



# City of Burlingame

BURLINGAME CITY HALL  
501 PRIMROSE ROAD  
BURLINGAME, CA 94010

## Meeting Minutes Planning Commission

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Monday, January 25, 2016

7:00 PM

Council Chambers

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- a. 300 Airport Boulevard, zoned APN - Application for Amendment of the Design Review approval of an office/life science development ("Burlingame Point") (Steve Atkinson/Arent Fox, applicant ; Burlingame Point LLC, property owner; Gensler, Architect) (29 noticed) Staff Contact: Kevin Gardiner

*All Commissioners had visited the property. There were no ex-parte communications to report.*

*Community Development Director Meeker provided an overview of the staff report.*

*Questions of staff:*

*> When was the project last considered by the City? (Meeker - The Council approved the project in June 2012. At that time the project included a development agreement and policy changes to the Bayfront Specific Plan. At this time the Commission is limited to discussions of the aesthetic (design) changes to the project. Other aspects of the prior approval will not be re-opened.)*

*Chair DeMartini opened the public hearing.*

*Ben Tranel, Gensler Architects represented the applicant and provided a detailed overview of the proposed design revisions to the project.*

*Commission Questions/Clarifications:*

*> Likes a lot of the details of the revisions. Where is Genzon located? Concerned about management of the project. What will happen with the standing water that is currently on the site? Concerned about on-site maintenance currently. (Genzon Representative/Tranel - Genzon is based in China, but has a local office in Burlingame. Not prepared to talk about current on-site maintenance tonight. Intend to start construction soon. Hopefully will be a general contractor on-site.)*

*> Has the design been evaluated with respect to wind impacts? (Tranel - have done some initial testing and are continuing to evaluate. The results will be included in the addendum to the EIR.)*

*> Address issues of glare from the property; particularly to planes at San Francisco International Airport (SFO).*

*> With the changes proposed, are there any changes to the impact fees for the project? (Meeker - no changes. The fees are tied to the project scale. Only aesthetic changes are being made.)*

*> Are there any concerns regarding the undercrossing between the parking structures under Airport Boulevard? (Meeker - Gensler has consulted with the Public Works Department and continues to do so to determine if this approach will be accepted.)*

*> Is retail square footage the same? (Tranel - same amenity areas as before, but reconfigured. Are in the process of determining the appropriate scale of each of the amenity types.) Would hate to see amenities taken from the ground floor of the office buildings and moved to the amenities building or have amenity or retail space become office. The ground floor amenities activate the promenade. (Tranel - some of the amenity square footage from the amenity building could be relocated to the first floor of the office buildings.)*

*> Is there a better use for the landscaped area to the west of the amenities building? (Tranel - have not identified a specific outdoor use. The overlook on the amenities building overlooks this area.) Perhaps consider another use for this area.*

