the APN and APS zoning districts have different permitted uses. APS allows office, manufacturing, recreation-related retail, service businesses, and publicly owned recreation facilities. Changing the zoning to APN would permit hotels, offices, restaurants, training facilities, commercial recreation, and publicly owned recreation areas at the entire 300 Airport Boulevard Site. Under the Project, a swimming pool, which would be associated with the amenities center, would be located in this 0.4-acre area that is currently zoned as APS. Therefore, changing the zoning to APN is needed to allow this commercial recreational component of the Project.

Currently, office uses are allowed at 0.6 FAR and commercial recreation uses are allowed at 0.5 FAR within the APN subarea. Under the Project, the Specific Plan and APN zoning district would be amended to increase office uses from 0.6 FAR to 1.0 FAR, and to increase commercial recreation facilities from 0.5 FAR to 1.0 FAR. Further, amendments to the Design Guidelines of the Specific Plan for the Anza Point Subarea would be needed to allow for changes to required front and internal setbacks and heights of buildings, and to reflect the

proposed roadway realignment through the 300 Airport Boulevard Site, which are discussed further, below.

Following adoption of the proposed Bayfront Specific Plan amendments, the 300 Airport Boulevard Site would be consistent with the Bayfront Specific Plan. Therefore, a less-than-significant impact would result with respect to Comprehensive Plan land use designations.

Consistency with Bayfront Specific Plan and the General Plan Goals and Development Policies

The Project is required to be consistent with the Bayfront Specific Plan. Table 3.2-2 outlines the Bayfront Specific Plan policies (both the general policies and the Design Guideline policies that apply specifically to the Anza Point subarea) that have been identified as applicable to the Project. In the table, a determination of "Consistent" or "Inconsistent" is provided for each policy. The determination of whether or not the 300 Airport Boulevard Project (referred to in the below table as "Project") would conflict with applicable policies is based on either the Project Description or, for policies adopted for the purposes of mitigating an environmental impact, on the environmental analysis provided in subsequent sections of this EIR. Table 3.2-2 describes environmental effects and policy conflicts.

Where the environmental analysis identifies necessary mitigation measures, the analysis in Table 3.2-2 briefly describes those measures as they relate to consistency with General Plan or Bayfront Specific Plan policies. These mitigation measures and the impacts they address are more fully outlined in the relevant subsections of Section 3.

Generally, the 300 Airport Boulevard Project would be consistent with the Specific Plan goals and policies. It should be noted that the ultimate determinations of Bayfront Specific Plan consistency can and will be made by the Planning Commission. In addition, the ultimate findings of the Bayfront Specific Plan consistency do not require that a project be entirely consistent with each individual Bayfront Specific Plan policy. A proposed project can be generally consistent with a specific plan even though the project may not promote every applicable goal and policy. Assuming the approval of the Project, the Project would generally be consistent with the applicable policies, resulting in a less-than-significant impact.

Table 3.2-2
Comparison of Project to Bayfront Specific Plan Policies

Bayfront Specific Plan/General Plan Policy	300 Airport Boulevard Consistency
Bayfront Specific Plan Goals and Development Policies	
Goal A: Land uses in the Bayfront Area should reflect the special locational value of the area including its adjacency to San Francisco Bay, a regional freeway (US 101) and to San Francisco International Airport.	
Policy A-1. Encourage a vibrant visitor oriented destination which includes hotels, corporate campus, biotech and commercial employment centers and supports the developed residential area of the city.	CONSISTENT. In addition to the office/life science uses, the Project would include an amenities center, which would provide a cafeteria, gym, and childcare center and would be open to the public, and improved public open space. In addition, retail uses and food services could potentially be included on the ground floors of Buildings B1, B2, B3, and B4, and the amenities center and would also be accessible to the public. These features would help the site to become a visitor-oriented destination.
Policy A-2. Land uses on the east side of US 101 should be environmentally consistent with, and supportive of, Burlingame's main function as a residential community.	CONSISTENT. The Project would not include residential uses and would be separated from Burlingame's residential community by US 101. As such, existing residential uses in the City would not be impacted by the Project.
Policy A-3. Future design and development of the Bayfront Area should be based on the unique attributes of each Bayfront Subarea and its special contribution to the community's economy and sense of place.	CONSISTENT. The Project would be designed and developed per the Design Guidelines of the Anza Point subarea. The Planning Commission would review the site plans and building designs as part of the design review process before Project approval.
Policy A-4. Given the proximity to San Francisco Bay and the history of fill and development of Burlingame's Bayfront, the area should be tied together by the Bay Trail system and focal points of active and passive recreation and open space.	CONSISTENT. The Project would include rehabilitation of the Bay Trail and access to the shoreline. 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 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. In addition, the Bay Spur Trail would be along the Sanchez Channel in the 100-foot shoreline band. The Project would include a pedestrian plaza with a kinetic art feature midway along this trail.
Policy A-5. Encourage land uses which provide a connection between the east and west sides of US 101.	CONSISTENT. The Project would include retail, a cafeteria, a childcare facility, and a gym at the amenities center and could potentially include retail and food services in the office/life science buildings. In addition, the Project would enhance the Bay Trail and access to the Bay shoreline. All of these uses would be open to the public and would encourage residents from the west side of US 101 to visit the east side.

Table 3.2-2
Comparison of Project to Bayfront Specific Plan Policies

Bayfront Specific Plan/General Plan Policy	300 Airport Boulevard Consistency
Goal B: Protect and enhance the unique qualities of Burlingame's shoreline environment.	
Policy B-1. New development should be designed to respect the unique environmental characteristics of the Bayfront Area including wind, noise, and public safety.	CONSISTENT. The Project would respect the characteristics of the Bayfront Area noise environment as it would not contribute substantially to further increase 24-hour average outdoor noise level. In addition, public safety would not be compromised as a result of the Project. Further, the wind shadow that would be caused by the 300 Airport Boulevard Project would not substantially affect any of the windsurfing launch sites at Coyote Point Recreation Area.
Policy B-2. Enhance the role of Burlingame's Bayfront and shoreline, including all areas affected by tidal waters, in the San Francisco Bay ecosystem and consider the impact of future development on the viability of the Bay's ecosystem and recreational use of the Bay.	CONSISTENT. The Project would enhance the Bayfront and shoreline through shoreline improvements. These improvements would include rehabilitation of the Bay Trail, plazas, a waterfront overlook, pedestrian lighting, seating, landscaping, and an overlook guardrail. The Bay Trail would also include bicycle racks, benches and seating areas, drinking fountains, and trash and recycling bins. However, ground disturbance during construction of the Project would potentially result in the loss of wetlands. These areas could be considered under Army Corps of Engineers (Corps) jurisdiction and therefore would require a permit. Implementation of Mitigation Measures BR-3.1 and BR-3.2 would reduce the Project's impact on wetlands to a less-than-significant level.
Policy B-3. Especially in the areas with water frontage, promote development which is compatible with the existing environmental constraints in the area; discourage uses in the area where the existing environmental influences will affect the economic viability of the use or have a negative impact on the local recreation, visitor-oriented and employee center uses.	CONSISTENT. The Project would front onto the Bay to the east and Sanchez Channel to the west. The Project would be compatible with the existing environmental constraints in the area. The Project would encourage local recreation with the rehabilitation of the Bay Trail and would encourage visitor-oriented uses. In addition, since the Project would include 730,000 square feet of life science/office uses, and potentially retail and food services, it would have a positive impact as an active employee center.
Policy B-4. Continue measures to protect, preserve and enhance, but provide visual access to the valuable designated wetland areas within the planning area.	CONSISTENT. The wetland areas would be visually accessible with the development of the Project. Wetland areas mainly exist in and around Sanchez Lagoon, which would be visible from the Bay Trail along the eastern bank of Sanchez Channel. Currently, there are no publicly-accessible views from the 300 Airport Boulevard Site to Sanchez Lagoon. However, implementation of the Project would include the extension of the Bay Trail to the western portion of the site, allowing public views of this designated wetland area. Construction of the Project would not impact the wetlands around Sanchez Lagoon. In addition, a number of depressions and channels in the eastern and southern portion of the 300 Airport Boulevard Site retain surface water for extended periods, and as a

Table 3.2-2
Comparison of Project to Bayfront Specific Plan Policies

Bayfront Specific Plan/General Plan Policy	300 Airport Boulevard Consistency
	result support a variety of ruderal wetland plant species. These could be considered wetlands by the Corps. Mitigation Measure BR-3.2 would require no net loss of wetlands through avoidance or mitigation banking. As such, the wetlands would be protected under the Project and visual access would be enhanced.
Goal C: Promote recreational opportunities along the San Francisco Bay shoreline environment.	
Policy C-1. Design criteria for development shall take best advantage of proximity to, recreational use of, and public access to the San Francisco Bay shoreline environment.	CONSISTENT. The Project would enhance the Bay Trail system and include a Bay Spur Trail at the 300 Airport Boulevard Site. Public access to the Bay shoreline would be provided by the Bay Trail and its amenities. In addition, public parking would be included at the 300 Airport Boulevard Site to access the Bay Trail and Fisherman's Park.
Policy C-2. Develop a consistent Bay Trail standard to be used along all edges of the Bay in Burlingame; require each site to connect seamlessly to the existing portions of the Bay Trail system and to provide clearly marked access from the closest public street to the Bay Trail.	CONSISTENT. The Bay Trail currently runs along the east of the 300 Airport Boulevard Site along the Bay, but is broken as it runs along Airport Boulevard to the west and across the Sanchez Channel. The Project would enhance connectivity of the Bay Trail system and provide a continuous connection through the site. In addition, there is currently no public access along the eastern side of Sanchez Channel, and the Project would provide a spur trail through this area, which would facilitate a future connection to the pedestrian bridge to the south across Sanchez Channel. Signs would be provided consistent with the ABAG Bay Trail Plan. As stated in Trail Design Policy 20, "a consistent signing program should be established throughout the trail system, using a Bay Trail logo which will identify trails within the Bay Trail system as distinct from other connecting trails." The Project would adhere to this policy in order to maintain a consistent form of identification of the Bay Trail.
Policy C-3. Require all private property owners with parcels fronting on shoreline subject to tidal action to develop and maintain shoreline access and trails which will create a uniform and continuous recreational opportunity suitable for a variety of recreational uses and access along the entire shoreline.	CONSISTENT. The shoreline band adjacent to the 300 Airport Boulevard Site would be accessible to the public. Although the 300 Airport Boulevard Site would be private property, the Bay Trail and shoreline would be accessible to the public via the site. Public parking would be provided by the Project for people who want to access the Bay Trail and shoreline from this area.
Policy C-4. Enhance the Anza Point Area and Fisherman's Park as a recreational destination.	CONSISTENT. The Project would enhance the Anza Point subarea with trails, vegetation, plazas, and other pedestrian-oriented development. However, the Project would not include improvements to Fisherman's Park, as it is operated by the County. Nonetheless, access to Fisherman's Park would be improved as an offshoot of Airport Boulevard. This access point, in the northeast corner of the site, would also include parking Fisherman's Park users.

Table 3.2-2
Comparison of Project to Bayfront Specific Plan Policies

Bayfront Specific Plan/General Plan Policy	300 Airport Boulevard Consistency
Policy C-5. Encourage a destination commercial recreation feature of a large scale at the retail nodes or along the lagoon frontage.	CONSISTENT. The Project would include a gym and swimming pool at the amenities center, which would be considered a commercial recreation land use. The public would be able to become members of the amenities center. The Project Site is not within an identified retail node nor is it along the lagoon frontage.
Policy C-6. Promote the proximity of the Bay and encourage use by creating visually prominent pedestrian connections to the Bay Trail across Bayshore Highway.	CONSISTENT. The Project would improve the Bay Trail system through the 300 Airport Boulevard Project Site and would provide visual pedestrian features such as plazas, vegetation, and water features. However, it is important to note that the Project Site is not adjacent to, or visible from the Bayshore Highway, which is approximately 0.7 miles west of the Project Site.
Policy C-7. Encourage safe pedestrian and bicycle access on the public right-of-way within the Bayfront Area and access to provide convenient east-west connections across US 101.	CONSISTENT. Pedestrian and bicycle access would be provided along the Bay Trail, the Spur Trail, and Airport Boulevard. The realigned Airport Boulevard would include bicycle lanes and sidewalks and would connect the 300 Airport Boulevard Site with the rest of the Bayfront Specific Plan area. Connections to the other side of US 101 would be via the Peninsula Avenue overcrossing, which was recently reconstructed and includes improved pedestrian and bicycle access.
Policy C-8. Work with adjacent public agencies to improve pedestrian/bicycle access at least from the north and south of the area to the recreational opportunities in the Bayfront Area, additional pedestrian/bicycle access at a midpoint is also highly desirable.	CONSISTENT. The Bay Trail, Spur Trail, and Airport Boulevard improvements would provide bicycle/pedestrian access to/from other Bayfront Specific Plan areas and recreational opportunities in the area, such as Fisherman's Park, and would link with the existing Bay Trail segments to the southeast.
Goal D: Development should yield a high revenue-to-cost ratio to the City.	
Policy D-1. Actively encourage land uses such as destination hotels, restaurants and employee-supporting retail uses which will provide a revenue base that will offer long-term economic support for improving service levels, as well as revitalizing and maintaining essential municipal services throughout the city.	CONSISTENT. Although the Project would not provide hotels or restaurants, employee-supporting retail uses would be included in the amenities center and potentially in the ground floor of the office/life science buildings. In addition, food services (although not restaurants) could potentially be included. The uses under the Project would revitalize the 300 Airport Boulevard Site considering that the site is currently vacant and unutilized. In addition, the Project would include an amenities center, which would provide long-term economic support in the City.
Policy D-2. Promote new uses which enhance the Bayfront Area as a destination for visitors and residents in order to support the local hotels, adjacent businesses and the economy.	CONSISTENT. The Project would include an amenities center with a childcare facility, a cafeteria, and a gym, all of which would be open to the public. In addition, the Project would include retail components and recreational opportunities would be provided by the rehabilitated Bay Trail. These amenities would make the site a destination for visitors and residents and would support the adjacent hotels and businesses.

Table 3.2-2
Comparison of Project to Bayfront Specific Plan Policies

Bayfront Specific Plan/General Plan Policy	300 Airport Boulevard Consistency
Policy D-3. Place a priority among land uses for those which best support the major local revenue generating uses; identify choice sites and create attractive development options for those support uses.	CONSISTENT. The land uses proposed under the Project would include office/life science uses, which would be able to generate revenue for the City through taxes. The auxiliary uses would also generate revenue, although to a lesser extent than the main office/life science uses.
Policy D-4. The cost of financing and maintaining the quality of community services expected in Burlingame's established residential areas discourages residential land uses east of US 101.	CONSISTENT. The Project would not encourage or include residential uses east of US 101.
Policy D-5. In order to support the economic vitality of the Bayfront Area until new planned infill development occurs consider transitional land uses whose use and siting design promotes and reinforces the landscaping and public access patterns of the Subarea in which it is located.	CONSISTENT. The Project would include landscaping in the form of onsite trees, street trees, shrubs, ground covers, berms, and decorative paved surfaces. In addition, the Project would include public access to the shoreline via the Bay Trail and Spur Trail throughout the site. The land uses would transition from hotel and office uses to the west (in the other areas under the Bayfront Specific Plan) to office/life science uses and recreational uses/open spaces at the 300 Airport Boulevard Site.
Policy D-6. Promote diversification of the lodging base by encouraging extended stay and destination hotels in certain subareas.	CONSISTENT. The Project does not include extended stay and/or destination hotels. Nonetheless, these are not the only uses allowed in the APN zoning district. Therefore, office/life science uses and commercial recreation uses, as proposed, are permitted and consistent with the zoning.
Goal E: Development throughout the planning area should be consistent with the capacity of the adjacent local road system and other public infrastructure.	
Policy E-1. Continue to insure that traffic can flow freely within the area by balancing the density of development with the needs of coastal access and access to community recreation opportunities, and the priority of supporting the city's revenue base.	CONSISTENT. Airport Boulevard would be realigned through the 300 Airport Boulevard Site to provide for more efficient access. In addition, an offshoot of Airport Boulevard to the north of the site would provide vehicular access and parking to the Bay Trail, which is considered a community recreation opportunity.
Policy E-2. Land use choices should establish a desirable level of service for transportation facilities based on a balance between traffic volumes and intersection capacities.	CONSISTENT. As determined by the Traffic Study, the Project Site roadways and roadways in the vicinity have adequate capacity to accommodate Project traffic.
Policy E-3. Disperse sites for development which generate high volumes of traffic at peak hours so that the impacts on the circulation system and access points to regional serving roadways are spread evenly throughout the planning area.	CONSISTENT. As determined by the Traffic Study, the Project Site roadways and freeway ramps have adequate capacity to accommodate Project traffic.

Table 3.2-2
Comparison of Project to Bayfront Specific Plan Policies

Bayfront Specific Plan/General Plan Policy	300 Airport Boulevard Consistency
Policy E-4. Implement identified roadway improvements along with future development so that the timing of traffic improvements will be coordinated with the increases in trips caused by development. When considering realignment or new alignment of roadways, encourage arterial roadways to be located away from the bay edge.	CONSISTENT. Airport Boulevard would be realigned to bisect the site from the southeast corner to the northwest corner. This would move the road away from the Bay edge and to the center of the site. The realigned Airport Boulevard would be designed to accommodate through-traffic and meet the site's needs for vehicle, pedestrian, and shuttle bus access and circulation.
Policy E-5. Continue to use the Bayfront Development fee as a fiscal mechanism for public/private sharing of the costs of transportation improvements necessary to maintain an appropriate level of service throughout the Bayfront Area.	CONSISTENT. The Project Sponsor would be required to pay the Bayfront Development fee, as implemented by the City. It is at the discretion of the City to impose the fee requirement.
Policy E-6. Pedestrian and bicycle access should be encouraged both within the area and to connect to the residential areas west of US 101.	CONSISTENT. Figure 2-9 in Section 2 of this document, Project Description, depicts the bicycle and pedestrian corridors with the Project. Pedestrian circulation would include new sidewalks on both sides of Airport Boulevard, walkways across landscaped areas in the West Campus and East Campus, and crosswalks across Airport Boulevard. Walkways would serve the bike commuter facilities and would also connect to open space at Sanchez Channel and the Eastern Shoreline Open Space. Crosswalks on Airport Boulevard would serve the East Campus and the West Campus in several locations. Airport Boulevard, through the site, is currently designated as a Bike Lane by the City's Bicycle Transportation Plan. As such, the realigned Airport Boulevard would include 14-foot-wide shared traffic and bike lanes on both sides of the road and would provide access to/from the site and to other parts of the Bayshore Specific Plan area. In addition, the Project would include bicycle commuter facilities to encourage this alternative mode of transportation. Bicycle access would also be provided on the rehabilitated Bay Trail. The residential areas west of US 101 would be accessible via the Peninsula Avenue overcrossing, to the southeast of the site.
Policy E-7. The Bay Trail should be designed to a standard, which allows for the compatible use of a variety of modes of recreational travel including walking, bicycling, wheel chair accessibility, roller blading, jogging.	CONSISTENT. Bay Trail improvements with the Project would be designed consistent to the Bay Trail Plan guidelines. Per the guidelines, the Bay Trail would provide recreational travel along a 4-foot-wide trail designated for jogging only and a two-way 10-foot-wide trail designated for all other forms of recreation including walking, bicycling, wheel chair accessibility, and roller blading.