- > Concerned about anything in the environmental analysis that could delay the progress of the project.
- > Doesn't believe that the site plan translates very well in the area where the green space overlooking Coyote point interfaces with the garage entry.
- > What material are the fins? (Tranel - are imagining a fiberglass material that will be painted. There is a three-dimensional pattern to the fins. Can control the color and will be a smooth, glossy surface.)
- > On Sheet 11, shows a 90 foot wide drop-off space; will this be for shuttles, cars? (Tranel - for shuttles, taxis, car-share)
- > Likes the revisions. Will any of the existing vegetation remain, particularly in proximity to the Bay Trail? (Tranel - will need to remove all materials on the property; will be replaced with native species. There will be a compacted surface.)
- > How will be parking be managed in the area that accesses Fisherman's Park? (Tranel - doesn't have the answer at the moment.)
- > Likes the progression of the building design up the building facades. However that presupposes that the glass will be light – if it is dark glass it will look darker higher up the building.
- > What is the surface material of the amenities building? (Tranel - hasn't yet been decided. Envision using an opaque material such as the fiberglass material or metal. The ends of the building are where the glass is located with views out to the Bay.)
- > Will there be bicycle parking on the surface? (Tranel - yes.)
- > Is there any sheltering along the buildings while persons move amongst buildings? (Tranel - have not contemplated creating a horizontal canopy element.)
- > How will southbound traffic get to Highway 101? (Tranel - noted that the traffic would move through signalized intersections to the south. Meeker - traffic impacts were analyzed in the original project EIR. Though the addendum to the EIR will assess any additional impacts to all systems, the nature of the modifications to the project do not modify the prior analysis of traffic impacts at the Highway 101 interchanges.)
- > Any concerns about the safety of the rails around the outdoor terraces? (Tranel - want to preserve the views, but will build to required safety codes.)
- > What drought-tolerant aspects have been built into the design? (Tranel - drought tolerant landscaping and treatment of stormwater.)
- > How many shuttles will be using the drop-off areas on a daily basis? This area adjacent to the promenade appears counterintuitive. Look at how this area will work. The initial concept attempted to get people on the promenade. Doesn't want the promenade to be a ghost-town on the weekends.
- > Likes what is being done to the retail spaces. Original design had more retail on the Sanchez Channel side; consider this area for more retail.
- > Will there be public access to any of the rooftop areas? (Tranel - the terrace on the amenities building will be accessible by the public. Not anticipated on the office buildings.)
- > One of the issues in the prior discussion was to maintain the human scale at the promenade level. A little concerned that the current design removes the human scale on the promenade; canopies were provided at ground level on the prior project.
- > How will the promenade be used? Feels like all of the drivers will be walking to the building from the periphery, not the promenade. (Tranel - a lot of people will arrive at the site through the parking structure and will exit into the promenade. Most of the surface parking will be visitor parking, not for employees.) Feels it is a bit odd to have visitors arriving at the building and needing to walk around the back of the building to get to the building entries.
- > Is access into the parking structure changed from the original design? (Tranel - the previous design circulated traffic through a surface parking lot. The new access is directly from Airport Boulevard. Are simply extending the deck on the top floor of the structure. A traffic analysis is being prepared and provided with the EIR addendum).
- > How will wind be addressed on the rooftop decks to ensure that they are useable? (Tranel - there is some mechanical equipment on the roof and other features that will be placed in a manner to help shield these areas.)
- > What is the project phasing? Is there a tenant lined up? (Tranel - it is planned to develop the entire project at once. There is not currently a specific tenant identified.)
- > How long will the construction take to complete? (Tranel - a contractor is not on board yet, so don't have a specific timeframe. Could be two to two and one-half years for the building shells.)
- > Does it seem like the number of parking spaces is too many or too few spaces? How many shuttles

will drop off? Could be dictated more by the tenant.

> Is public use of the lobbies to be only during the week, or will weekends be included? (Tranel - there is an intention for the public to use the promenade and the retail tenants. The large lobby doors would only be open during normal business hours.)

> How many bicycle parking spaces are provided? (Tranel - doesn't have the exact number. Will have this available at the next meeting.) Highlight this a bit more.

> With respect to the Bay Trail, a bit concerned that the Trail enters into the public open space, concerned that users may enter the more pedestrian areas. Would be helpful to better delineate the Bay Trail and what a bicyclist will see when using the site. (Tranel - envision that bicyclists would walk their bikes through the promenade. Can use pavement parking to enhance delineation of the Bay Trail.)

> Wouldn't want the use of the property to become so independent that employees don't use Broadway and Downtown Burlingame. Hopes that there is a way to work with the merchants to build in a shuttle service for persons wishing to use the off-site retail areas. Are shuttles only for employees? (Tranel - haven't considered shuttles to service the Downtown areas.)

> Three exits out of all of the parking, with connectors between all structured parking areas. Is this how the parking works? (Tranel - clarified the exits from the parking structures.)

> Has thought been given to facade maintenance? (Tranel - have envisioned that there would be roof-mounted equipment that can drop down and not impact the fins on the building.)

> How would the fins be cleaned? (Tranel - same approach as the windows.)

#### Public Comments:

Rebecca Knudsen: Is the owner of the property a resident of Burlingame? Noted that there is a lot of standing water on the property; how will the water levels be addressed? Liked the original buildings that were approved before. Lives and works in the area - the property hasn't been taken care of. There are a lot of bicycles in the area. Be certain that what is best for Burlingame is taken into consideration. Will be placing 3,000 vehicles on a two-lane road. Wants to be certain that the revised design doesn't affect winds. Though the area is not well maintained, wants to be certain it is useable in the future.

Jack McCarthy: Still seems to be some ambiguity between whether or not this will be a weekend destination or not. This property will set a precedent for what the area will be used in the future. The tenant of the property will impact what Burlingame is for years to come. Is this a viable location for retail?

Chair DeMartini closed the public hearing.

#### Commission Discussion:

> Likes getting the cars out of the promenade.

> The architecture is potentially handsome.

> Who will manage the site during the present time and during construction?

> Glare, wind analysis, swamp conditions, local project management and control, concerned about additional time delays in having the project move forward.

> Doesn't believe that the site plan fulfills the excitement of the overall plan, it is very shallow with not particularly green spaces, should dialog better with the Coyote Point.

> Likes the fins on the building. A bit uneasy because the fins read on the oblique as a textured solid, you wouldn't be able to see within the structures.

> Concerned about cleaning/maintenance of the buildings.

Community Development Director Meeker indicated that no action is required on this item. The applicant will consider all comments made and address them in a future presentation to the Commission.



# City of Burlingame

BURLINGAME CITY HALL  
501 PRIMROSE ROAD  
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## Meeting Minutes Planning Commission

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Monday, February 22, 2016

7:00 PM

Council Chambers

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- d. 300 Airport Boulevard, zoned APN - Application for Amendment of the Design Review approval of an office/life science development ("Burlingame Point") (Steve Atkinson/Arent Fox, applicant ; Burlingame Point LLC, property owner; Gensler, Architect) (29 noticed) Staff Contact: Kevin Gardiner

*All Commissioners had visited the property.*

*Planning Manager Gardiner provided an overview of the staff report.*

*Questions of staff:*

- > *Who owns and maintains the Bay Trail? (Gardiner: The developer builds and maintains it, and is obligated to keep it accessible to the public.)*
- > *Who makes the decision whether to expand Airport Boulevard to three lanes? (Gardiner: The roadway was redesigned with the prior approval, and a traffic study was prepared. Given that the floor areas will not be changing with this amendment the conclusions from the previous approval would still apply. The EIR addendum will review changes to configurations to driveways and lanes.)*
- > *Would concessions be allowed to expand in the future? (Gardiner: Depends on the terms of the Development Agreement.)*

*Chair DeMartini opened the public hearing.*

*Ben Tranel, Gensler, represented the applicant.*

*Commission questions/comments:*

- > *Is pump system on the site operational? (Tranel: Pump has been mobilized.)*
- > *Given amenity building has been reduced by 9,000 square feet, has that been added to the commercial/retail space? (Tranel: Amenity building was 37,000, now 27,100. Difference is in the commercial/food service/retail in the four office buildings. It is not going back as office space.)*
- > *Will the conference center be available to the public? (Tranel: Conference space can be leased out to public.)*
- > *The areas in Building 3 and 4 that have been designated for possible expansion is not a certainty but a potential outcome? (Tranel: Yes. It would require a permit amendment.)*
- > *Is the area in Building 1 on Sheet A1.01.1 labeled as leasable space intended for retail, food service etc? (Tranel: Yes, it was mislabeled and should indicate retail.)*
- > *Building 2 on Sheet A1.01.2 would the leasable space next to the conference center be for office? (Tranel: Yes.)*
- > *Buildings 3 and 4 on Sheet A1.01.3 and A1.01.4 the food service and retail facing the promenade would be in the future with a permit amendment? Can it be office space now? (Tranel: Conversion in the future with an amendment.)*
- > *What is the size of the multipurpose field? (Tranel: 75' x 100') Will it be kept open rather than fenced? (Tranel: Yes)*
- > *What precautions are being taken with sea level rise? (Tranel: Berm designed for 100-year flood and sea level rise.)*
- > *What happens to Bay Trail in north eastern corner of the lot? (Tranel: Continues along the alignment*