Table 3.2-2
Comparison of Project to Bayfront Specific Plan Policies

Bayfront Specific Plan/General Plan Policy	300 Airport Boulevard Consistency
Policy E-8. Centrally located east-west pedestrian-bicycle accesses should be created across US 101 to connect the residential and retail activities on the east side to the recreation and visitor/employee opportunities along the Bayshore.	CONSISTENT. Bicycle/pedestrian access to/from the site would be connected with the Peninsula Avenue overcrossing. Pedestrian access would be provided by the Bay Trail, through Coyote Point Recreation Area, and bicycle access would be provided by Airport Boulevard, which bisects Peninsula Avenue.
Policy E-9. Bicycle lanes should be extended along Bayshore Highway and Airport Boulevard and should connect to the Bay Trail at the Anza Extension and Coyote Point Park public access at the southern City boundary.	CONSISTENT. A 14-foot-wide shared travel lane would be included on both sides of the realigned Airport Boulevard and would be designated as a "Bicycle Route" per the Bicycle Transportation Plan. Given the reduced design speed along this curved portion of Airport Boulevard, the wider travel lanes proposed, and the other pedestrian and bicycle amenities proposed, striped bike lanes would not be required through the Project Site. The Project Sponsor would provide signage and road markings to transition from the bike lanes to be installed along Airport Boulevard west of the Sanchez Channel bridge. There would be connections from the Airport Boulevard bicycle route to the Bay Trial, which would connect to the Coyote point Recreation Area.
Policy E-10. Development should occur within the capacity of the City's water and sewer infrastructure and within Burlingame's water allocation from the San Francisco Public Utility System's Hetch Hetchy Water System.	CONSISTENT. As described in Section 3.12, Utilities, the City has adequate capacity in its Individual Supply Guarantee of 5.23 mgd from the SFPUC to serve the water demands of the Project. Further, the City of Burlingame Waste Water Treatment Plant (WWTP) has adequate tertiary treatment capacity to accommodate the projected dry weather wastewater flows that would result from implementation of the Project. With implementation of the mitigation measures identified to reduce impacts to the City's sanitary sewer system, there would be adequate capacity to convey and treat peak wet weather wastewater flows at the WWTP.
Goal F: Development should be visually attractive, pleasing to those who work and visit the area, and also to those who use the area for recreation.	
Policy F-1. Design guidelines and development regulations should be adopted which will insure quality development which integrates the five Subareas into a cohesive Bayfront Area while being sensitive to the unique characteristics, environmental limitations, and appropriate land uses of each subarea.	CONSISTENT. The Project would adhere to the Anza Point Design Guidelines and the plans would be reviewed by the Planning Commission as part of the design review process.
Policy F-2. Site development should emphasize attractive public improvements including access to Bay waters, appropriate site and parking lot landscaping, and create a harmonious visual environment, which is consistent within each sub-planning area and combines into a whole Bayfront Area which is consistent with the tree city image of Burlingame.	CONSISTENT. The Project would improve the Bay Trail system through the 300 Airport Boulevard Project Site and would provide visual pedestrian features such as plazas, vegetation, and water features. The Project would include landscaping in the form of onsite trees, street trees, shrubs, ground covers, berms, and decorative paved surfaces.

Table 3.2-2
Comparison of Project to Bayfront Specific Plan Policies

Bayfront Specific Plan/General Plan Policy	300 Airport Boulevard Consistency
Policy F-3. All development should respect and value the views and sense of open space provided by the Bay and the coastal hills, and should consider appropriate protection of the views from existing development.	CONSISTENT. With the 300 Airport Boulevard Project, the 97- to 144-foot buildings would be visible from the Coyote Point Recreation Area and other surrounding areas. Nonetheless, the increase of development at the 300 Airport Boulevard Site would represent a small portion of the overall vista. In addition, multi-story development to the west of the 300 Airport Boulevard Site already partially obstructs sections of the Santa Cruz Mountains. There is existing development of similar size and scale as the Project in the area and the new height and bulk under this Project would not contribute to significant additional blockage of Santa Cruz Mountain and ridgeline views. As such, although the proposed height and massing would increase, the Project would represent an insignificant part of the overall view available. In addition, the Project would adhere to the Design Guidelines of the Anza Point subarea. Compliance with the landscaping and exterior building materials guidelines would further reduce the less-than-significant impacts.
Policy F-4. While considering the importance of visual contact with the Bay, the Bayshore Highway should be enhanced with consistent landscaping to extend the "tree city" image of Burlingame to this area which is so important to the city's identity and economic base.	CONSISTENT. Although the site is not adjacent to Bayshore Highway, landscaping throughout the 300 Airport Boulevard Site and along Airport Boulevard would include onsite trees, street trees, shrubs, ground covers, berms, and decorative paved surfaces. Landscaping would also include curvilinear concrete walls, mounds planted with native grasses, and native and appropriate plant materials. Landscape design throughout the 300 Airport Boulevard Site would provide a wind-protected outdoor environment, including clusters of small hill features spanning the east-west view and open space corridors between the buildings. In addition, the landscaping would integrate with the new plazas and the extension of the Bay Trail within the 300 Airport Boulevard Site with the visual character of the 100-foot shoreline band. However, to accommodate the Project, several existing trees would be removed. According to the site survey, there are five trees (less than 12-inches Diameter at Breast Height [DBH]) and 12 palm trees (less than 18 inches DBH) at the 300 Airport Boulevard Site.[16] Because of their size, those 17 trees would be considered insignificant and would be removed as a part of the Project. In addition, there are "Street Trees"[17] (trees within the public right-of-way) at the 300 Airport Boulevard Site, within the median of the existing Airport Boulevard. There are currently 26

[16] Martin M. Ron Associates, Land Surveyors, "Site Survey of Assessor's Parcel Numbers 026-350-080, 026-350-100, 026-350-110, 026-350-120, and 026-350-130 for Millennium Partners," December 10, 2007.

[17] Based on Chapter 11.04 of the Burlingame Municipal Code, a "Street Tree" means any woody perennial plant having a single main axis or stem commonly achieving 10 feet or more in height.

Table 3.2-2
Comparison of Project to Bayfront Specific Plan Policies

Bayfront Specific Plan/General Plan Policy	300 Airport Boulevard Consistency
	Melaleuca trees (Cajeput Trees) taller than 10 feet in height within the median along the north-south section of the existing Airport Boulevard (the eastern portion of the 300 Airport Boulevard Site). These are considered to be Street Trees based on the Code definition. In addition to the 17 on-site trees to be removed, all 26 Street Trees would be removed. However, these trees would be replaced. The realigned Airport Boulevard would feature trees on both sides of the street and within the median. New trees in the Airport Boulevard islands would need to be *Platanus acerifolia* (Columbia). The replacement trees would be consistent with the "tree city" image of Burlingame. However, it is important to note that the Project Site is not adjacent to, or visible from the Bayshore Highway, which is approximately 0.7 miles west of the Project Site.
Policy F-5. In order to achieve the aesthetic goals of the plan and implement the Bayfront Design Guidelines, extend the requirement for commercial design review to include all properties within the Bayfront Area.	CONSISTENT. The Project is subject to the commercial design review process as required under Section 25.48.052 of the Burlingame Municipal Code. The Project would be reviewed by the Planning Commission for consistency with the Anza Point Design Guidelines.
Policy F-6. Develop a sense of place by creating a unifying gateway treatment at entrances and throughout the area.	CONSISTENT. The Project would include new gateway features at the southeast and northwest corners of the site at the Airport Boulevard entrances. The new gateway elements along Airport Boulevard would include textured pavement, a monument pylon structure, signage figures, lighting, and landscaping, which would serve the dual purpose of announcing the site and also reducing traffic speeds.
Policy F-7. Shoreline properties, especially, should be developed with an orientation toward encouraging public access to and along the bay edge and should provide designated public access parking on site available to recreation users.	CONSISTENT. The rehabilitated Bay Trail would encourage public access to and along the Bay edge. Parking for Bay Trail users would be provided in the northern offshoot of Airport Boulevard in the northeast portion of the site. 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 is open, and would be posted as public access parking by the property owner as required by BCDC. This parking could also be used by recreation users of Fisherman's Park.
Policy F-8. Implementation of BCDC guidelines for the provision of public access to the shoreline should be supported.	CONSISTENT. The Project would adhere to the BCDC Guidelines. BCDC will review the Project elements within their jurisdiction and approval of these project elements from BCDC would be required.

Table 3.2-2
Comparison of Project to Bayfront Specific Plan Policies

Bayfront Specific Plan/General Plan Policy	300 Airport Boulevard Consistency
Goal G: Based on the unique environmental characteristics of each subarea, create a unified identity for the Bayfront Area through design.	
Policy G-5. Anza Point: Recognize that the Anza Point Area offers a unique opportunity for Burlingame given its location and development potential. Create a structure of streets, walks and open space to organize a mixed-use district of development that takes advantage of the area's unique opportunity and its proximity to Sanchez Channel and San Francisco Bay frontage.	CONSISTENT. The Project recognizes the development potential of the 300 Airport Boulevard Project Site and would provide a mix of uses including a corporate campus, an amenities center, and retail. In addition, the Project would realign Airport Boulevard to bisect the site and would include a revitalized Bay Trail and other open spaces throughout the campus. The upgrades to the Bay Trail and the Bay Spur Trail would take advantage of the site's proximity to Sanchez Channel and the Bay frontage. Although the Project would be consistent with Policy G-5, the Project Sponsor is proposing to amend this policy with additional text. The added text, as denoted below with an underline, would ensure further Project consistency: *G-5*. Anza Point: Recognize that the Anza Point Area offers a unique opportunity for Burlingame given its location and development potential. Create a structure of streets, walks and open space to organize a mixed-use or corporate campus district of development that takes advantage of the area's unique opportunity, visibility from Highway 101, and its proximity to Sanchez Channel and San Francisco Bay frontage~~.~~ to provide additional employment base close to existing residential areas in the vicinity, a prominent gateway to the City from the southern vantage point and to draw residents and visitors to the shoreline.
Policy G-6. Develop common design elements which unify the Subareas, particularly within the public right-of-way.	CONSISTENT. Design elements of the Project would be similar to the office complex across Sanchez Channel to the west. Currently, the project vicinity consists of vacant, unused parcels (300 and 350 Airport Boulevard Project Sites), the Bay Trail, Fisherman's Park, light-industrial buildings to the south, and office buildings to the west. The land use and visual pattern of the area is highly inconsistent and contrasting. The design of the proposed office/life science campus buildings is compatible with the office complex to the west. In addition, the Bay Trail improvements along eastern and western shorelines would help transition from the manmade office environment to the natural environment of the Bay and Sanchez Channel.
General Plan – Circulation Element	
Policy CI(A): The system of circulation proposed in this plan recognizes Burlingame's situation astride a major transportation corridor on the San Mateo Peninsula.	CONSISTENT. Airport Boulevard, the main arterial through Burlingame on the Bayside of US 101, would be realigned under the Project. This would help support the policy to strengthen Burlingame's place along a major transportation corridor. Airport Boulevard provides connections to San Mateo to the south and Millbrae to

Table 3.2-2
Comparison of Project to Bayfront Specific Plan Policies

Bayfront Specific Plan/General Plan Policy	300 Airport Boulevard Consistency
	the north. The realignment of Airport Boulevard to the center of the site is intended to advance circulation objectives of the City's Bayfront Specific Plan while providing traffic-calming effects to maintain a pedestrian-friendly atmosphere within the campus.
Policy CI(B): An integrated system of circulation facilities is recommended to link Burlingame to other parts of the Bay Area, permit traffic to move through the City with minimum impact on adjoining areas, and link residential areas with activity centers in the City.	CONSISTENT. As determined by the Traffic Study, the Project Site roadways and freeway ramps have adequate capacity to accommodate Project traffic. The Project does not include new circulation facilities that would impact adjoining areas.
Policy CI(C): The integrated system would coordinate rapid transit, local public transit, auto parking, and local auto traffic.	CONSISTENT. The transportation demand management (TDM) program includes a shuttle service linking the Project Site to local and regional transit providers. The Project would provide adequate parking to serve the Project Site.
Action CI(12): It is recommended that a parkway be established along the Bayfront connecting Burlingame's Bayside Park with San Mateo County's Coyote Point Park.	CONSISTENT. The Project would realign Airport Boulevard through the center of the 300 Airport Boulevard Site. Airport Boulevard would be surrounded on both sides by street trees and a center median within the roadway would include landscaping and vegetation. The realigned Airport Boulevard would efficiently connect vehicular travel between Bayside Park and the Coyote Point Recreation Area. In addition, the rehabilitated Bay Trail would provide a continuous connection between these two parks for bicyclists and pedestrians.
Policy CI(D): Special consideration should be given to the location and character of traffic carriers to ensure their compatibility with adjoining uses and to provide a framework within which each sub-area of the City can develop its own special characteristics and sense of local identity.	CONSISTENT. The Project does not include new roadways. The realigned Airport Boulevard would include traffic calming and gateway elements.
Bicycle Transportation Plan (Amendment to the Circulation Element of the General Plan)	
GOAL A: Provide a framework for improving the existing bicycle route system in Burlingame.	CONSISTENT. Airport Boulevard is considered a Bike Lane per the Bicycle Transportation Plan. Airport Boulevard would be realigned under the Project and would provide a more direct route through the Anza Point subarea. Airport Boulevard would include a clearly marked shared 14-foot wide lane for on-street bicycle travel (Class III Bike Route).
GOAL B: Promote bicycle travel as a safe and viable transportation mode and provide a system which connects work, shopping, schools, residential and recreation areas.	CONSISTENT. Bicycle travel would be promoted through the Project's TDM program. The Bay Trail and the Sanchez Channel Spur Trail system would be used as the primary means of bicycle access to the site (Class I Bike Path). In addition,

Table 3.2-2
Comparison of Project to Bayfront Specific Plan Policies

Bayfront Specific Plan/General Plan Policy	300 Airport Boulevard Consistency
	Airport Boulevard would include a 14-foot wide shared travel lane as a bike route. Using a shared wide lane along Airport Boulevard would promote safety by reducing 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.
GOAL C: Establish new connections across US 101 to provide access from Burlingame's residential areas to the recreational opportunities along the Burlingame Bayfront and to provide regional connections to the Bay Trail.	CONSISTENT. The Bike Route along the realigned Airport Boulevard and the rehabilitated Bay Trail would provide increased access to and from the local recreation areas. The Project would improve the Bay Trail system and connect the currently broken Bay Trail in this area. This would allow connections from the residential area south and west of US 101 to the parks in the Bayfront area (Bayside Park, Coyote Point Recreation Area, and Fisherman's Park), as well as to Peninsula Avenue overcrossing of US 101, and the bicycle/pedestrian bridge that crosses U.S. 101 near Bayside Park and the Broadway interchange..
General Plan – Open Space Element	
Policy OS(A): Preserve existing open space and open space lands to the fullest extent practicable, with spaces ranging in size from regional scale to small open spaces on individual lots.	CONSISTENT. The 300 Airport Boulevard Site is currently open space, but it is not accessible to the public and has little aesthetic value. The site is not considered a natural environment, as it was formally developed as a drive-in theater and consists of mainly paved surfaces. As such, converting this area from unkempt and unused open space to office/life science uses would not be significant. In addition, the Project would rehabilitate the Bay Trail and would include open spaces in the form of plazas, landscaping, and eating areas along the Bay Trail and between buildings.
Policy OS(B): Increase privacy, amenity and safety, and assure provision of light and air.	CONSISTENT. The buildings would be oriented in an east-west direction, which would ensure adequate lighting in the interior of the buildings and provide maximum lighting in the surrounding open spaces. The Bay Trail and other open spaces would be open to the public, but the rest of the site would ensure privacy for its occupants.
Policy OS(C): Preserve the important vistas, such as the hillside leading to the Skyline Ridge as seen from the Bay plain, and the Bay as seen from the hillside.	CONSISTENT. Currently, the Santa Cruz Mountains/Skyline ridgeline is just visible over the existing Anza subarea development, including the 144-foot Hilton Hotel. With the development of the Project, the ridgeline would be partially obstructed. Nonetheless, development of the Project Site would represent a small portion of the overall vista, including other hillsides, the Bay, SFO, San Bruno Mountain, the San Francisco Skyline, the Bay Bridge, and the East Bay Hills. It is also important to note that the views of the Project Site change as the viewer adjusts position. As the viewer walks towards the site along the Bay Trail, the development would appear larger, but would block different background views. However, the Project Site appears smaller against the backdrop of the hills as the viewer approaches the tree-covered point of Coyote Point, away from the site.

Table 3.2-2
Comparison of Project to Bayfront Specific Plan Policies

Bayfront Specific Plan/General Plan Policy	300 Airport Boulevard Consistency
	From this vantage point, the ridgeline of the Santa Cruz Mountains would be unobstructed even with the development of the Project. As such, although the ridgeline would be blocked by the office/life science buildings from some locations, other vantage points from the Coyote Point Recreation Area would have slightly different view corridors.
Policy OS(D): Provide open space for recreational needs and for the preservation of sites of historical and cultural significance.	CONSISTENT. There are no historical features at the Project Site. All buildings formerly at the site were demolished in 2001. Mitigation Measures E-1, E-2, and E-3, as outlined in the Initial Study for this project (Appendix B), would reduce any potential impacts to cultural, archeological, and/or paleontological resources. The Bay Trail would provide space for enhanced recreational activities.
Policy OS(E): Protect and maintain those areas necessary to the integrity of the natural processes with special emphasis on, but not limited to, the water regimen and air quality.	CONSISTENT. As described in Section 3.9, Hydrology and Water Quality, construction and operation of the Project would not create or contribute runoff that would be an additional source of water quality degradation or pollution. The Project would not violate any water quality standards or waste discharge requirements. As such, the Project would not impact the integrity of the natural water regimen process. In addition, the Project would maintain air quality standards by complying with the BAAQMD CEQA Guidelines and the incorporation of Mitigation Measure AQ-3.1, which would minimize construction vehicle emissions. Therefore, the Project would not impact the integrity of the natural air quality process.
Policy OS(F): Protect and preserve open spaces which are vital as wildlife habitat and areas of major or unique ecological significance.	CONSISTENT. The Project Site was created using Bay fill and then developed as a drive-in theater, which is not considered natural in origin. The Project Site is isolated from any grassland, chaparral, or woodland habitats by urban development, and does not contain any suitable habitat for any of the salt marsh species known to occur along the Bay. The shores adjacent to the Project Site are artificial, and do not support salt marsh habitat, therefore it is very unlikely that any of the special-status species associated with that habitat type could wander into the Project Site.
Policy OS(G): Maintain open space to shape and guide development and to enhance community identity.	CONSISTENT. The Project would rehabilitate the Bay Trail and would include open spaces in the form of plazas, landscaping, and eating areas along the Bay Trail and between buildings.