of current Airport Boulevard.) So it will be possible to travel on the Bay Trail without going on the new Airport Boulevard? (Tranel: Yes.)

> Could look at amenities along channel as well.

> Would Building 2 warrant a dedicated ramp to the parking garage rather than access through a surface lot? (Tranel: Has been analyzed by the traffic consultant, did not see issues with conflicts.)

> How often will the conference space be used? Concern with conference space facing Bay Trail not drawing public in. (Tranel: Space is popular with tenants. Grove of trees has been designed for spill-out. Could also be rented out for an off-site meeting.)

> Human scale on office buildings seems to be missing. Wants to be sure the public is invited in with signage and ground level activity. Tables outside, etc. (Tranel: Believes it will be most effective to concentrate the amenities and food service around Building 1. Food service seems best for generating activity. Open space is designed to feel like public open space. Conference space is designed to have synergy with the other amenities. Activity will stimulate other amenities in the rest of the project. Next to conference center there is room for personal use/retail use.)

> What is the difference between the fin samples? (Tranel: One is a 3D print scale model of a 16-foot fin, the other is a material sample.)

> Is the multipurpose field just for office tenants? (Tranel: It is open and connected for people moving through the project. It is a public open space but is not technically a public park.) Could it be used for kids' soccer matches? (Tranel: Could talk to the ownership about it.)

> Will the "Ferry Building" be open to the public on the weekends? (Tranel: It will be a retail function that can be open retail hours.)

> How slow are bike riders on the Bay Trail intended to go? (Tranel: There is a shared bike lane on Airport Boulevard for exercise cyclists. The Bay Trail is more of a recreational path, with turns designed for 10 mph or less.) Should present the design to the various Bay Trail entities, and the former Bicycle Pedestrian Advisory Committee members. Design of this segment of the Bay Trail slows everyone down and creates promenades, which is different from the rest of the Bay Trail. (Tranel: Is talking with BCDC about this currently.)

Public comments: None.

Chair DeMartini closed the public hearing.

Commission discussion:

> Concern with office employees interacting with Bay Trail users. Usually when riding on Bay Trail does not need to worry about cross traffic. Usually it is the trail along the bay side, and other uses are away from that.

> Needs to have more commitment and understanding with retail and food service spaces such as hours of operation, accessibility.

> Have a clear understanding of what is public vs. private use.

There was no motion, as the environmental review requires the application to return on the Regular Action Calendar upon completion of the study.

July 29, 2016

William Loftis, Chair  
and Planning Commissioners  
City of Burlingame  
501 Primrose Road  
Burlingame, CA 94010

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**Reference Number**  
**037218.00001**

Re: Burlingame Point Project: Request for Final Approval of Proposed Commercial Design Review Amendments

Dear Chair Loftis and Planning Commissioners:

As you know, Burlingame Point LLC, with its parent, Genzon Group ("Project Sponsor") has submitted an application for approval of Commercial Design Review of proposed refinements to the Burlingame Point Project ("Refined Project"), also known as 300 Airport Boulevard in Burlingame's Bayfront area. As entitled in 2012, the Project included four office/life science buildings, with two located on either side of the relocated and improved Airport Boulevard, along with an amenities building, for a total of 767,000 sf of floor area, as well as 2,318 parking spaces divided among podium level garages, a 5 level parking structure and surface parking ("Entitled Project").

All of these features of the Entitled Project continue to be part of the Refined Project, but the Project Sponsor is seeking to update and improve the design to better attract world-class tenants and to enhance the Project's potential to serve as a major Bayfront amenity for the Burlingame community. The Refined Project's site, architectural, and landscape plans, as further described below, would address these goals in many ways, including:

- Create a vibrant, pedestrian promenade at the center of the campus
- Enhance the Bayside open space and pedestrian experience
- Implement design vision inspired by the Bayside location
- Simplify vehicle circulation

AFDOCS/12783896.13

- Improve building functionality and design to attract world-class tenants

The proposed Refined Project should be approved for all the following reasons:

1. The Refined Project maintains the uses, size, arrangement, and parking supply of the Entitled Project while improving the functionality, architecture and open spaces. These improvements will help make the Project a commercial success as well as an asset to the Burlingame community.
2. The Refined Project will satisfy all of the design review considerations specified for the Anza Point North zoning district.
3. The Project is consistent with virtually all of the Entitled Project's conditions of approval, with only a few minor revisions required.
4. An Addendum to the certified 2012 EIR has been prepared, and has concluded that the Refined Project will not result in any new or intensified environmental impacts.

The remainder of this letter includes background on the Project Sponsor and the proposed design refinements, as well as an explanation of the proposed minor changes to the approval conditions and how the refinements meet the applicable design review criteria, as well as describing the CEQA review of the Refined Project.

1. Background

a. Project Sponsor

Burlingame Point LLC is controlled by Genzon. Genzon is a diversified company with six divisions, including pharmaceuticals. Genzon has 4000 employees, and is headquartered in Shenzhen, China, where its real estate division has developed numerous large office projects for users such as Microsoft, as well as hotels and residential buildings. Genzon entered the U.S. real estate market in 2014 with its purchase of the iconic 225 Bush (Standard Oil) building in San Francisco's Financial District. Burlingame Point would be Genzon's first development project in California, and the company considers the Burlingame Point Project an exciting opportunity to demonstrate its expertise in the development and operation of high-quality commercial facilities.

b. 2012 Entitled Project

The Entitled Project is an office campus development totaling approximately 767,000 gross square feet. Airport Boulevard, now running along the northern and eastern edges of the site, would be relocated to bisect the 18.13 acre project site. Two office buildings, an amenity



building, and a parking structure would be situated to the west of the relocated Airport Boulevard, and two office buildings would be situated to the east of the road. One level of parking would be provided in a below grade podium, occupying much of the Site. All of these features of the Entitled Project would be part of the Refined Project.

c. Review of Proposed Project Refinements

A study session to consider the proposed Refined Project was conducted at the Commission's January 25, 2016 hearing. Subsequently, on February 22, 2016, another study session was held both to consider the Project's responses to the comments from the January study session, as well as to obtain the Commission's input on a draft of the full plan set for the Refined Project. Since the February 22 study session, the Project Team has further revised the plans for the Refined Project in response to input from the Commission, City officials and others, as discussed below.

Following the February 22 study session, an Addendum to the certified 2012 EIR has been prepared, in order to review the impacts of the proposed Project Refinements. Now that the Project Team has finalized the proposed plans, and that the Addendum has been completed in accordance with the requirements of CEQA, the Project Sponsor is requesting that the Commission proceed to formal approval of the Commercial Design Review for the Refined Project.