Table 3.2-2
Comparison of Project to Bayfront Specific Plan Policies

Bayfront Specific Plan/General Plan Policy	300 Airport Boulevard Consistency
General Plan – Conservation Element	
Policy C(B): To prevent or eliminate damage to the environment and stimulate the health and welfare of the citizens of Burlingame.	CONSISTENT. The Project would eliminate damage to the environment with implementation of the mitigation measures outlined throughout the respective sections in Section 3, including air quality, noise, biological resources, hydrology, and wind effects. In addition, the Project would promote the health and welfare of the citizens of Burlingame by providing active recreational opportunities for the public. The Bay Trail rehabilitation and extension would further promote walking, bicycling, jogging, and roller blading in this area. In addition, the amenities center would provide an exercise facility, which would be open to the public and would stimulate the health of its users.
Policy C(C): To restore, where found to be feasible, natural features of vegetative cover, streams, marsh and bay where areas have been unduly disturbed by man.	CONSISTENT. The 300 Airport Boulevard Site is composed of Bay fill and is manmade. As such, no natural features exist at the site and no areas in the site have been undisturbed. The Project would not impact natural areas at or surrounding the site.
Policy C(F): To participate in regional conservation programs of direct concern to the City.	CONSISTENT. There are no conservation plans that apply to the 300 Airport Boulevard Site. However, as discussed in more detail below, the Project would participate in the BCDC Public Access Guidelines for the Bay and the ABAG Bay Trail Plan and Design Guidelines, which promote regional conservation of the Bay Trail.
General Plan – Seismic Safety Element	
Policy SS(B): Require that new development incorporate seismic hazard mitigation measures to reduce risk to an acceptable level.	CONSISTENT. Compliance with the California Building Code for the proposed buildings would reduce seismic hazards. Refer to the Initial Study (Appendix B) for a discussion of seismic hazards.
General Plan – Safety Element	
Policy S(A): Identify existing natural and manmade safety hazards, and devise a reasonable assignment of responsibility for their correction or reduction which will be within limits of economic acceptability.	CONSISTENT. There are no known natural or manmade safety hazards at the 300 Airport Boulevard Site. As discussed in the Initial Study, Appendix B of this document, no subsurface contamination is known or suspected at the 300 Airport Boulevard Site and down- or cross-gradient contamination from neighboring sites is not likely. The Project Site does not contain known soil or groundwater contamination. During operation of the Project, hazardous materials storage, use, and disposal would include the routine use of minor quantities of chemicals. However, due to the limited use, this would not be significant. Because the Project Site is not within a quarter mile of an existing or proposed school, the handling of

Table 3.2-2
Comparison of Project to Bayfront Specific Plan Policies

Bayfront Specific Plan/General Plan Policy	300 Airport Boulevard Consistency
	hazardous materials during construction would not pose a hazard to students. The Project Site is not in close proximity to a private airstrip, nor does the proximity of SFO impose a hazard. The Project does not conflict with emergency response or emergency evacuation plans, nor is it in an area of fire risk. Consequently, implementation of the Project would result in a less-than-significant impact with regard to hazards and hazardous materials.
General Plan – Scenic Roads and Highways Element	
Policy SR(A): To retain a system of arterials and local roads that are beautiful and useful to local residents.	CONSISTENT. The Project would realign Airport Boulevard to bisect the 300 Airport Boulevard Site. The realignment would include features that would enhance the visual character of the street. In order to make Airport Boulevard visually attractive, the street will be lined on both sides and within the center median with street trees. These trees, along with other vegetation, would buffer the road and provide visual separation from the office/life science buildings. In addition, the road would include gateway features at both entrances of the site and other signage to help with navigation.
Policy SR(B): To harmonize roads and highways with adjacent land use and roadside development.	CONSISTENT. The proposed landscaping on both sides of Airport Boulevard would help harmonize the street with the adjacent office/life science buildings. In addition to Airport Boulevard, the Project would also be visible for US 101. However, due to the surrounding development and the existing visual character of the area, the views from both southbound and northbound US 101 would not be significantly altered.
Policy SR(C): To enhance the traveler's view from the road.	CONSISTENT. The Project would move the existing Airport Boulevard alignment away from the Bay shoreline and into the center of the site. Although this would reduce the quality of views for motorist, the action of moving the road away from the shoreline is included as Policy E-4 in the Bayfront Specific Plan. Policy E-4 states that "when considering realignment or new alignment of roadways, encourage arterial roadways to be located away from the bay edge." As such, although the project would decrease the quality of traveler's views by realigning Airport Boulevard, the realignment would support Policy E-4 of the Bayfront Specific Plan, which takes precedent over the City's General Plan. In addition, views of the Bay are maintained between the buildings, particularly along the centrally located pedestrian promenade. Views from US 101 would change due to the proposed development; however, the change would be minor given the existing development. Although the increased height and bulk at the Project Site would block views of San Bruno Mountain from

Table 3.2-2
Comparison of Project to Bayfront Specific Plan Policies

Bayfront Specific Plan/General Plan Policy	300 Airport Boulevard Consistency
	northbound US 101, this would not be significant. Views of the Project Site from US 101, which is not considered a scenic highway, are only brief due to the high permitted speeds on the freeway. In addition, the foreground views of the Bay for northbound motorists and the foreground views of Sanchez Lagoon for southbound motorist would not be blocked.
General Plan – Noise Element	
Policy N(A): Preserve peaceful noise conditions in the city where they do exist.	CONSISTENT. The Project Site is surrounded by commercial and light industrial uses, and is adjacent to US 101. The Project would not be constructed in an area where peaceful conditions exist.
Policy N(B): Reduce annoying levels of noise for existing situations; aircraft, motor vehicle and domestic animal noise which were identified by a Noise Questionnaire to be the most annoying at present.	CONSISTENT. The Project would not reduce annoying levels of noise for existing situations; however, it would not introduce annoying levels of noise. Construction of the Project would result in temporary increases in construction noise levels which may be perceived as annoying, however these sounds would cease once construction is completed. In addition traffic noise levels associated with operation would be incremental and would not add to existing annoying levels of noise.
Policy N(C): Achieve a peaceful acoustic environment in portions of the city to be developed.	CONSISTENT. Operation of the Project would result in vehicle trips to and from the site, but this would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.
Policy N(D): Consider use of existing city and inter-governmental processes to accomplish noise control.	CONSISTENT. The Federal Transit Administration (FTA) and the City of Burlingame have regulations in place which provide allowable noise levels, operating hours, and distances from sensitive receptors for which activities such as construction may occur which aid in accomplishing noise control.
Policy N(E): Arrive at resultant implementation programs which are consistent with State and Federal guidelines and which are (i) legally valid, (ii) not unduly costly, and (iii) do not impose undue hardship upon residential property owners and community business interests.	CONSISTENT. FTA developed a methodology and significance criteria to evaluate noise impacts from surface transportation modes (i.e., passenger cars, trucks, buses, and rail) in Transit Noise Impact and Vibration Assessment (FTA Guidelines) which assists in providing legally valid and costly implementation programs. Implementation of the Project would adhere to these regulations.
Policy N(F): Foster in the citizens of all segments of the City an assurance that their concerns with unwanted sound levels are of importance to the City, and publicize the existence of avenues by which these problems can be quantified and mitigated.	CONSISTENT. The NOP scoping process provided an opportunity for citizens of all segments of the City to address their concerns related to noise impacts as a result of the project. These concerns are further addressed in Section 3.7, Noise

Sources: Burlingame Bayfront Specific Plan, 2005; Atkins, 2011.

Consistency with the City of Burlingame Zoning Regulations

Development of the 300 Airport Boulevard Site would include office/life science uses at Buildings B1, B2, B3, and B4 and an amenities center that would include a cafeteria, exercise facilities, a childcare center, and retail uses. These buildings would exceed the maximum allowable floor area, height, and setbacks as permitted under the Burlingame Municipal Code for APN zoning regulations. Also, to provide adequate parking onsite, parking regulations for stall dimensions would need to be amended. Therefore, the 300 Airport Boulevard Project would conflict with the existing Municipal Code zoning. However, as explained in more detail below, the Project Sponsor is requesting several amendments to the Zoning Code regarding floor area, height, setbacks, and parking regulations. The revisions proposed would allow the 300 Airport Boulevard Project to be consistent with the Zoning Code.

Permitted and Conditional Uses. With the Project, amendments to the APN zoning regulations, as included in Section 25.48.020 of the Zoning Code, would need to be made in order to increase the permitted maximum FAR in this the APN district. In addition, this section of the Zoning Code would also need to be revised to include certain permitted uses, as proposed for development of the 300 Airport Boulevard Site, and which are not currently permitted in APN.

Floor area ratio. The amendments would increase maximum allowable office uses from 0.6 FAR to 1.0 FAR, and the floor area ratio allowed for commercial recreation facilities from 0.5 FAR to 1.0 FAR. In addition, the amendments would delete the requirement for a conditional use permit for commercial recreation facilities with FAR greater than 0.5.

These proposed revisions to the existing FAR requirements would allow for greater densities (larger FARs) to accommodate tenant and employee populations needed to attract and maintain a successful office or life sciences campus tenants at the 300 Airport Boulevard Site. The greater density would concentrate development, allowing for more publicly accessible spaces at the 300 Airport Boulevard Site in the interior and along the shoreline. In addition, greater density would generate additional customers to support the existing Bayshore-area retail and hotel uses.

Increases in permitted FAR at the 300 Airport Boulevard Site would allow for greater density, which in turn would generate more traffic in the area. Since the buildings would be larger, more employees would be at the 300 Airport Boulevard Site than currently allowed under the Zoning Ordinance. The increase in traffic to and from the site would result in associated air, noise, and climate change impacts. These impacts, and associated mitigation measures to reduce the impacts, are discussed in Section 3.4, Transportation, Section 3.5, Air Quality, Section 3.6, Climate Change, and Section 3.7, Noise.

Land Uses. Section 25.48.020 of the Zoning Code would also need to be amended to allow additional land uses in the APN subarea. Amendments to the zoning code would be made to allow for incidental food establishments and retail services in a business campus or professional

office building of 20,000 sf or more. This revision would permit operation of non-freestanding food service establishments and retail uses within larger buildings.

Section 25.48.025 of the Zoning Code outlines the Conditional Uses allowed in the APN subarea. Day care with on-site drop-off and parking could be included at the 300 Airport Boulevard Site with a Conditional Use Permit. As such, the Project Sponsor would be required to obtain a permit for the childcare portion of the amenities center.

Setbacks and Minimum Street Frontages. Amendments to the APN zoning regulations would be included under the 300 Airport Boulevard Project to allow for changes to the required setbacks. Table 3.2-3, below, summarizes the setbacks proposed under the 300 Airport Boulevard Project, the allowed setbacks under the Zoning Code, and the setbacks proposed in the amendments to the Zoning Code. As shown in the below table, only amendments to the front setbacks, shoreline setbacks, setbacks from Airport Boulevard for below-grade construction, and parking setbacks are required. The other setbacks (side, rear, and distance between buildings) are consistent with the existing Zoning Code and therefore, no amendments are required.

Front Setbacks. For front setbacks, the Code requires that at least 40 percent of the structure be at the maximum setback of 15 feet. All buildings under the 300 Airport Boulevard Project, with the exception of Building B3, would be setback further than 15 feet. The revision to Section 25.48.040 of the Zoning Code would allow structures to be set back at a minimum of ten feet. The proposed revision would increase front setbacks, which would accommodate taller buildings and minimize impacts at the pedestrian level. Under existing front setback requirements, the increased density of the 300 Airport Boulevard Project would result in a canyon effect on sidewalks and pedestrian areas, with shadowing and potential adverse wind impacts at the pedestrian level. Larger setbacks allow for greater building density while maintaining desired conditions at the pedestrian level through and on the perimeter of the 300 Airport Boulevard Site.

In addition, structures proposed at the 300 Airport Boulevard Site (Buildings B1, B2, B3, and B4, the amenities center, and the parking structure) have differing scales and character, which require some openness between them to maintain visual appeal and reflect the general campus concept. The 300 Airport Boulevard Project would maintain front setbacks averaging 50 feet, allowing a balance between a more urban development and a sufficient separation and openness between the buildings. With the changes to the Zoning Code, all buildings would be consistent with the required front setbacks.

Shoreline Setbacks. For shoreline setbacks, the existing code requires buildings that are taller than 40 feet to provide a setback from the shoreline of equal to or greater than the height of the building. As such, under the existing Zoning Code, Buildings B1 and B2 would need to be more than 97 feet from the Bay shoreline, Building B3 would need to be more than 129 feet from Sanchez Channel, and Building B4 would need to be more than 143 feet from Sanchez Channel. Buildings B3 and B4 are proposed to be 100 feet and 130 feet, respectively, from the Sanchez Channel and therefore would conflict with the current Zoning Code.

Table 3.2-3
Design at 300 Airport Boulevard Site: Proposed versus Allowed

Building/Area	Proposed Under Project	Currently Allowed Under Zoning Code	Proposed Amendments to Zoning Code
Front Setbacks			
Building B1	78'0" to canopy	Average of 15'0" with 40 percent of structure at maximum setback of 15'0"	Minimum of 10"0'
Building B2	60'0" to canopy		
Building B3	10'-0"		
Building B4	40'0" to canopy		
Amenities Center	28'0"		
Parking Structure	78'0"		
Side Setbacks			
Building B1	62'10"	10'0"	n/a – consistent
Building B2	115'0"		
Building B3	n/a		
Building B4	n/a		
Amenities Center	11'9"		
Parking Structure	17'4"		
Rear Setbacks			
Building B1	130'0" to canopy	10'0"	n/a – consistent
Building B2	90'0" to canopy		
Building B3	100'0"		
Building B4	130'0"		
Amenities Center	n/a		
Parking Structure	103'0"		
Distance Between Buildings			
Between B1 and B2	99'4"	20'0"	n/a – consistent
Between B3 and B4	101'0"		
Between B4 and Parking Structure	85'0"		
Shoreline Setback			
Building B1 (shoreline)	±222'5"	97'0"	75'0" from the San Francisco Bay and 65'0" from Sanchez Channel
Building B2 (shoreline)	±183'10"	97'0"	
Building B3 (Sanchez Channel)	±100'0"	129'0"	
Building B4 (Sanchez Channel)	±130'0"	143'0"	
Airport Boulevard for Below-Grade Construction			
East Campus	0'0"	15'0"	0'0"
West Campus	0'0"		
Parking within Front Setback			
Front Setback in East or West Campus	There are no parking spaces proposed within 10' of front setback in East or West Campuses	No parking spaces allowed within 10' of front setback	n/a - consistent
Setbacks Between Buildings and Lot Front	Parking proposed between Buildings B4 and the parking structure and along the eastern front of Airport Boulevard	Parking shall not be located between any structure and lot front, except for loading zones	Parking areas between buildings or at a lot front shall be separated from sidewalk by a landscape buffer of 10'0"

Source: DES Architects + Engineers, City of Burlingame, 2010.

The proposed amendment to the Zoning Code would require that only buildings that are within 100 feet of the shoreline, and are more than 40 feet in height to have a shoreline setback equal to or greater than the height of the building. Because none of the 300 Airport Boulevard Project buildings would be within the 100-foot shoreline band, this requirement would not be applicable. As such, under the revised Zoning Code Section 25.48.040, Buildings B1 and B2 would need a 75-foot setback from the Bay and Buildings B3 and B4 would need a 65-foot setback from Sanchez Channel. All buildings are proposed to be setback 100 feet or more from the shoreline and therefore would not conflict with the amended Zoning Code.

Below-grade Setbacks. For below-grade construction, proposed setbacks at the West Campus and at the East Campus along Airport Boulevard would have no setbacks while 15 feet is required by the existing Zoning Code Section 25.48.040. The Zoning Code would be revised to require below-grade construction adjacent to Airport Boulevard to accommodate landscape plantings within the setback consistent with landscape plans. This revision would still regulate below-grade construction adjacent to Airport Boulevard and would not prevent the installation of landscaping along the roadway frontage. However, the amendment would also provide flexibility to allow below-grade construction adjacent to Airport Boulevard, as long as the design includes approved landscaping for the frontage. In addition, the revision to the Zoning Code would maximize the area that can accommodate below-grade parking to reduce the need for surface parking and to allow for more open space and public access in the Project area.

Parking Within Front Setbacks. Under current zoning, parking areas should not be located between any structure and lot front, except for loading zones. To accommodate increased density of the 300 Airport Boulevard Project, parking would be provided within the parking structure (901 parking stalls) and below ground (1,185 stalls), but some additional parking would be necessary above-grade (232 stalls). The 300 Airport Boulevard Project proposes surface parking areas located between Building B4 and the parking structure and at the lot fronts along the eastern side of Airport Boulevard.

The proposed amendment to the Zoning Code would allow parking within the front setback, which is consistent with the existing Bayfront Specific Plan guidance to move parking away from the shoreline. This amendment is necessitated by the realignment of Airport Boulevard to the interior of the 300 Airport Boulevard Site, which would result in building frontage also aligned towards the interior. Under the existing roadway alignment, buildings at the 300 Airport Boulevard Site would have fronted onto the Bay. Prohibiting parking at the frontage would have served to move parking away from the shoreline. However, with the realignment of Airport Boulevard, and subsequently the building frontages, allowing parking within the frontage would maintain parking within the interior of the site, serving the goals of the Bayfront Specific Plan and Zoning Code. The proposed amendment would also require a 10-foot average buffer between sidewalks and parking areas to maintain pedestrian-friendly sidewalk conditions along lot fronts. The 300 Airport Boulevard Project would be designed to adhere to the amended Zoning Code parking setback requirements.

Height and Bulk of Structures. Amendments to the APN zoning regulations would be needed to allow for increased building heights. Currently, the allowed heights range from 30 feet to 50 feet. The zoning regulations also allow structures that are up to ten feet taller than these maximum heights with a conditional use permit. This would allow for maximum heights to range from 40 feet to 60 feet. Building heights for Buildings B1, B2, B3, and B4, which range from 97 feet to 143 feet, would exceed the maximum allowed height. The parking structure would be 53 feet, while 50 feet is allowed under current zoning, and up to 60 feet would be allowed with a conditional use permit.

Zoning Code Section 25.48.042 would be revised to require maximum heights to be determined by impacts on the prevailing wind and consistency with the community wind standards for the APN subarea. The proposed revision would eliminate the existing maximum building height in favor of using the existing community wind standards to determine maximum height. This would allow the 300 Airport Boulevard Project to include fewer buildings to achieve the necessary employee density required for a viable office/life science campus while also allowing additional area for open space and pedestrian use.

As discussed in Section 3.11, Parks and Wind Effects on Recreation, the additional height and bulk of structures would expand the wind shadow extending out into the Bay from the bulkhead along Airport Boulevard. The greatest wind speed reduction would be felt immediately along the bulkhead, but the area of 10 percent wind reduction would extend approximately 400 feet east of the bulkhead. However, the wind shadow that would be caused by the 300 Airport Boulevard Project would not substantially affect the use of the Coyote Point Recreation Area for windsurfing or kiteboarding. Therefore, implementation of the 300 Airport Boulevard Project would result in a less-than-significant impact regarding the impairment of windsurfing recreational resources.

Parking Requirements. The 300 Airport Boulevard Project would require amendments to Zoning Code Section 25.48.080. The amendment would not change or delete the existing text in the Zoning Code, but would add new text and regulations. These additions would be made to include parking requirements for projects which include the implementation of a TDM plan.

The 300 Airport Boulevard Project proposes to include 2,318 parking stalls at the site. However, based on the current requirements of the Zoning Code, 2,569 spaces would be required. Amendments to the Zoning Code, applicable to the APN area only, would be made to allow for a reduction in the number of parking spaces required if a project proposes a TDM program for a parking demand-generating use. With the revisions, the minimum parking requirements specified in Section 25.70 of the Zoning Code may be reduced by the amount of parking demand offset by the approved TDM program. The reduction in required parking spaces would be determined by the Community Development Director. These revisions would permit reduction in parking requirements associated with the implementation of City-approved TDM measures, which seek to reduce car trip generation and parking demand.

Signage. 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 site would include typical directional and exterior signs, which would match the overall sign theme. Currently, the Sign Code, Section 22.20.040 of the Municipal Code, permits one freestanding monument sign on every parcel within the frontage of 150 feet or more. Because the 300 Airport Boulevard Site would be divided into two large parcels and would be designed as a campus development, an amendment to the Sign Code would be needed to retain the minimum 150-foot frontage requirement, but allow for one free-standing monument per building or signage every 150 feet for larger parcels with 300 feet or more of frontage.

Rezoning. As stated above, a 120-foot by 150-foot portion (0.4 acres) of the 300 Airport Boulevard Site along Beach Road would need to be zoned from the APS zoning district to the APN zoning district. This "Rezone Parcel," which is included in APN 026-350-130, extends into the APS zoning district. The Rezone Parcel served as the private entry road to the former drive-in movie theater that operated on the remaining approximately 15.8 acres of APN 026-350-130. The remaining portion is within the APN zoning district. Rezoning the Rezone Parcel would bring APN 026-350-130 entirely within the APN district and would allow the Project Sponsors to develop as requested. The Rezone Parcel is depicted in Figure 2-2 in Section 2, Project Description.

With the proposed amendments to the Zoning Code, including permitted and conditional uses, setback and frontages, height and bulk of structures, parking requirements, signage, and rezoning, the Project would be consistent with the zoning regulations. It is at the discretion of the Planning Commission whether to approve these changes to the Zoning Code.

Consistency with the BCDC Bay Plan

As discussed above, development of the 300 Airport Boulevard Site would include improvements to the 100-foot shoreline bands to the east and west of the 300 Airport Boulevard Site. These portions of the Project are subject to BCDC jurisdiction. Although no buildings would be constructed within the 100-foot shoreline band, the Project would include improvements to the shoreline and provide public access via the Bay Trail.

The 300 Airport Boulevard Project would be required to adhere to the main objectives of the Bay Plan, which seek to: 1) protect the Bay as a great natural resource for the benefit of future generations, and 2) develop the Bay and its shoreline to their highest potential with a minimum of Bay filling. In addition, the Bay Plan includes policies for the development of the Bay and shoreline (Part IV) that are applicable to the 300 Airport Boulevard Project with regard to recreation, public access, and appearance, design, scenic view.[18] The 300 Airport Boulevard Project would be consistent with these objectives and policies by: encouraging recreational

[18] San Francisco Bay Conservation and Development Commission, "San Francisco Bay Plan," 1969, amended February 2008, website: http://www.bcdc.ca.gov/pdf/planning/plans/bayplan/bayplan.pdf, accessed September 15, 2011.

facilities along the Bay with implementation of the improved Bay Trail; realigning Airport Boulevard to provide greater public access; and designing structures as to not visually impact the Bay and shoreline views. In addition, a major objective and policies of the Bay Plan is to avoid Bay fill, which is not included in the 300 Airport Boulevard Project. As such, the 300 Airport Boulevard Project would be consistent with the BCDC Bay Plan.

Consistency with BCDC Public Access Design Guidelines for the San Francisco Bay

Review and approval from BCDC and its Design Review Board is required for development and/or improvements to property within the 100-foot shoreline band. All public access provided through BCDC's permit process should be planned, designed, constructed, and maintained on the basis of the outlined objectives. The following public access objectives will help the 300 Airport Boulevard Project achieve the BCDC goal of providing maximum feasible public access: make public access public; make public access usable; provide, maintain, and enhance visual access to the Bay and shoreline; maintain and enhance the visual quality of the Bay, shoreline, and adjacent developments; provide connections and continuity along the shoreline; take advantage of the Bay setting; and ensure that public access is compatible with wildlife through siting, design, and management strategies.[19]

Development of the 300 Airport Boulevard Site would be consistent with the objectives of the BCDC Public Access Design Guidelines. It 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. Further, proposed vegetation, plazas, and pedestrian features would help enhance the visual quality along the Bay and Sanchez Channel. As such, the Project would further the goals of the BCDC Design Guidelines by improving the existing Bay Trail and providing additional shoreline access areas.

In addition, most BCDC public access permits include requirements for signage intended to help the public find and use the public access. BCDC provides a guide, the Public Access Signage Guidelines, to develop a comprehensive sign program for required public access areas. This guide can be used to determine the types of signs needed to make shoreline access areas easy to use for the public.[20] The Project Sponsor would comply with the Public Access Signage Guidelines.[21] As such, the proposed project would result in less-than-significant impacts regarding consistency with the BCDC Public Access Design Guidelines.

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[19] San Francisco Bay Conservation and Development Commission, "Shoreline Spaces: Public Access Design Guidelines for the San Francisco Bay," April 2005.

[20] San Francisco Bay Conservation and Development Commission, "Shoreline Signs: Public Access Signage Guidelines," August 2005.

[21] DES Architects + Engineers, Memorandum from Kenny Hung and Tom Gilman to Kirsten Chapman, Atkins, January 11, 2011.

Consistency with the ABAG Bay Trail Plan and Design Guidelines

Development of the 300 Airport Boulevard Site would include improvements to the existing Bay Trail system, which currently travels along the eastern boundary of the 300 Airport Boulevard Site. In addition, the Project would provide a new connection on the northern boundary and an additional Spur Trail on the western boundary. As such, the Project would need to adhere to the ABAG Bay Trail Plan and Design Guidelines.

As explained previously in this section, the Bay Trail Plan mandates that the Bay Trail provide connections to existing park and recreation facilities, create links to existing and proposed transportation facilities, and be planned in a way to avoid adverse effects on environmentally sensitive areas. The rehabilitated Bay Trail through the 300 Airport Boulevard Site would provide a continuous connection to Coyote Point Recreation Area to the east and with Fisherman's Park to the north. In addition, the Spur Trail along the shoreline of Sanchez Channel would provide a link to future access from Fisherman's Park to the existing trail along Sanchez Lagoon, via the bicycle/pedestrian bridge. However, there would still be a gap in this trail since there is a privately owned property on Beach Road adjacent to Sanchez Channel with no public access.

The Bay Trail is also broken at Fisherman's Park along the east-west span of Airport Boulevard and over Sanchez Channel. According to the Bay Trail Map, this stretch is not part of the current Bay Trail system, but is shown as a planned Bay Trail future route, not developed.[22] The 300 Airport Boulevard Project would develop a route through this area with a continuous Bay Trail that would link the Bay Trail in the Anza Point subarea with the rest of the trail system in the Bayfront Specific Plan area and the Coyote Point Recreation Area located to the east of the Project Site. Additional Bay Trail improvements would be required when the adjacent site at 350 Airport Boulevard is developed. Rehabilitation of the Bay Trail through the 300 Airport Boulevard Site would adhere to the Bay Trail Plan policies and the plans would be reviewed by the Bay Trail Advisory Committee to ensure compliance.

In addition, the 300 Airport Boulevard Project would comply with the Bay Trail Design Guidelines. The Design Guidelines require high-use facilities with separate paths to have a minimum width for two-way use of 10 to 12 feet.[23] The rehabilitated and extended Bay Trail would be 14-feet-wide, consisting of a 10-foot-wide two-way asphalt path for bicycles and pedestrians and a 4-feet-wide decomposed granite path for jogging. The paths would include the required trail markings, signage, and lighting, resulting in less-than-significant impacts.

[22] Association of Bay Area Governments, "San Francisco Bay Trail: San Francisco Peninsula," 2011, website: http://www.baytrail.org/Maps/SF_Peninsula.pdf, accessed on April 22, 2011.

[23] Association of Bay Area Governments, "Bay Trail Plan," June 30, 1999, website: http://www.baytrail.org/baytrailplan.html, accessed on September 16, 2011.

Consistency with the Airport Land Use Plan

The Project Site is approximately 2 miles southeast of SFO. The 300 Airport Boulevard Site currently ranges from 0.1 feet above sea level to 17.1 feet above sea level. However, the existing Airport Boulevard is at an average of 10 feet above sea level, which would be the likely base elevation of the 300 Airport Boulevard Project, after site grading and excavation. As such, the tallest building at the 300 Airport Boulevard Site would be 144 feet above the proposed Airport Boulevard and approximately 155 feet above sea level.

FAA issued a Determination of No Hazard to Air Navigation for 24 Aeronautical Study Numbers (ASN) in November 2010. The aeronautical study conducted by FAA found that the proposed buildings and parking structure with the 300 Airport Boulevard Project would not exceed obstruction standards and would not be a hazard to air navigation. In addition, the San Mateo City/County Association of Governments (C/CAG) ALUC staff has determined that the 300 Airport Boulevard Project does not require formal review/action by the C/CAG ALUC or by C/CAG Board of Directors, since the changes to the Bayfront Specific Plan do not change the land use designation, and the heights proposed fall within the allowable heights contained in the San Mateo County Comprehensive ALUP. As such, the 300 Airport Boulevard Project would be in compliance with the ALUP, resulting in no impact.

Consistency with the Coyote Point Recreation Area Master Plan

Although the 300 Airport Boulevard Project Site is not within the jurisdiction of the Master Plan, implementation of the Project could impact wind patterns at the Coyote Point Recreation Area. Nonetheless, as discussed in Section 3.11, Parks and Wind Effects on Recreation, the wind shadow that would be caused by the 300 Airport Boulevard Project would not substantially affect any of the windsurfing launch sites at Coyote Point Recreation Area. As such, the 300 Airport Boulevard Project would be consistent with the Coyote Point Recreation Area Master Plan.

350 Airport Boulevard

Amendments to the Bayfront Specific Plan and the APN zoning regulations would apply to the entire APN area, which includes the 350 Airport Boulevard Site. Since no development application has been submitted for the 350 Airport Boulevard Site as of the preparation of this EIR, this document discusses the potential effects of the proposed planning and zoning changes as they concern the 350 Airport Boulevard Site on a programmatic basis. The below discussion is programmatic and does not discuss specific site plans, designs, or land uses for the 350 Airport Boulevard Site.

Consistency with the Bayfront Specific Plan Land Use Designation

Proposed amendments to the Bayfront Specific Plan applicable to the 350 Airport Boulevard Parcel include: an increase in FAR for office uses from 0.6 FAR to 1.0 FAR, an increase in allowable FAR for commercial recreation facilities from 0.5 FAR to 1.0 FAR, and

amendments to the Design Guidelines of the Specific Plan for the Anza Point Subarea front and internal setbacks and height limitations.

The proposed amendments would permit development at the 350 Airport Boulevard Site of up to 374,000 sf of office uses and/or recreational facilities. With the current FAR, the 350 Airport Boulevard Site could include up to 224,400 sf. As such, the amendments to the Bayfront Specific Plan would increase the allowable floor area at the 350 Airport Boulevard Site by approximately 149,600 sf. Since no development plans have been submitted, it is unknown at this time what sort of development would be at the 350 Airport Boulevard Site. Any development would be required to adhere to the Bayfront Specific Plan Land Use designations and, therefore, result in a less-than-significant impact with respect to General and Specific Plan land use designations.

Consistency with Bayfront Specific Plan and the General Plan Goals and Development Policies

Since a site plan and development application have not been submitted, it is unknown at this time whether development at the 350 Airport Boulevard Site would be consistent with the Anza Point subarea. Nonetheless, the Project would be subject to design review and approval by the Planning Commission. If and when a development application is submitted for the 350 Airport Boulevard Site, the Planning Commission would review the 350 Airport Boulevard Project and the areas of potentially significant environmental effects. As such, after Commission review, the 350 Airport Boulevard Project would likely be consistent with the Bayfront Specific Plan and General Plan goals and development policies.

Consistency with the City of Burlingame Zoning Regulations

As explained above, there is no specific application for the 350 Airport Boulevard Site at this time. However, because zoning changes made would apply to the entire APN zoning district, the following zoning changes would apply to the 350 Airport Boulevard Site. An amendment to the APN zoning regulations to increase the maximum floor area ratio allowed for office uses from 0.6 FAR to 1.0 FAR, and the floor area ratio allowed for commercial recreation facilities from 0.5 FAR to 1.0 FAR. Consistency with the proposed FAR is discussed above.

In addition, amendments to the APN zoning regulations are proposed that would apply to sites to allow for changes to the required setbacks and to allow for the increased height of buildings. As shown in Table 3.2-3, only amendments to setback requirements (shoreline, from Airport Boulevard, for below-grade construction, and parking) are required. The other setbacks (side, rear, and distance between buildings) are consistent with the existing Zoning Code and therefore, no amendments are proposed. With the amendments proposed by the Project, the development at the 350 Airport Boulevard Site would need to comply with the revised front, shoreline, below-grade, and parking setbacks.

The 300 Airport Boulevard Project would also be subject to the proposed changes to Zoning Code Section 25.48.080. The amendment would not change or delete the existing text in the

Zoning Code, but would add new text and regulations. These additions would be made to include parking requirements after the implementation of a TDM plan. The reduction in required parking spaces would be determined by the Community Development Director. These revisions would permit reduction in parking requirements associated with the implementation of City-approved TDM measures, which seek to reduce car trip generation and parking demand. With amendments to the Zoning Code to allow for reduced parking stalls due to the TDM program, the 350 Airport Boulevard Project would be required to adhere to the new requirements in the Zoning Code.

Cumulative Analysis

The geographic context for cumulative land use impacts includes the Bayfront Specific Plan area. No other foreseeable projects are proposed within the Bayfront Specific Plan. The Project would have no impacts regarding division of an established community and would not conflict with any applicable habitat conservation plan, as discussed in the Initial Study. As such, the Project would not result in a cumulative impact regarding these issues.

LU-2 Cumulative Land Use Impacts. The Project, in combination with other foreseeable development, would have no cumulative impacts regarding adopted land use plans and policies. (NI)

Currently, 11 projects are proposed or are being developed within the City; however, these projects are all south and west of US 101 and would not have land use impacts related to the Bayfront Specific Plan, the Project, or the APN subarea. As such, there would be no cumulative impact related to land use compatibility and the Project would have no potential to contribute to cumulative impacts regarding this issues. Conflicts with adopted land use plans and policies are project-specific rather than cumulative issues; therefore, this issue is not further discussed. Changes in the land use designation or zoning are not considered additive effects that when combined with other such actions would contribute to a cumulative effect or impact.

3.3 VISUAL QUALITY

Introduction

This section describes the existing aesthetic resources and visual characteristics of the Project Site and its immediate vicinity, along with existing plans and policies that are relevant to visual resource issues within the City of Burlingame (City). This section also evaluates the effect on visual resources associated with implementation of the Project. Potential impacts to aesthetic and visual resources due to implementation of the Project are evaluated based on a review of photographs, visual simulations, site reconnaissance, and Project data. The specific impacts examined in this section pertain to the Project's potential to change the visual quality and character of the Project Site and surrounding areas, and/or create new sources of light or glare.

Comments received in response to the Notice of Preparation (NOP) (see Appendix A) raised concerns associated with increased building heights and floor-area-ratios (FARs), development blockages of the San Francisco Bay (Bay), and visual connections between the proposed buildings and the Bay. These issues are addressed in this section.

Existing Conditions

Visual Quality

An area's visual quality is based on the physical appearance and characteristics of the built environment; the proximity and balance of manmade structures with open space or landscaping; and views of public open space or of more distant landscape features such as hills, water bodies, or built landmarks, such as bridges. These elements help define a sense of place and a physical orientation in a larger visual setting.

Regional Setting

The City of Burlingame is in San Mateo County and is located east of the Pacific Ocean and the Santa Cruz Mountains, and west of Bay. The City is approximately 10 miles south of San Francisco and 30 miles north of San Jose. Burlingame is bordered by the City of Millbrae to the northwest, the Bay to the east, the City of San Mateo to the southeast, and the Town of Hillsborough to the southwest. US 101 runs mainly in a north-south direction within eastern Burlingame, Interstate 280 (I-280) runs north-south along the western boundary of the City, and El Camino Real (SR 82) traverses the City in a north-south direction. San Francisco International Airport (SFO) is within one-mile of the City limits. Urban development within the City is largely concentrated between US 101 and I-280.

ATKINS

FIGURE 3.3-1
Regional Setting

***Source*:** Atkins, 2011.

The principal topographic feature near the City is the Santa Cruz Mountain range, which runs the length of the Peninsula and separates the Pacific Ocean from the Bay. The mountain range is visible from adjacent cities and the majority of the Burlingame, especially east of US 101. The portion of the mountain range visible from Burlingame includes Montara Mountain, Cahill Ridge, Sawyer Ridge, and Sweeney Ridge. Coastal fog spilling over the coastal ridgeline is a frequent occurrence that contributes to the regional setting's visual character. Figure 3.3-1 depicts the surrounding regional setting.

Local Setting

The visual and urban design character within the relatively flat bayfront area is influenced by both the visually attractive landscape setting along the Bay and by the mix of manmade elements in the area that include industrial, office, and recreational uses. Within a 0.25-mile radius of the Project Site, Fisherman's Park and the Bay Trail are to the east, low-rise light-industrial buildings and warehouses with surface parking lots are to the south along Beach Road, and multi-level office and hotel buildings are to the west across Sanchez Channel. Other features in this area include intermittent vegetation, paved roads and parking areas, and large electrical transmission towers and wires.

The Bay Trail is a series of existing and planned regional hiking and bicycle trails that will eventually connect continuously around the perimeter of the San Francisco and San Pablo Bays. Several existing segments of the Bay Trail are adjacent to the 300 Airport Boulevard Site. One segment runs in a north-south direction adjacent to the east side of the Project Site between Airport Boulevard and the Bay. This portion of the Bay Trail consists of a single-lane, unevenly paved path with limited pedestrian features. Between this segment of the Bay Trail and the Bay is a narrow dirt buffer and rocky berms that retain the fill in this area. The southern portion of this segment of the Bay Trail contains some landscaping between Airport Boulevard and the trail, benches, a trash receptacle, and Bay Trail signage. At Fisherman's Park, the Bay Trail segment does not continue and cyclists and pedestrians are required to use the sidewalk along the east-west span of Airport Boulevard and over Sanchez Channel. According to the Bay Trail Map, this area is not designated as a part of the Bay Trail system.[1]

The Bay Trail is also located to the west of the 300 Airport Boulevard Site, across Sanchez Channel. This portion of the Bay Trail is paved and runs in a north-south direction. At the southern end of this segment, the Bay Trail turns in an east-west direction. To the west, the Bay Trail travels along the Sanchez Lagoon and connects with the rest of the Bayfront Specific Plan area. To the east, the Bay Trail traverses a bicycle/pedestrian bridge and along Beach Road, which is designated by the Bay Trail Map as an unimproved, on-street trail with no sidewalks or bicycle lanes. This portion connects the Bay Trail to the east of the Project Site with the Bay Trail to the west of the Project Site.

Also to the west of the Project Site is a multi-story office complex, which consists of five buildings ranging from 27 feet to 98 feet in height, approximately 1,350 parking spaces (surface and garage parking), and open space. To the north of the office complex, across Airport Boulevard, is an unused parcel of land. This parcel includes vacant, inaccessible open space and a paved surface parking lot for

[1] Association of Bay Area Governments, "San Francisco Bay Trail: San Francisco Peninsula," 2011, website: http://www.baytrail.org/Maps/SF_Peninsula.pdf, accessed on April 22, 2011.

a former restaurant. The restaurant was located on a boat that is currently docked near the outlet of the Sanchez Channel. Further to the west, along Airport Boulevard, is the San Francisco Airport Hilton Hotel, which is the tallest building in the Bayfront Specific Plan area at 144 feet.

Project Site Setting

As described in Section 2, Project Description, for the purposes of the analysis contained in this EIR, the Project Site refers to both the 300 Airport Boulevard Site, which includes the existing Airport Boulevard, and the 350 Airport Boulevard Site. These two sites collectively comprise 26.7 acres. The Project Site is north of US 101, immediately adjacent to the Bay to the north and east, and Sanchez Channel to the west. Views of the coastal mountains, higher hillside elevations of Burlingame and Hillsborough, San Bruno Mountain, and open vistas across the Bay are visible from many locations within the Project Site.

300 Airport Boulevard. The 300 Airport Boulevard Site is currently accessible from Beach Road and is bound by Airport Boulevard to the north, Airport Boulevard and the Bay to the east, light-industrial buildings along Beach Road to the south, and Sanchez Channel to the west. The 300 Airport Boulevard Site is currently vacant and consists of impervious surfaces and vegetation. The site is enclosed by a chain-link fence with barbed-wire and intermittently-spaced landscaping on the northern and eastern perimeters, along Airport Boulevard.

On-Site Topography. The majority of the 300 Airport Boulevard Site is relatively flat with an elevation of 0.5 to 3 feet above mean sea level (msl). However, between 2001 and 2002, approximately 63,000 cubic yards of soil from the Metropolitan Apartments complex in the City of San Mateo was placed onto the 300 Airport Boulevard Site after the Burlingame Drive-In Theater had stopped operations.[2] The majority of this soil is located in the northwest corner of the 300 Airport Boulevard Site, which rises to an elevation of approximately 17 feet above msl. Airport Boulevard runs at an elevation of approximately 10 feet above msl, which is higher than the majority of the other portions of the 300 Airport Boulevard Site.

Vegetation. Vegetation at the 300 Airport Boulevard site is unkempt and sparse. Medium-sized shrubs and groundcover are spread throughout the former drive-in theater site, growing within cracks of the paved surfaces. Although the vegetation has grown naturally since the closure of the Drive-In Theater, the vegetation is within a disparate manmade setting and therefore has little aesthetic value. The most significant landscape features at the 300 Airport Boulevard Site are 12 palm trees in the southern portion of the site, which lined the entrance to the former drive-in theater. These palm trees are visible from adjacent areas including US 101 and the residential area to the south and west of US 101.

Within the 300 Airport Boulevard Site, Airport Boulevard includes a center median with medium-sized street trees and ground-level shrubs. The vegetation in the median provides a buffer from the unkempt, previously developed conditions to the west and the natural, high-quality visual environment of the Bay to the east. Both sides of Airport Boulevard are also lined with vegetation. Between the

[2] LAW Engineering and Environmental Services, Inc., 2002. Report of Soil Sampling – 3rd Avenue and Fremont Street, San Mateo, California, and 350 Beach Road, Burlingame, California. February 16, 2011.

former drive-in theater portion of the site and Airport Boulevard is a natural landscape buffer consisting of unmanaged shrubs, grasses, weeds, and small trees. The landscape that separates Airport Boulevard from the Bay is well-maintained and consists of flowering bushes and small- and medium-sized trees. The east-west alignment of Airport Boulevard includes the natural landscape buffer to the south and a sidewalk with medium-sized trees to the north. These trees partially block views of the 350 Airport Boulevard Site from the street.

Visual Character. The 300 Airport Boulevard Site is characterized by the natural setting of the Bay to the east and the vacant manmade environment of the site. This contrast between the existing settings provides limited unity of the 300 Airport Boulevard Site to its surroundings and incoherent visual patterns. However, the 300 Airport Boulevard Site is consistent with the vacant nature of the 350 Airport Boulevard Site to the north and the manmade nature of the light-industrial buildings to the south. There are no buildings at the 300 Airport Boulevard Site. Airport Boulevard is two lanes wide in the north-south segment and three lanes wide in the east-west segment with overhead utility lines within the median. In addition, there is a concrete gateway feature to the south of the 300 Airport Boulevard Site announcing "Airport Park."

Lighting. Lighting is currently limited in the vicinity of the 300 Airport Boulevard Site due to undeveloped nature of the site and its surroundings. Light sources at the 300 Airport Boulevard Site include vehicular lights from US 101 and Airport Boulevard, street lighting, and lights from adjacent buildings to the south and east. Cobra light poles are within the median of Airport Boulevard and provide lighting for both directions of the street. In addition, the light-industrial buildings to the south and the office buildings to the east, across Sanchez Channel, provide some nighttime lighting in the area; however, since these buildings are generally occupied during the day, the afterhours lighting is limited. No light sources are provided to the north and east due to the vacant 350 Airport Boulevard Site and the Bay, respectively.

350 Airport Boulevard. The 350 Airport Boulevard Site is bound by the Bay to the north, Fisherman's Park to the east, Airport Boulevard to the south, and the outlet of Sanchez Channel to the west. The 350 Airport Boulevard Site consists of an abandoned one-story wooden structure and vacant paved surfaces. The 350 Airport Boulevard Site is enclosed by a chain-link, barbed-wire fence, and surrounded by evenly-spaced trees to the east and south.

On-Site Topography. The 350 Airport Boulevard Site is flat with an elevation equal to Airport Boulevard, which is approximately 10 feet above msl. Aside from the one-story wooden structure, the site is evenly paved.

Vegetation. Vegetation at the 350 Airport Boulevard Site is limited to small weeds between the cracks of the impervious surfaces and a partially vegetated perimeter. To the north, there is no vegetation buffer between the 350 Airport Boulevard Site and the Bay. However, evenly-spaced, medium-sized trees are planted along the outside of the fence between the site and Fisherman's park. Similar landscaping is located between the 350 Airport Boulevard Site and Airport Boulevard. However, the landscape features are broken at some places, allowing unobstructed views of the Bay looking north from Airport Boulevard.

Visual Character. The 350 Airport Boulevard Site is characterized by the natural setting of the Bay to the north and the vacant manmade environment of the site. This contrast between the existing settings provides limited unity of the 350 Airport Boulevard Site to its surroundings and incoherent visual patterns. However, the 350 Airport Boulevard Site is consistent with the paved surface parking lot of Fisherman's Park to the east and the vacant nature of the 300 Airport Boulevard Site to the south.

Lighting. Lighting is extremely limited in the vicinity of the 350 Airport Boulevard Site due to undeveloped nature of the site and its surroundings. Light sources at the 350 Airport Boulevard Site include vehicular lights mainly from Airport Boulevard and street lighting along Airport Boulevard. However, there is no off-site light spillage from adjacent properties. Fisherman's Park to the east is accessible to the public from dusk until dawn and therefore does not include lighting. In addition, the properties to the south (300 Airport Boulevard) and west across Sanchez Channel are vacant.

Site Visibility and Public View Corridors

Although there are no designated view corridors within the City, the Bayfront Specific Plan and General Plan includes policies to protect views of the Bay and the coastal hills (for example, Policy F-3 of the Specific Plan and Policy OS(C) of the Open Space Element of the General Plan). Other public view corridors in the area include views from adjacent roadways and highways. The Scenic Roads and Highways Element of the General Plan seeks to harmonize roads and highways with adjacent land uses (Policy SR(B)) and to enhance the traveler's view from the road (Policy SR(C)). Airport Boulevard is designated by the Burlingame General Plan as a Local Scenic Connector and is included in this analysis. Although US 101 is not designated as a State Scenic Highway and is not designated as a local Scenic Road or Route by the Burlingame General Plan, it is considered in this analysis since it is a public view corridor and protected under Policy SR(C).

Due to the relatively flat topography of the Project Site and limited development in the immediate vicinity, background views are visible throughout the Project Site. Based on the Bayfront Specific Plan and General Plan, background views from the Project Site are considered to have a high aesthetic value include the Bay, the East Bay Hills on clear days, and San Bruno Mountain to the north; the Bay and Coyote Point Recreation Area to the east; and the Santa Cruz Mountains to the south and west. In addition, since the Project Site is situated between the heavily-traveled US 101 corridor to the south and the Bay to the north, it can be seen from a variety of local and regional public view corridors.

Foreground and mid-range views are also visible from the Project Site. Foreground views include the Bay, the vacant 350 Airport Boulevard Site, and Fisherman's Park to the north; the Bay and the Bay Trail to the east; the low-rise light-industrial buildings, large electrical transmission towers, and US 101 to the south; and Sanchez Channel, and the unused boat restaurant to the west. The prominent mid-range views are of the office complex and the San Francisco Airport Hilton Hotel to the west. Looking west, the buildings in the office complex (ranging from 27 feet to 98 feet) and the Hilton Hotel (144 feet) block the otherwise panoramic views of the Santa Cruz Mountains.

Figure 3.3-2 depicts a photo location map of various viewpoints in the vicinity of the Project Site. Figure 3.3-3 through Figure 3.3-5 show the existing visual character of the Project Site and view corridors to and from the Project Site. Brief descriptions of the key view corridors are provided below.

US 101. The Project Site is visible from both northbound and southbound US 101.[3] The Project Site becomes visible to northbound US 101 motorists near the Burlingame/San Mateo border, approximately 0.5 miles from the Project Site. This area represents an eastern "gateway" into the City. However, as motorists approach the Project Site, US 101 changes directions from roughly a north-south direction to east-west. This change in direction results in a sharp curve, with the northern freeway lanes (towards the Project Site) at a higher elevation than the southern freeway lanes (towards the center median of US 101). As such, direct views of the Project Site from vehicles travelling along northbound US 101, after the Peninsula Avenue overcrossing, are limited. Existing views in this area mainly feature the other freeway lanes, the freeway barrier, electrical transmission lines and towers, and the tops of the onsite palm trees.

However, as shown in Figure 3.3-3a, direct and unobstructed views of the Project Site are visible from the newly reconfigured Peninsula Avenue freeway onramp. Foreground and mid-range views, looking northwest, include Airport Boulevard, the Bay, electrical transmission lines and towers, the low-rise light-industrial buildings along Beach Road, and the Project Site itself. Further to the north is a background view of San Bruno Mountain.

From southbound US 101, the Project Site appears to the northeast of the freeway within the context of the existing Bayfront urban development pattern. As shown in Figure 3.3-3b, foreground and mid-range views looking toward the Project Site consist of northbound US 101, Sanchez Lagoon, the Bay Trail pedestrian bridge, lattice transmission towers and electrical lines, the light-industrial buildings along Beach Road, the adjacent office complex, open space and vegetation at the office complex, and a small vegetated portion of the Project Site. On clear days, limited views of the East Bay Hills are visible looking north, and the tree-covered Coyote Point Recreation Area is visible looking east.

Peninsula Avenue Overcrossing. Pedestrians, bicyclists, and motorists use the Peninsula Avenue overcrossing, which is in the City of San Mateo, to cross US 101 approximately 0.5 miles southeast of the Project Site. As depicted in Figure 3.3-3c, vegetation on the Project Site is visible to the northwest from this elevated vantage point. Middle ground views include the freeway and its on-/off-ramp system, the light industrial warehouses to the south of US 101, lattice electrical transmission towers, the buildings along Beach Road, and the Anza Point office and hotel developments. Background views include the Santa Cruz Mountains to the southwest and San Bruno Mountain to the northwest. However, due to blockages caused by intervening structures and vegetation, views of the Bay cannot be seen from the overcrossing. Peninsula Avenue at US 101 is considered a gateway to the City of San Mateo under the San Mateo General Plan.

[3] This segment of US 101 runs in an east-west direction. However, US 101 is considered a north-south freeway and therefore is referred as such in this section.

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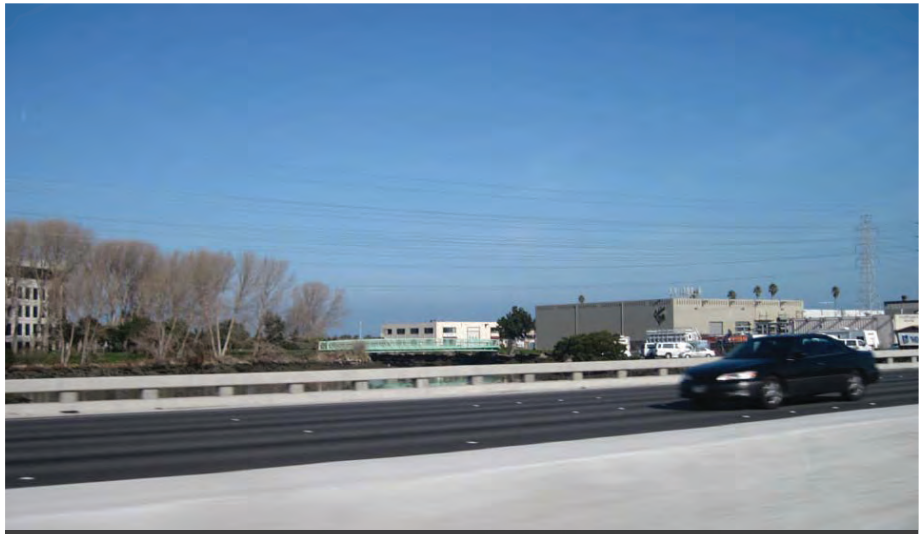
FIGURE 3.3-2
Photo Location Map

***Source*:** Google Earth; Atkins, 2011.

a. US 101 Northbound (Vantage Point 2)



b. US 101 Southbound (Vantage Point 3)

c. Peninsula Avenue Overcrossing - Facing Northwest

d. Airport Boulevard - Facing North

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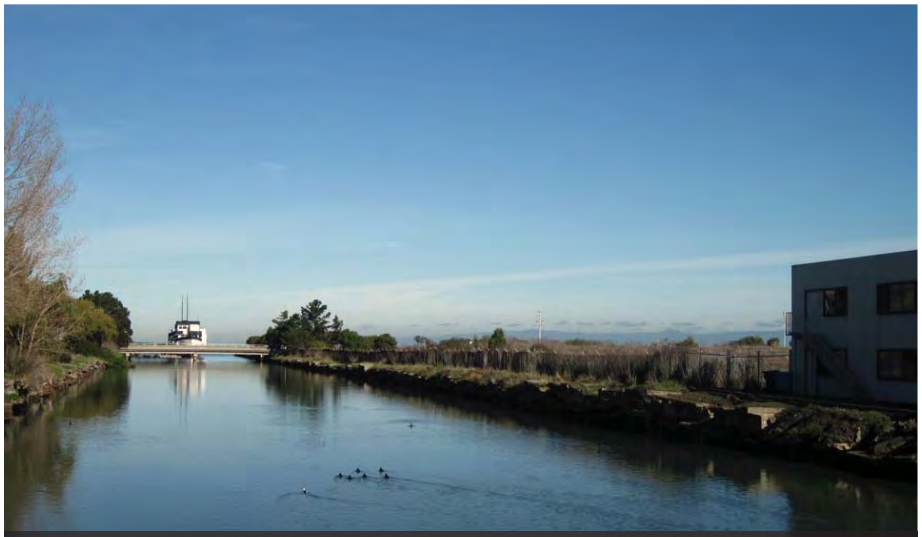
FIGURE 3.3-3
Project Photos

***Source*:** Atkins, 2011.

a. Airport Boulevard - Facing East towards 300 Airport Boulevard Site

b. Bay Trail - Facing North



c. Bay Trail and Sanchez Channel - Facing North

d. 350 Airport Boulevard Site - Facing Southwest

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FIGURE 3.3-4
Project Photos

***Source*:** Atkins, 2011.

a. Fisherman's Park - Facing Southwest

b. Coyote Point Recreation Area - Facing West (Vantage Point 1)

c. Victoria Park - Facing North

d. Higher Elevation at Hillside Drive - Facing Northeast

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FIGURE 3.3-5
Project Photos

***Source*:** Atkins, 2011.

Airport Boulevard. The Project Site is visible from Airport Boulevard. Airport Boulevard forms the border between the 300 Airport Boulevard Site and 350 Airport Boulevard Site, and is adjacent to the 300 Airport Boulevard Site on the eastern portion. Figure 3.3-3d shows the existing Airport Boulevard, looking north, at the Beach Road intersection. As depicted, foreground views include vegetation buffers along both sides of Airport Boulevard to the north; the Bay Trail, on-street parking, and the Bay to the east; and a two-story light-industrial building to the west. Further along Airport Boulevard, the background views to the east become more expansive, providing panoramic views of the Bay, the East Bay Hills (on clear days), and Coyote Point Recreation Area. As shown in Figure 3.3-4a, background views to the west include channelized view corridors of the Santa Cruz Mountains, which are partially blocked by the adjacent office complex with buildings ranging from 27 feet to 98 feet in height and the 144-foot Hilton Hotel.

Motorists travelling eastbound on Airport Boulevard, across the Sanchez Channel bridge, experience foreground views of the 300 Airport Boulevard Site to the south and the 350 Airport Boulevard Site to the north. Although both sites are partially screened by dense clusters of vegetation, there are some breaks in the trees and shrubs, providing direct and unobstructed view of the sites. However, a large soil mound is located in the northwest corner of the 300 Airport Boulevard Site, which rises to an elevation of approximately 17 feet above msl. This mound, which is approximately 7 feet higher than the elevation of Airport Boulevard, obstructs all mid-ground and background views from the eastern portion of Airport Boulevard, looking south.

Bay Trail. The Project Site is partially visible from the designated Bay Trail to the east of the 300 Airport Boulevard Site and the Bay Trail along Sanchez Channel to the south. Views of the Project Site are mainly obstructed from the eastern portion of the Bay Trail due to dense vegetation along Airport Boulevard. As described above, moderately-dense vegetation lines both sides of Airport Boulevard and in the median. This landscaping only allows limited and channelized views of the Project Site from the Bay Trail. In addition, views generally tend to focus away from the Project Site, towards the north and east, where views encompass panoramic and expansive scenery of the Bay, Coyote Point Recreation Area, and the East Bay Hills. Figure 3.3-4b shows the existing Bay Trail with views of the Bay and distant views of the East Bay Hills (on clear days) to the north and east, and views of Airport Boulevard vegetation to the north and west.

A segment of the Bay Trail also runs north-south along the western bank of Sanchez Channel. This portion of the Bay Trail is paved and features intermittent vegetation to the east and the multi-story office complex and associated surface parking lots to the west. Unobstructed views of the Project Site are visible from this portion of the Bay Trail, across Sanchez Channel. However, the southern portion of the Trail has limited views of the 300 Airport Boulevard Site due to dense shrubs and trees between the bank of Sanchez Channel and the Trail. Nonetheless, as depicted in Figure 3.3-4c, there are unblocked views of the Project Site from the Sanchez Channel bicycle/pedestrian bridge. As shown, foreground views facing north from this portion of the Bay Trail include Sanchez Channel and the light-industrial buildings to the south of the 300 Airport Boulevard Site. Middle-ground views include the Airport Boulevard bridge and the vacant boat restaurant to the north, while on clear days background views include the East Bay Hills.

Figure 3.3-4d includes the view north of the 350 Airport Boulevard Site, looking southwest. This area is currently vacant and provides further fishing opportunities on the concrete berms for users of Fisherman's Park. This area is designated as a "Planned Bay Trail" by the Bay Trail Map, which is a future trail not yet developed. Since this area is not currently developed as part of the Bay Trail system, it is not considered to be part of the system for the purposes of this environmental review. Nonetheless, it is still important to note that this area is designated as a "Planned Bay Trail" by the Bay Trail Map. Views from this area include the expansive views of the Bay, San Bruno Mountain, SFO, Fisherman's Park to the east, and on clear days Downtown San Francisco and the East Bay to the north. As shown in Figure 3.3-4d, views to the south and west include unobstructed foreground views of the 350 Airport Boulevard Site; mid-ground views of the vegetation around the perimeter of the 300 Airport Boulevard Site and of the high-rise buildings in the adjacent office complex and the Hilton Hotel; and background views of the Santa Cruz Mountains.

Fisherman's Park. The Project Site is visible from Fisherman's Park to the south and west. The 300 Airport Boulevard Site is located to the south and west of Fisherman's Park. However, as shown in Figure 3.3-5a, dense, evenly-spaced landscaping along the 350 Airport Boulevard border blocks the majority of views to the 300 Airport Boulevard Site. The main view of the 300 Airport Boulevard Site is a channelized view looking directly south, down Airport Boulevard. A small portion of the Santa Cruz Mountains is also visible to the south. Towards the southern end of Fisherman's Park, the 300 Airport Boulevard Site becomes more noticeable; however, the landscaped median within Airport Boulevard and the dense vegetation buffer between Airport Boulevard and the 300 Boulevard Site block the majority of direct views.

The 350 Airport Boulevard Site is immediately adjacent to Fisherman's Park to the west and can be partially seen from the park. However, as shown in Figure 3.3-5a, a line of medium-size trees provides a partial visual barrier from Fisherman's Park to the 350 Airport Boulevard Site. Nonetheless, the site is still visible through the branches and around the trunks.

Coyote Point Recreation Area. Although the Coyote Point Recreation Area is not directly adjacent to the Project Site, the Project Site is visible from the northern portions of the park. The Coyote Point Recreation Area is a regional public open-space facility within the City of San Mateo and includes fields, playgrounds, picnic areas, a snack bar, a beach, the Bay Trail, and a museum/environmental education center. The Project Site is less than 0.3 miles across an inlet of the Bay from Coyote Point Park, which provides panoramic and unobstructed views of the Project Site. Figure 3.3-5b depicts the existing views from the Coyote Point Recreation Area/Bay Trail towards the Project Site. As shown, the Bay is the foreground focal element while mid-ground views include the Project Site, the light-industrial buildings along Beach Road, electrical transmission towers, and the office/hotel buildings in the Anza Point subarea of the Bayfront Specific Plan. Partially screened views of the Santa Cruz Mountains and the higher elevations of Burlingame provide a scenic backdrop. The most prominent manmade feature is the 144-foot Hilton Hotel, which obstructs a portion of the otherwise panoramic view of the Santa Cruz Mountains. Additional significant views from the beach looking north encompass elements of more distant Bay scenery, including Downtown San Francisco, the Bay Bridge, and Yerba Buena Island on clear days.

Victoria Park and Residential Areas to the South/West of US 101. US 101 separates the Bayfront Specific Plan area from the residential areas of the City. However, the Project Site is directly across US 101 from Victoria Park and the surrounding residential units. Victoria Park is owned and operated by the City and is approximately 0.25 miles south of the Project Site. Figure 3.3-5c depicts views from Victoria Park north towards the Project Site. Currently views are blocked by foreground and mid-ground vegetation, residential development, and the freeway soundwall. However, the transmission towers, which are just south of the Project Site, and the palm trees, which are in the southern portion of the 300 Airport Boulevard Site, are visible. Due to surrounding residential development and the flat topography, no background views are visible.

Higher Elevations of Burlingame. Where views are not obstructed by intervening structures and vegetation, the Project Site is visible from some locations in the higher elevations of Burlingame. View corridors of the Project Site from the Burlingame Hills are approximately 2 miles away. From the location shown in Figure 3.3-5d, the Project Site appears as a small element within the landscape, flanked by existing development to the west and seen against a distant backdrop of the Bay and Coyote Point. Mature vegetation and residential development provide focal elements in foreground and middle-ground views from this hillside location.

Applicable Plans and Regulations

City of Burlingame Bayfront Specific Plan. The guiding document for development within the bayshore area of the City is the Bayfront Specific Plan. The Bayfront Specific Plan contains the City's goals and development policies for growth and expansion in the Bayfront Area. The plan also establishes community standards to be used as a basis for individual projects and site environmental analysis. As discussed in Section 3.2, Land Use, there are many goals and development policies that seek to retain and enhance the visual quality of the shoreline areas. The overall visual quality goal states that "development should be visually attractive, pleasing both to those who work in and visit the area, and also to those who use the area for recreation." Please refer to Section 3.2, Land Use, for a discussion regarding whether the Project is consistent with the goals and policies outlined in the Bayfront Specific Plan.

In addition, the Bayfront Specific Plan outlines Design Guidelines specific to the Anza Point subarea, which includes the Project Site. The main goal of the Anza Point Design Guidelines is "to create a structure of streets, walks, and open space to organize a mixed-use district of development that takes advantage of its proximity to Sanchez Channel and San Francisco Bay frontage." The Design Guidelines focus on building setbacks and locations, parking areas, landscaping, gateway features, streetscapes, and building design. The Project would be required to adhere to the Design Guidelines.

City of Burlingame General Plan. The Project is within the boundaries of the Bayfront Specific Plan and is therefore subject to the regulations, goals, and policies implemented under this plan. However, the Bayfront Specific Plan only addresses the land uses in the area. As such, the City of Burlingame General Plan (General Plan), which guides the physical development and character within the City, is applicable to the Project as well. The elements from the General Plan that apply to the visual quality

of the Project include the Open Space Element, Conservation Element, and Scenic Roads and Highways Element. The applicable General Plan policies that pertain to the Project are outlined below.

Open Space Element

- Policy OS(C): Preserve the important vistas, such as the hillside leading to the Skyline Ridge as seen from the Bay plain, and the Bay as seen from the hillside.

Scenic Roads and Highways Element

- Policy SR(A): To retain a system of arterials and local roads that are beautiful and useful to local residents.
- Policy SR(B): To harmonize roads and highways with adjacent land use and roadside development.
- Policy SR(C): To enhance the traveler's view from the road.

City of Burlingame Municipal Code. The City of Burlingame Municipal Code outlines several regulations with regards to the preservation of the City's visual character. Title 11, Trees and Vegetation, includes regulations for street trees, urban reforestation and tree protection, weed and rubbish abatement, and obstructing views at intersections. Title 12, Streets and Sidewalks, includes regulations for maintaining sidewalks, curbs, and driveways and for underground utility districts. In addition, Title 18, Building Construction, outlines the Building Code and landscaping requirements for new construction.

Design Review. Under Section 25.48.052 of the Burlingame Municipal Code, projects proposed in the Anza Point North (APN) zoning district are subject to Design Review by the Planning Commission, which is appointed by the Burlingame City Council. Construction and alterations in the APN subarea are subject to design review based on the design guidelines for the APN subarea of the Bayfront Specific Plan. Design review of the architecture of the proposed buildings, open spaces, streetscapes, landscaping, and bicycle/pedestrian circulation would ensure that the Project would be consistent with its surroundings and would not visually encroach on the existing development and natural features. The following would be considered during the design review of the Project:

- Support of the pattern of diverse architectural styles as defined in the design guidelines for the Anza Point subarea and the role of the shoreline in creating a network of interconnected open spaces;
- Respect and promotion of the streetscape by the placement of buildings to maximize the commercial use of the street frontage, off-street public spaces , and by locating parking so that it does not dominate street frontages, and for properties fronting on Airport Boulevard, that the design is sensitive to the surrounding bodies of water, physical and visual presence of the Bay Trail, orientation of the prevailing winds and to the Coyote Point Recreation Area;
- On visually prominent and sites with shoreline as defined by the Bay Conservation and Development Commission, the design shall fit the site, support the Bay Trail and its park and

recreational uses, provide for maximum user access and support recreational use by those who work in the area as well as those who visit; and the design is compatible with the surrounding development and consistent with the design guidelines for the Anza Point subarea;

- Compatibility of the architecture and landscaping with the design guidelines for the Anza Point subarea including materials used in existing development, location and use of plant materials, and compatibility with transitions where changes in land use occur nearby;
- Architectural design consistency by using a single architectural style on the site that is consistent among primary elements of the structure(s) and consistent with the directives of the design guidelines for the Anza Point subarea; and
- Provision of site features identified in the design guidelines such as orientation to minimize wind obstruction on San Francisco Bay, landscaping, and pedestrian circulation which enriches and enhances the existing recreation opportunities of the area, including extension of the Bay Trail.

Urban Forest Management Plan. The City of Burlingame Urban Forest Master Plan (UFMP) is a compilation of information, statistics, policies, and procedures that the Burlingame Parks and Recreation Department has had in place for several years. The goal of the UFMP is to manage the community's urban forest in order to enhance the quality of life within the City. The process integrates the environmental, economic, political, historical, and social values of the community to develop a comprehensive management plan for the urban forest. The UFMP includes: a background of the City's vision and tree philosophy; the benefits of an urban forest; the City's existing tree policies and varieties; existing maintenance practices; the criteria used to consider tree removals; the trees that are allowed as replacements in street planting strips; and the process for public appeals of staff decisions. Attachments to the UFMP include tree permits, street tree lists, criteria used to remove trees due to either sidewalk impacts or health concerns, an inventory of street trees listed by species, and the Beautification Commission's rules of procedure.[4] In order to avoid the visual impacts associated with tree removal, the Project would be required to adhere to the UFMP and the Municipal Code requirements for tree removal and replacement.

Impacts and Mitigation Measures

Standards of Significance

Potential impacts resulting from a change in visual character are partially subjective. To some, any development and change in the existing setting, regardless of design, is considered significantly adverse, while others may consider any change in development to be beneficial. This EIR identifies significance criteria based on the CEQA Guidelines. Significant visual impacts would arise if the Project would:

[4] City of Burlingame, *Urban Forest Management Plan, approved* August 20, 2007, updated July 20, 2009, accessed at http://www.burlingame.org/Modules/ShowDocument.aspx?documentid=4914, accessed on April 27, 2011.

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; and/or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Methodology

Visual conditions within the vicinity of the Project Site are defined by both the landscape setting along the Bay and by the mix of uses in the area that include industrial, office, and recreational uses. The interplay of these elements of the visual setting varies from point to point depending on viewer location. The future appearance of the 300 Airport Boulevard Site and potentially the 350 Airport Boulevard Site, the Anza Point subarea, and the surrounding area would change with the implementation of the Project, which would allow greater FARs, a mix of uses, and taller buildings. The visual analysis considers the proposed development in the APN subarea that would occur under the Project.

Significance determination is based on the extent of visual change from key vantage points, as well as the degree of visual contrast in terms of scale and character between the Project elements and the existing surroundings, and the sensitivity of affected views. Significance can also be determined by community standards for visual changes, such as the Anza Point Design Guidelines contained in the Bayfront Specific Plan. The degree of visual contrast and compatibility in scale is dependent on architectural style and scale, height, and mass. If the development proposed under the Project has an architectural style that is visually monotonous or employs styles that are visually incoherent and incompatible with surrounding development, then it would create a significant adverse effect. Similarly, if the scale, height, and mass of the proposed buildings are substantially different than nearby structures that define the prevailing development pattern so that the new buildings substantially alter streetscapes and the visual character of the area in a demonstrably negative way, then the Project would have a significant impact. Project conformance with public policies and regulations regarding visual and urban design quality is also a component in significance determination.

To illustrate the general appearance of the proposed development under the 300 Airport Boulevard Project, photomontages/visual simulations from three vantage points were prepared, as shown in the map in Figure 3.3-2. A photomontage is a photograph of the existing conditions with an image of the Project superimposed over the photograph through the use of computer imaging techniques. The photomontages have been constructed in a photo-realistic fashion to show how the proposed development at the 300 Airport Boulevard Site could look inclusive of buildings and parking structures. The photomontages are used to illustrate the development (in massing, scale, and height) that is proposed by the 300 Airport Boulevard Project and to provide a general representation of the buildings' general massing, scale, and height once the Project would be completed. They are included here for

informational purposes and to give the viewer an idea of the scale and height of the proposed development relative to the existing conditions. However, it is important to note that these photomontages are only representative of how the project could look and are subject to revisions during the Design Review process by the Planning Commission. The visual simulations, as included in Figure 3.3-6 through Figure 3.3-8 depict views of the 300 Airport Boulevard Project from the following locations:

- Vantage Point 1: Depicts views of the Project Site looking west from the Coyote Point Recreation Area Beach
- Vantage Point 2: Depicts views of the Project Site looking northwest from northbound US 101
- Vantage Point 3: Depicts views of the Project Site looking northeast from southbound US 101

Since a specific development proposal has not been submitted for the 350 Airport Boulevard Site, visual simulations are not provided for this site. Nonetheless, a programmatic analysis will be discussed for each impact with regard to increased height, bulk, and massing under the 350 Airport Boulevard Project.

Environmental Analysis

For each potential impact associated with the Project, a level of significance is determined and is reported in the impact statement. Conclusions of significance are defined as follows: significant impact (S), potentially significant impact (PS), less than significant impact (LTS), or no impact (NI). For each impact identified as being significant (S) or potentially significant (PS), this EIR provides mitigation measures to reduce, eliminate, or avoid the adverse effect. If the mitigation measures would reduce the impact to a less-than-significant (LTS) level successfully, this is stated in this EIR. If the mitigation measures would not diminish significant or potentially significant impacts to a less-than-significant level, the impacts are classified as "significant unavoidable impacts (SU)." The impacts of the potential development of the 350 Airport Boulevard Site are evaluated in this EIR on a programmatic level.

Following the submittal of a project-specific development proposal for the 350 Airport Boulevard Site, additional environmental analysis would be required. For this section, VQ refers to Visual Quality.

VQ-1 Alteration of Scenic Vistas. The Project would have a less-than-significant impact on scenic vistas as viewed from the Coyote Point Recreation Area. (LTS)

300 Airport Boulevard

For the purposes of this analysis, a scenic vista is defined as a vantage point with a broad and expansive view of a significant landscape feature (e.g. a mountain range, lake, or coastline) or of a significant historic or architecture feature (e.g. views of a historic tower). A scenic vista is a location that offers a high quality, harmonious, and visually interesting view. Under this definition, the Project would alter the scenic vista from the Coyote Point Recreation Area, although to a less-than-significant extent.

a. Coyote Point Recreation Area - Existing

b. Coyote Point Recreation Area - Proposed

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FIGURE 3.3-6
Visual Simulations - Vantage Point 1

***Source*:** Atkins, 2011.

a. Northbound US 101 - Existing

b. Northbound US 101 - Proposed

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FIGURE 3.3-7
Visual Simulations - Vantage Point 2

***Source*:** Atkins, 2011.

a. Southbound US 101 - Existing

b. Southbound US 101 - Proposed

ATKINS

FIGURE 3.3-8
Visual Simulations - Vantage Point 3

***Source*:** Atkins, 2011.

Coyote Point Recreation Area. As shown in Vantage Point 1, Figure 3.3-6a, existing views from the Coyote Point Recreation Area/Bay Trail include broad views of the Bay and relatively unobstructed views of the higher portions of the Santa Cruz Mountains. Given the relatively natural setting, the high quality of the views from this location, and that the area is open to the public, views of the Bay, the San Francisco Skyline, the East Bay Hills, and the Santa Cruz Mountains from this vantage point are considered scenic vistas.

As depicted in Figure 3.3-6a, urban development currently exists in the mid-ground views from the beach of the Coyote Point Recreation Area. To the southwest, views of the electrical utility transmission towers and lines and the low-rise light-industrial buildings are visible. In addition, directly within the line-of-sight are three high-rise building in the office complex across Sanchez Channel from the 300 Airport Boulevard Site: 555 Airport Boulevard, which is partially screened by vegetation (78 feet tall), 533 Airport Boulevard (73 feet tall), and 433 Airport Boulevard (80 feet tall). Directly behind the 533 Airport Boulevard Building is the 144-foot tall Hilton Hotel, which is the dominant development feature in the area. The existing buildings in this area partially obscure the Santa Cruz Mountain ridgeline as seen from the Coyote Point Recreation Area.

As shown in Figure 3.3-6b, Buildings B1 and B2 and the amenities center would be visible from the Coyote Point Recreation Area and the taller buildings would partially obscure the remaining view of the Santa Cruz Mountains ridgeline. Buildings B1 and B2 would both be 97 feet tall while the amenities center would be 48.5 feet tall. The taller B3 and B4 buildings, at 129 feet and 144 feet, respectively, and the parking garage would be substantially blocked from view by buildings B1 and B2. Most of the Hilton Hotel would be blocked by Buildings B2 and B4. A partial view of the office building at 433 Airport Boulevard would still be visible between Buildings B1 and B2.

The Project would partially block the views of the existing development and would add additional height, bulk, and massing to the existing view from Coyote Point Recreation Area. As noted, existing multi-story development to the west of the 300 Airport Boulevard Site already partially obstructs portions of the Santa Cruz Mountains. There is existing development of similar size and scale as the 300 Airport Boulevard Project in the area and the new height and bulk with the Project would not contribute to significant additional blockage of views to the Santa Cruz Mountains. As such, although the proposed height and massing would increase, this would represent an insignificant part of the overall view available from this location.

In addition, the increase of development at the 300 Airport Boulevard Site would represent a small portion of the overall vista as viewed from the Coyote Point Recreation Area. The view from the Coyote Point Recreation Area, looking north and west, also encompasses the Bay itself, SFO, San Bruno Mountain, the San Francisco Skyline, the Bay Bridge, and the East Bay Hills. It is also important to note that the views of the 300 Airport Boulevard Site change as the viewer adjusts position. As the viewer walks towards the site along the Bay Trail, the development would appear larger, but would block different background views. However, the

300 Airport Boulevard Site appears smaller against the backdrop of the hills as the viewer approaches the tree-covered point of Coyote Point, away from the site. From this vantage point, the ridgeline of the Santa Cruz Mountains would be unobstructed even with the development of the 300 Airport Boulevard Project. Therefore, although the ridgeline would be blocked by the office/life science buildings from the location depicted in Vantage Point 1, other vantage points from the Coyote Point Recreation Area, such as the overlook on the bluff trail to the east, would have slightly different view corridors with less of the view blocked by the development.

Other Scenic Vistas. Although the Project Site is visible from other surrounding locations, none of these areas are considered to afford scenic vistas due to their location and limited views of significant landscape features. The higher elevations of Burlingame provide vistas of the City, the Bay, and the East Bay Hills looking east, as shown in Figure 3.3-5d. However, the proposed building heights would not substantially affect these vistas due to the distance from the viewers to the Project Site, the superior position of the viewers relative to the Project Site, the built-out urban nature of the City, and the vast expanse of the Bay views. The proposed structures would comprise a minor element in views from the homes in the higher elevations of Burlingame. As such, the 300 Airport Boulevard Project would have a less-than-significant impact on views of the Bay as seen from residences in the Burlingame hills.

350 Airport Boulevard

As with the 300 Airport Boulevard Site, the 350 Airport Boulevard Site is visible from the Coyote Point Recreation Area. Currently, there is not a specific development proposal for this site; however, this analysis assumes the maximum build-out allowed at the 350 Airport Boulevard Site. Additional project-level environmental analysis related to visual quality 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.

As shown in Figure 3.3-6a, and explained above, current views from the Coyote Point Recreation Area toward the 350 Airport Boulevard Site feature broad views of the Bay and relatively unobstructed views of the Santa Cruz Mountains. Although manmade development currently exists in the mid-ground views looking west from Coyote Point Beach, this development is within the viewshed of the 300 Airport Boulevard Site and not the 350 Airport Boulevard Site. As such, there is currently no high-rise development blocking the views of the Santa Cruz Mountains in the area.

The revised APN zoning regulations would allow greater FAR and density at the 350 Airport Boulevard Site. Therefore, any future buildings proposed at the 350 Airport Boulevard Site would have a greater potential over existing zoning regulations to block views of the Santa Cruz Mountains from the Coyote Point Recreation Area. Nonetheless, with respect to surrounding development, including the 300 Airport Boulevard Site, the 350 Airport Boulevard buildings would not add a significant amount of development to the view corridor. In addition, as with the 300 Airport Boulevard Project, the 350 Airport Boulevard Project would need to

adhere to the Design Guidelines of the Anza Point subarea. Compliance with the landscaping and exterior building materials guidelines would further reduce the less-than-significant impacts.

VQ-2 Damage to Scenic Resources within a State Scenic Highway. The Project would not damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway. (NI)

300 Airport Boulevard

The 300 Airport Boulevard Project is not located adjacent to, or in view of, a designated State scenic highway or corridor. The closest designated scenic highway is I-280, which is over 3 miles west of the Project Site. No portion of the Project Site can be seen from any portion of I-280. Therefore, no impacts related to scenic resources within a State scenic highway corridor would occur.

350 Airport Boulevard

As with the 300 Airport Boulevard Project, the 350 Airport Boulevard Project is not located adjacent to, or in view of, a designated State scenic highway or corridor. The closest designated scenic highway is I-280, which is over 3 miles west. No portion of the Project Site can be seen from any portion of I-280. Therefore, no impacts related to scenic resources within a State scenic highway corridor would occur.

VQ-3 Degradation of Existing Visual Character or Quality. The Project would not substantially degrade the existing visual character or quality of the Project Site and its surroundings, resulting in less-than-significant impacts. (LTS)

300 Airport Boulevard

For the purposes of this analysis, a substantial degradation of the existing visual character or quality of the 300 Airport Boulevard Site would occur if the Project would introduce a new visible element that would be inconsistent with the overall quality, scale, and character of the surrounding development. The analysis considers the degree of contrast between the proposed features and existing features that represent the area's valued aesthetic image, in addition to the degree to which the 300 Airport Boulevard Project would contribute to the area's aesthetic value. This analysis examines the changes in visual character and quality of the site itself, and also examines how the 300 Airport Boulevard Project would change the existing visual character and quality as seen from sensitive vantage points, as identified under the Existing Conditions.

Impacts on On-Site Character or Quality. As described above, the existing 300 Airport Boulevard Site consists of cracked paved surfaces, dirt mounds, and unkempt weeds and shrubs. As such, the site does not currently represent a visually significant area. In addition, the vacant parcel is not consistent with its surroundings and does not provide unity between the

natural setting of the Bay to the east with the light-industrial buildings to the south or the office development to the west. The existing mix of uses in this area, which includes vacant parcels (the 300 and 350 Airport Boulevard Sites), warehouses and light-industrial buildings, multi-level office and hotel buildings, and open spaces (Fisherman's Park and the Bay Trail), results in an incoherent visual pattern.

With the Project, the 300 Airport Boulevard Site would be developed with two five-story buildings (97 feet), one seven-story building (129 feet), one eight-story building (144 feet), one two-story building (48.5 feet), and a parking structure building (69.5 feet). This substantial increase in building mass would alter the visual character of the Anza Point subarea. However, this change in visual character has been encouraged by the City through policies and design guidelines contained in the Bayfront Specific Plan.

The proposed buildings would be oriented in an east-west direction and would front on the realigned Airport Boulevard, which would bisect the 300 Airport Boulevard Site. As recommended by the Anza Point Design Guidelines, the tallest buildings would be located adjacent to Sanchez Channel. Limited surface parking (42 parking stalls) would be provided to the north of Building B1, to the south of Building B2, and to the south of Building B4. All surface parking would include landscaping to visually buffer views from Airport Boulevard and the proposed buildings.

Open space at the 300 Airport Boulevard Site would include improvements to the shoreline along Sanchez Channel including the Bay Spur Trail, connections to the Bay Trail through the center of the Project area via the east-west pedestrian promenade, smaller open space and landscaped areas throughout the Project area, and improvements to the offsite Eastern Shoreline open space and Bay Trail along the Bay. No buildings would be constructed within the 100-foot shoreline band, and the 100-foot shoreline band would be restored and rehabilitated to provide bicycle and pedestrian access. The western shoreline revetment would also be repaired or reconstructed as necessary to maintain safety and stability of the shoreline area. A Bay Trail along the Sanchez Channel would be provided in this shoreline band. In addition, open space and landscaping throughout the site would provide an amenity and offer gathering spaces for employees and visitors. Gateway features would also be positioned at both entrances to the 300 Airport Boulevard Site in the northwest corner and the southeast corner. Figure 2-10 in Section 2, Project Description, depicts the Bay Trail, open spaces, gateway locations, and landscaping at the 300 Airport Boulevard Site and the adjacent Eastern Shoreline area.

To accommodate the Project, several existing trees would be removed. According to the site survey, there are five trees (less than 12-inches Diameter at Breast Height [DBH]) and 12 palm trees (less than 18 inches DBH) at the 300 Airport Boulevard Site.[5] Because of their size, those 17 trees would be considered insignificant and would be removed under the Project. In

[5] Martin M. Ron Associates, Land Surveyors, "Site Survey of Assessor's Parcel Numbers 026-350-080, 026-350-100, 026-350-110, 026-350-120, and 026-350-130 for Millennium Partners," December 10, 2007.

addition, there are "Street Trees"[6] (trees within the public right-of-way) adjacent to the 300 Airport Boulevard Site, within the median of the existing Airport Boulevard. There are currently 26 Melaleuca trees (Cajeput Trees) taller than 10 feet in height within the median along the north-south section of the existing Airport Boulevard (the eastern portion of the 300 Airport Boulevard Site). These are considered to be Street Trees based on the Code definition and would be removed. Although a total of 43 trees would be removed under the 300 Airport Boulevard Project, these trees would be replaced consistent with the City's Urban Forest Management Plan. In addition to the replacement trees, the Project would add significantly more trees and vegetation than current conditions, further enhancing the visual character of the 300 Airport Boulevard Site.

While the 300 Airport Boulevard Project would substantially increase on-site building height, massing, and bulk, the Project would have a less-than-significant impact on on-site visual character. Currently, the Anza Point subarea consists of vacant, unkempt parcels that do not complement the natural, high-quality vividness of the Bay to the east and the modern, well-maintained office development to the west. The 300 Airport Boulevard Project would replace the abandoned former Drive-In Theater site with enhanced landscaping, bicycle/pedestrian amenities, and structures that would complement the existing office development across the Sanchez Channel. The proposed development under the 300 Airport Boulevard Project would provide increased unity with its surroundings by creating contiguous landscape areas and buildings that reflect a similar architectural design. The buildings would provide design continuity with the office complex to the west while the open spaces, vegetation, and revitalized Bay Trails would provide visual connections to the Bay.

Impacts on Public View Corridors. The sensitive public view corridors identified under Existing Conditions include US 101, the Peninsula Avenue overcrossing, Airport Boulevard, the Bay Trail, Fisherman's Park, and Victoria Park and the residential area to the south of US 101. In addition, Coyote Point Recreation Area and the higher elevations of Burlingame also have public view corridors; however, these are considered scenic vistas and are discussed in detail under Impact VQ-1, above.

As described below, the visual character of the 300 Airport Boulevard Site and its surroundings would not be significantly impacted by the Project. The addition of new trees and more formal landscaping and streetscape/sidewalk improvements throughout the 300 Airport Boulevard Site would improve the aesthetics of the overall area and create a more pedestrian-friendly environment. The taller buildings would be visible to people recreating along the Bay Trail and in Fisherman's Park, as well as motorists along US 101 and Airport Boulevard. However, the existing area surrounding the 300 Airport Boulevard Site is inconsistent with its surroundings and does not offer unity with other natural and built features. Although the long-term visual characteristics of the 300 Airport Boulevard Site would be altered with development of the 300 Airport Boulevard Project, the Project would provide more design

[6] Based on Chapter 11.04 of the Burlingame Municipal Code, a "Street Tree" means any woody perennial plant having a single main axis or stem commonly achieving 10 feet or more in height.)

continuity within the Bayfront Specific Plan area by creating contiguous landscaping and buildings that reflect a similar architectural design.

To further reduce the impacts of views of the 300 Airport Site, the Project Sponsor would be required to install landscaping that would serve to block some of the views of the proposed buildings. Consistent with the Bayfront Specific Plan Design Guidelines for the Anza Point subarea, landscaping should protect and enhance view corridors and should be used as a visual buffer to shield adjacent views. At maturity, the vegetation planted behind Buildings B1 and B2 and within the eastern 100-foot shoreline band should mask a significant portion of the buildings and make the buildings visually subordinate and harmonious to their surroundings. As a part of the development entitlement process, the proposed landscape plan will be reviewed by the Planning Commission for consistency with the requirements of the Bayfront Specific Plan and Design Guidelines.

The Planning Commission will also review the Project for consistency with the exterior building design guidelines in the Bayfront Specific Plan for the Anza Point subarea. Consistent with the Anza Point Design Guidelines, exterior building materials and finishes should convey a sense of integrity, permanence, and durability. In addition, the buildings should visually connect to the Bay Trail and should have a visual pattern. Materials on the outside of Buildings B1, B2, B3, and B4 would include glass-fiber reinforced concrete (GFRC) panels, natural stone veneers, prefinished metal panels, as well as high performance tinted glazing. Generally, the exterior of each floor would feature spandrel glass, separated glass walls, pre-fabricated aluminum blade sunshades/light shelf between horizontal outriggers, pre-finished metal panels/breakshape bands and soffits, and reflective glass sunshades with stainless steel attachments. These exterior finishes would likely allow the buildings to integrate with the existing background, including the Bay and the backdrop of the Santa Cruz Mountains, by using colors that match with their surroundings subject to review and approval by the City. Exterior building treatments will ultimately be reviewed and approved by the Planning Commission prior to construction.

As such, the development of new buildings and the addition of new landscaping would not be considered a substantial degradation of the existing visual character or quality of the 300 Airport Boulevard Site and its surroundings. The 300 Airport Boulevard Project would comply with the City's design review process and landscaping standards to ensure future development would be visually compatible with the character of the surrounding area. Therefore, the 300 Airport Boulevard Project would not substantially degrade the existing visual character or quality of the site or the area and the impact would be considered less than significant.

The following analysis considers views of the 300 Airport Boulevard Site from specific viewer locations.

US 101. Due to the high volume of motorists, the 300 Airport Boulevard Site's visibility, and its gateway into the City, visual simulations have been prepared to illustrate project appearance

from northbound and southbound US 101. Vantage Point 2 (Figure 3.3-7) and Vantage Point 3 (Figure 3.3-8) depict the views from US 101.

As shown in Vantage Point 2, Figure 3.3-7a, there are unobstructed views of the 300 Airport Boulevard Site from the Peninsula Avenue US 101 onramp. San Bruno Mountain is also visible in the background, beyond the site. As depicted in Figure 3.3-7b, the buildings proposed under the 300 Airport Boulevard Project would be considerably taller than the existing development located to the south of the Project Site. All of the buildings that make up the 300 Airport Boulevard Project would be visible to varying degrees from the Peninsula Avenue/US 101 onramp. However, the proposed landscaping, which would be visible along the eastern perimeter, would soften the 300 Airport Boulevard Project's appearance and reduce its visual contrast with the surrounding landscape.

Although the proposed buildings would obstruct the majority of views of San Bruno Mountain from this segment of US 101, US 101 is not a designated scenic route. As stated above, the freeway is highly-traveled; however, motorists only have fleeting views of the 300 Airport Boulevard Site, due to the speeds permitted on US 101 and the fact that users of US 101 typically direct their attention to the freeway ahead rather than views from the freeway. Therefore, the views of the 300 Airport Boulevard Site from northbound US 101 do not constitute sensitive views and motorists on US 101 are not considered sensitive viewers.

Further, as stated under Existing Conditions, due to the curve in the freeway, direct views of the 300 Airport Boulevard Site are mainly blocked by other freeway lanes, other motorists, the freeway barrier, and overhead utility lines. The view provided in Figure 3.3-7 is from the Peninsula Avenue onramp, which is the closest lane to the Project Site. Views of the 300 Airport Boulevard Site are more limited the further the motorist is from the US 101 shoulder. Therefore, the 300 Airport Boulevard Project would result in less-than-significant impacts to views from US 101.

Vantage Point 3, Figure 3.3-8a, depicts the 300 Airport Boulevard Site as viewed from southbound US 101 motorists. Existing views of the 300 Airport Boulevard Site from this location are highly channelized. Background views of the East Bay Hills are only visible on clear days from this location. As shown in Figure 3.3-8b, the 300 Airport Boulevard Project would add significant height, mass, and bulk to the view from this location and would become the dominant visual feature. However, as stated above, views of the 300 Airport Boulevard Site from this segment of southbound US 101 would be brief. Therefore, significant visual resources from southbound US 101 would not be blocked as a result of the 300 Airport Boulevard Project, resulting in a less-than-significant impact.

Peninsula Avenue Overcrossing. The 300 Airport Boulevard Project would be visible from the Peninsula Avenue Overcrossing, which is in the City of San Mateo. This area is considered to be a sensitive viewer location because Peninsula Avenue at US 101 is designated as a "gateway" to the City of San Mateo under the San Mateo General Plan. However, the area is urbanized and highly developed with existing views of the freeway and its on-/off-ramp

system, the low-rise light industrial warehouses to the south of US 101, lattice electrical transmission towers, the warehouse/light industrial buildings along Beach Road, and the multi-story Anza Point offices and hotels beyond the Project Site. As such, the addition of the proposed buildings at the 300 Airport Boulevard Site would be consistent with the surrounding urbanized development and views from the Peninsula Avenue Overcrossing would not be substantially altered. Background views include the Santa Cruz Mountains to the southwest and San Bruno Mountain to the northwest. From this vantage point, the proposed buildings would not block significant portions of the higher elevations of these views. As such, due to the developed nature of the area, the 300 Airport Boulevard Project would not reduce the quality of views from the Peninsula Avenue Overcrossing.

Airport Boulevard. With the Project, Airport Boulevard would be realigned to bisect the 300 Airport Boulevard Site. As such, views of the proposed development would be visible on both sides of Airport Boulevard. However, the 300 Airport Boulevard Project would also include street improvements to Airport Boulevard, which would add to the visual appearance and would serve to block some of the adjacent proposed development. Airport Boulevard would be surrounded on both sides by street trees and a center median within the roadway would include landscaping and vegetation.

Although the 300 Airport Boulevard Project would improve the streetscape along Airport Boulevard, most of the existing street would be moved away from the eastern shoreline. As a result, the existing motorist views of the Bay to the east and partial views to the north would be blocked by the proposed buildings. However, the action of moving the road away from the shoreline is addressed under Policy E-4 of the Bayfront Specific Plan. Policy E-4 states that "when considering realignment or new alignment of roadways, encourage arterial roadways to be located away from the bay edge." In addition, the visual quality of Airport Boulevard would be improved by the inclusion of new landscape features including street trees, signage, decorative paved surfaces, and gateways. As such, changes to Airport Boulevard would result in a less-than-significant impact.

Bay Trail. The 300 Airport Boulevard Project would be visible from the rehabilitated Bay Trail along the Bay to the east and Sanchez Channel to the west. Currently, the Bay Trail along the eastern portion of the 300 Airport Boulevard Site consists of an unevenly-paved narrow trail, intermittent landscaping, and minimal pedestrian features such as benches, signs, and a trash receptacle. Other than the eastern segment that runs from Fisherman's Park to the southeast corner of the site, there are no other Bay Trail features at the 300 Airport Boulevard Site.

The 300 Airport Boulevard Project would redesign the Bay Trail to include a continuous system of trails, connecting Coyote Point Recreation Area to the east in San Mateo with the rest of the Burlingame Bayshore area to the west. The Bay Trail would run north-south along the eastern border of the 300 Airport Boulevard Site, along the Bay, and would bisect the 300 Airport Boulevard Site between Buildings B1 and B2. The trail would then cross over Airport Boulevard along a pedestrian crossing and would travel between Buildings B3 and B4. At

Sanchez Channel, the Bay Trail would run north-south and would connect with the existing Bay Trail pedestrian bridge to the south, which crosses over the Sanchez Channel.

The rehabilitation of the Bay Trail would also include features to visually connect the trail with the proposed built-environment of the 300 Airport Boulevard Project and the natural surroundings of the Bay. Features would include plazas, a waterfront overlook, pedestrian lighting, landscaping, stormwater retention zones, art features, and an overlook guardrail. The Bay Trail would also include bicycle racks, benches and seating areas, drinking fountains, and trash and recycling bins.

Views from the current Bay Trail to the east of the site would be altered by the 300 Airport Boulevard Project due to the proposed buildings, which would be up to 144 feet tall. Although current background views looking south and west are fairly limited due to existing vegetation and the flat topography, the proposed buildings would block all background views in this direction. However, primary views from this area generally tend to focus away from the interior of the 300 Airport Boulevard Site and towards the north and east, where views encompass panoramic and expansive scenery of the Bay, Coyote Point Recreation Area, and the East Bay Hills. In addition, the pedestrian promenade proposed through the center of the site would provide a view corridor through the proposed buildings. Proposed development at the 300 Airport Boulevard Site would not interfere with the northern and eastern views in this area.

The location of the proposed Bay Trail spur to the west of the site is not currently accessible by the public and is therefore a limited vantage point. The new Bay Trail spur would have views of the Sanchez Channel and the Bay to the north, but would not permit views of the Bay to the east and other eastern background views due to placement of the proposed buildings. However, since there is not currently a Bay Trail in this area, and it is only proposed with the Project, blocked views would not result in a significant impact. In addition, the connecting pedestrian promenade through the site would offer views between the proposed buildings. Due to the numerous Bay Trail improvements under the 300 Airport Boulevard Project, and the limited changes to the scenic views from the existing Bay Trail, the Project would result in less-than-significant impacts to the visual character of the Bay Trail system.

Fisherman's Park. The 300 Airport Boulevard Site is visible from Fisherman's Park to the south. Currently, dense, evenly-space landscaping along Airport Boulevard blocks the majority of views to the 300 Airport Boulevard Site. Background views are obstructed by dense vegetation and only highly channelized, intermittent views of the Santa Cruz Mountains are visible. However, the proposed buildings would be highly visible from the park. In particular, Building B1, which is in the northeast corner of the site, would be visible at 97 feet tall. However, this building would be setback from Fisherman's Park and would be separated by surface parking for the office/life science uses and the Bay Trail and landscaping. As such, due to the distance and the flat topography, it is expected that only the upper levels of Building B1 and some of Building B3 (in the northwest corner of the site) would be visible. As such, the construction of the proposed buildings would not block any significant background views.

As with the Bay Trail, the significant views from Fisherman's Park are to the north and east, facing away from the 300 Airport Boulevard Project. The 300 Airport Boulevard Project would not alter the views from Fisherman's Park of the Bay, the East Bay Hills, and the Coyote Point Recreation Area. Therefore, although the proposed development would be visible from Fisherman's Park, the development would not significantly alter the visual character of the site.

Victoria Park and Residential Areas to the South/West of US 101. US 101 separates the Bayfront Specific Plan area from the residential areas of the City and therefore views of the 300 Airport Boulevard Site are blocked by existing buildings, vegetation, and soundwalls along US 101. However, the buildings proposed under the 300 Airport Boulevard Project would be visible from Victoria Park and a limited number of residential dwellings in this area. The palm trees in the southern portion of the site are currently visible from Victoria Park and provide an indicator as to where the site is in relation to the area. Due to the height of the buildings, the proposed development would be visible from this location. Although the buildings would be visible to users of Victoria Park and some residences, the proposed buildings would not substantially alter the existing visual character of the area. The buildings would be at a distance of approximately 0.2 miles to the north, across US 101. As such, they would only constitute limited and mainly blocked background views and would not be a dominant feature in the area. Additionally, there are no significant resources to the north (such as the Bay or the East Bay Hills) that are visible from this area; therefore, the buildings would not obstruct any valued viewsheds.

350 Airport Boulevard

Impacts on On-Site Character or Quality. As described above, the existing 350 Airport Boulevard Site consists of an abandoned one-story wooden structure and vacant paved surfaces and is enclosed by a chain-linked, barbed-wire fence surrounded by evenly-spaced trees to the east and south. As such, the site does not currently represent a visually significant area. In addition, the vacant parcel is not consistent with its surroundings and does not provide unity between the natural setting of the Bay to the east with the modern office development to the west. The mix of uses in this area, which includes vacant parcels that were formerly developed, multi-story office and hotel buildings, and open spaces (Fisherman's Park and the Bay Trail), results in an incoherent visual pattern.

The revised APN zoning regulations would allow greater FAR and density at the 350 Airport Boulevard Site and would allow development up to 374,000 sf. This substantial increase in building mass over existing conditions would alter the visual character of the Anza Point subarea. However, this change in visual character has been encouraged by the City through policies and design guidelines contained in the Bayfront Specific Plan.

Although a site plan or a development application has not been submitted for the 350 Airport Boulevard Site, future development on this parcel of land based on the increased floor area allowed by the proposed changes to the Bayfront Specific Plan and APN zoning regulations

could substantially increase on-site building height, massing, and bulk. However, the Anza Point subarea consists of vacant, unkempt parcels that do not complement the natural, high-quality vividness of the Bay to the east and the modern, well-maintained office development to the west. Based on requirements outlined in the Bayfront Specific Plan and Design Guidelines, development at the 350 Airport Boulevard Site would replace the abandoned former rental car site with enhanced landscaping, bicycle/pedestrian amenities, and structures that would complement the existing office development across the Sanchez Channel and the proposed office development at 300 Airport Boulevard. The development would provide increased unity with its surroundings by creating contiguous landscape areas and buildings that reflect a similar architectural design. The buildings would provide design continuity with the rest of the Bayfront Specific Plan area, resulting in a less-than-significant impact on the visual character of the site.

Impacts on Public View Corridors. The sensitive public view corridors identified under Existing Conditions that would have views of the 350 Airport Boulevard Site include US 101, the Peninsula Avenue overcrossing, Airport Boulevard, the Bay Trail, and Fisherman's Park. Views of the 350 Airport Boulevard Site from Victoria Park and the residential area to the south of US 101 would be blocked by distance and the development at the 300 Airport Boulevard Site.

As described below, the visual character of the 350 Airport Boulevard Site and its surroundings would not be significantly impacted by the 350 Airport Boulevard Project. The buildings would likely be visible to people recreating along the Bay Trail and in Fisherman's Park, as well as motorists along US 101 and Airport Boulevard. However, the area surrounding the 350 Airport Boulevard Site is inconsistent with its surroundings and does not offer unity with other natural and built features. Although the long-term visual characteristics of the 350 Airport Boulevard Site would be altered with development under the 350 Airport Boulevard Project, the Project would provide more design continuity within the Bayfront Specific Plan area by creating contiguous landscaping and buildings that reflect a similar architectural design. As a result, the development of new buildings and landscaping would not be considered a substantial degradation of the existing visual character or quality of the 350 Airport Boulevard Site and its surroundings.

In addition, the 350 Airport Boulevard Project would comply with the City's design review process and landscaping standards to ensure future development would be visually compatible with the character of the surrounding area. Therefore, the 350 Airport Boulevard Project would not substantially degrade the existing visual character or quality of the site or the area and the impact would be considered less than significant.

The following analysis considers views of the 350 Airport Boulevard Site from specific viewer locations.

US 101. As shown in Figure 3.3-7a, there are unobstructed views of the 350 Airport Boulevard Site from the Peninsula Avenue US 101 onramp. San Bruno Mountain is also

visible in the background, beyond the site. Although it is unknown at this time how tall the buildings would be at the 350 Airport Boulevard Site, it is likely that they would be visible from northbound US 101. However, US 101 is not a designated scenic route. As stated above, the freeway is highly-traveled; however, motorists only have fleeting views of the 350 Airport Boulevard Site, due to the speeds permitted on US 101. In addition, direct views of the 350 Airport Boulevard Site are mainly blocked by other freeway lanes, other motorists, the freeway barrier, and overhead utility lines. Views of the 350 Airport Boulevard Site are more limited the further the motorist is from the US 101 shoulder. Plus, with the development of the 300 Airport Boulevard Project, views of the 350 Airport Boulevard Site would be further obstructed by the proposed buildings. Therefore, the 350 Airport Boulevard Project would result in less-than-significant impacts to views from US 101.

Views of the 350 Airport Boulevard Site from southbound US 101 are extremely limited and are mainly blocked by the buildings and vegetation at the office complex across Sanchez Channel and by the low-scale light-industrial buildings. In addition, with implementation of the 300 Airport Boulevard Project, all views of the 350 Airport Boulevard Site would be blocked by the proposed high-rise buildings. The views from southbound US 101 would be brief and would not substantially alter the motorists' permanent view. Therefore, significant visual resources would not be blocked as a result of the 300 Airport Boulevard Project, resulting in less-than-significant impacts to views from southbound US 101.

Peninsula Avenue Overcrossing. The 350 Airport Boulevard Project would be visible from the Peninsula Avenue Overcrossing. However, the area is urbanized and highly developed with views of the freeway and its on-/off-ramp system, the low-scale light industrial warehouses to the south of US 101, lattice electrical transmission towers, the buildings along Beach Road, and the multi-story Anza Point offices and hotels. As such, the addition of potential buildings under the 350 Airport Boulevard Project would be consistent with the surrounding urbanized development and views from the Peninsula Avenue Overcrossing would not be substantially altered. Due to the developed nature of the area, the 350 Airport Boulevard Project would not reduce the quality of views from the Peninsula Avenue Overcrossing.

Airport Boulevard. The 350 Airport Boulevard Site is currently visible from Airport Boulevard to the north. With the current street alignment, the 350 Airport Boulevard development would be highly visible from the road. However, with the Project, Airport Boulevard would be realigned to bisect the 300 Airport Boulevard Site. As such, views of the 350 Airport Boulevard Site from Airport Boulevard would be mainly blocked by the development under the 300 Airport Boulevard Project. Therefore, it is not expected that the 350 Airport Boulevard Project would have a significant impact on Airport Boulevard.

Bay Trail. The 350 Airport Boulevard Project would be visible from the Bay Trail along the Bay to the east. Views from the current Bay Trail would be altered by the 350 Airport Boulevard Project due to the potential high-rise buildings. However, views generally tend to focus away from the 350 Airport Boulevard Site and more towards the northeast and east, where views encompass panoramic and expansive scenery of the Bay, Coyote Point Recreation

Area, and the East Bay Hills. In addition, the 350 Airport Boulevard Project would likely be similar in scale as the buildings under the 300 Airport Boulevard Project. As such, many of the proposed 300 Airport Boulevard Project buildings would block views from the Bay Trail to the 350 Airport Boulevard Site. Therefore, potential development at the 350 Airport Boulevard Site would not interfere with the significant Bay views in this area.

Figure 3.3-4d includes an area to the north of the 350 Airport Boulevard Site that is designated as a "Planned Bay Trail" by the Bay Trail Map, which is a future trail not yet developed. Since this area is not currently developed as part of the Bay Trail system, it is not considered to be part of the system for the purposes of this environmental review. Nonetheless, it possible that, similar to the 300 Airport Boulevard Project, the 350 Airport Boulevard Project would rehabilitate the 100-foot shoreline buffer and expand the Bay Trail to this area. As such, the 350 Airport Boulevard has the potential to further enhance and expand the existing Bay Trail.

Fisherman's Park. The 350 Airport Boulevard Site is visible from Fisherman's Park to the south. Currently, dense, evenly-space landscaping along Airport Boulevard blocks the majority of views to the 350 Airport Boulevard Site. Background views are obstructed by dense vegetation and only highly channelized, intermittent views of the Santa Cruz Mountains are visible. In addition, the significant views from Fisherman's Park are to the north and east, facing away from the 300 Airport Boulevard Project. However, since the 350 Airport Boulevard Site is immediately adjacent to Fisherman's Park, the potential buildings would be highly visible from the park. The 350 Airport Boulevard Project would not alter the views from Fisherman's Park of the Bay, the East Bay Hills, and the Coyote Point Recreation Area. Therefore, although the proposed development would be visible from Fisherman's Park, this would not significantly alter the visual character of the site.

VQ-4 New Sources of Light and Glare. The Project would create a new source of light and glare. However, light and glare impacts would be buffered by proposed design features, resulting in a less-than-significant impact. (LTS)

300 Airport Boulevard

Exterior Lighting. As part of the project, exterior lighting would be added to an area where there currently is no lighting. The 300 Airport Boulevard Site is highly visible from US 101 and exterior lighting could serve as a nuisance or distraction to the motorists. Along Airport Boulevard, the lighting fixtures would consist of 20-foot-tall pole-mounts. Pedestrian lighting, which would be positioned along the exterior boundaries of the East and West Campuses, would include 12-foot pole-mounted lighting. The Bay Trail would feature 40-inch bollard lights. In addition, the auto-drop off areas between Buildings B1 and B2 at the East Campus and Buildings B3 and B4 at the West Campus, would include in-ground drive-over lights. All light fixtures would have full cut-offs.

Lighting would be designed to meet the requirements of the Municipal Code Section 18.16.030 to prevent light spillage offsite. Exterior lighting on commercial properties are required to be

designed and located so that the cone of light and/or glare from the lighting element is kept entirely on the property or below the top of any fence, edge, or wall. Compliance with these performance standards would minimize the dispersion of light in a manner that reduces the glow or aurora effect to acceptable and allowable levels. In addition, the presence of proposed landscaped buffers would help reduce the amount of light spilling onto adjacent properties. Therefore, compliance with the Municipal Code and installation of landscaping would result in a less-than-significant light spillage impact.

Glare from Buildings. Consistent with the Design Guidelines for the Anza Point subarea, the 300 Airport Boulevard Project would not use reflective or dark-tinted glass, especially at ground level. Exterior materials would include glass-fiber reinforced concrete (GFRC) panels, natural stone veneers, prefinished metal panels, as well as high performance tinted glazing. All glass would be dual pane, low-emissivity (low-E) insulated glazing. The tinted and low-E glazing would allow the buildings to absorb some of the light, which would result in less light reflection off of the buildings. In addition, the GFRC panels would be opaque and non-reflective. The south building facades, which would be visible from US 101, would have more GFRC panels than the other parts of the buildings. This would significantly reduce the amount of glazing on the facades facing the freeway, which would likely reduce glare.[7]

The proposed buildings would also include aluminum blade sunshades, prefinished metal panels, aluminum storefronts, pre-finished metal canopies with panel joints, and pre-finished metal clad column covers. Metallic surfaces create less light reflection than glazed surfaces; therefore, visible light reflection from metallic surfaces would be less than significant.

Vehicle Headlights. The proposed garage with six stories of aboveground parking would be located immediately adjacent to the light-industrial uses to the south and would be visible from US 101 to the south and the office uses to the west. Glare from vehicle headlights on the levels of aboveground parking could be a nuisance to occupants of the light-industrial and office uses to the south and west and to motorists along US 101 if not properly blocked.

According to the project drawings, the above-ground parking garage would be bordered by Glass Fiber Reinforced Concrete (GFRC) panels with special finish and scoreline. In addition, the current parking garage design has solid walls and concrete barriers to 42 inches above slab. Some areas even include full height solid walls or pre-finished metal screens. These design features would reduce light and glare impacts from vehicle headlights within the aboveground parking levels to a less-than-significant level.

350 Airport Boulevard

It is unknown at this time what sort of lighting would be provided at the 350 Airport Boulevard Site. However, due to the adjacent uses, it is unlikely that the 350 Airport Boulevard Site would have significant light spillage on adjacent properties. A vacant parcel is to the west

[7] Kenny Hung, Associate, DES Architects + Engineers, email correspondence with Atkins, May 17, 2011.

while the Bay is to the north. Although Fisherman's Park is to the east, this park is not open after sunset; therefore, nighttime lighting would not have an impact on the users of the park.

However, the 350 Airport Boulevard Project could have a light spillage and glare impacts on the 300 Airport Boulevard Site to the south. Nonetheless, lighting would be required to meet the requirements of the Municipal Code Section 18.16.030 to prevent light spillage offsite. Exterior lighting on commercial properties are required to be designed and located so that the cone of light and/or glare from the lighting element is kept entirely on the property or below the top of any fence, edge, or wall. Compliance with these performance standards would minimize the dispersion of light in a manner that reduces the glow or aurora effect to acceptable and allowable levels. In addition, the presence of proposed landscaped buffers would help reduce the amount of light spilling onto adjacent commercial properties. Therefore, compliance with the Municipal Code and installation of landscaping would result in a less-than-significant light spillage impact.

Cumulative Impacts

The geographic context for the cumulative aesthetics analysis of the Project is the Bayshore Specific Plan area. US 101 provides an effective visual barrier between the southwest portion of the City and the Bayshore portion. As such, this cumulative analysis only considers the development in the Bayshore Specific Plan area. As described in Section 3 of this document, no other development, besides 300 and 350 Airport Boulevard is proposed in this area.

VQ-5 Cumulative Visual Impacts. The Project, in combination with surrounding development, would result in less-than-significant cumulative visual, light, or glare impacts. (LTS)

There are no known projects expected to be developed in the foreseeable future in the Project vicinity. No projects that would visually combine with the Project are expected to occur in close proximity to the Project Site. However, if new development were to occur in the area, it is expected that the development would be similar in scale to what is currently proposed for the Project area. All development would be required to adhere to the Design Guidelines in the Bayfront Specific Plan.

The cumulative context for glare effects would be other glare-generating development adjacent to roadways potentially affected by glare produced from development in the Project area. There are no other projects currently contemplated to the south, west, or east of the Project area that could contribute to the cumulative glare within the area. Therefore, there is no cumulative effect and the Project's contribution would be less than significant.