2. Proposed Project Revisions

After purchasing the Site, the Project Sponsor retained Gensler as the Project Architect, and tasked Gensler with the job of identifying design refinements to improve the Project functionally and architecturally, while working within the existing entitlements. A key goal of this process is to minimize changes so that the Refined Project can be built as soon as possible. The Refined Project, therefore, retains the basic position of the buildings on the site, the approved uses, their overall height and square footages, and also stays within the parking counts of the Entitled Project. Design refinements have focused on the configuration of the site amenities and open space, as well as building architecture. A key concept of the refinements is to provide a vibrant, pedestrian friendly, center to the campus that can be enjoyed by both the tenants and the public.

a. Improved Site Plan

The site plan has been revised in several subtle ways. Buildings 1 and 2 have been moved westward to maximize open space facing the Bay. Airport Boulevard has been shifted a maximum of 15 feet eastward, and the surface parking lots between Buildings 1 and 2 and Airport Boulevard have been eliminated. Buildings 3 and 4 have also moved slightly east. These moves have brought all the office buildings into closer proximity to Airport Boulevard.



b. Pedestrian Promenade

The Refined Project features a publicly accessible, car-free pedestrian promenade connecting buildings in the center of the site with a green, open space. This green promenade serves as the path of entry to the individual office buildings. Routing pedestrian traffic through the promenade will make it a vibrant, active campus center with a clear sense of place.

c. Improved Vehicular Circulation

Cars access the site and all available parking through two signalized intersections at the previously entitled locations. Focusing vehicular traffic on these signalized intersections will ensure smooth traffic flow on Airport Boulevard. Keeping cars out of the pedestrian promenade creates separate and safer vehicle circulation. Loading dock access is also routed through the signalized intersections to mitigate any impacts to Airport Boulevard. This simplified approach is more efficient for traffic circulation on site, and thus reduces surface paving by 36% compared to the originally entitled design.

Passenger drop-off locations are located at the center of the site, similar to the previously entitled design. This allows anyone arriving at the site by taxi or shuttle to walk directly onto the pedestrian promenade, and then into the office buildings. A separate drop-off/ pull out lane is provided for shuttles and taxis, somewhat offset from the promenade crossing, to reduce conflicts with pedestrians. This makes it simple and intuitive for guests arriving at the site to find their way to the office building lobbies.

d. Lobby and Amenities Improvements

The building entry lobbies are re-oriented to directly connect to the pedestrian promenade and the heart of the campus. The previous design had 380' of surface paving and traffic circulation intruding into the promenade, which has been eliminated except for where Airport Boulevard itself crosses between the buildings. Locating the office lobbies closer to Airport Boulevard makes them easily visible from the road and drop off locations.

Ground floor amenities were included in the entitled design, and are being maintained, but are being reconfigured to better activate the pedestrian promenade with people coming and going to use the planned amenities, such as café, restaurant, tenant-use conference center, retail, food and personal services. In the Refined Project, all amenities are located in Buildings 1 and 2, and the amenity building.

The amenity building will include approximately 5250 sf of day care, a 7400 sf fitness center, and an approximately 13,500 sf restaurant. This building is accessible to the public and provides its own drop-off and parking. The amenity building, at approximately 27,000 sf, will be somewhat smaller than the originally entitled 37,000 sf.

The remainder of the amenities will be concentrated on the east side of Airport Boulevard in buildings 1 and 2, creating a rich, commercially-viable destination activated by tenants and Bay Trail users. The ground floor of Building 1 is envisioned as a restaurant and a separate “marketplace” that will provide food for take away or on-site consumption. A larger scale precedent would be the Ferry Building in San Francisco or the Shed in Healdsburg. The east side of the ground floor of Building 2 is envisioned as an approximately 8500 sf conference center for the project tenants. This replaces the video conferencing centers in each building that were part of the Entitled Project. Building 2 will also include ancillary non-food retail at the ground floor. Clustering the amenities in Buildings 1 and 2 for the initial build-out makes these services immediately accessible to the Bay Trail, maximizing the potential for use on weekends and before and after normal office hours.

#### e. Open Space Enhancements

An additional result of shifting buildings 1 and 2 west is an expanded green open space on the east edge of the campus that connects directly to the Bay Trail. Users of the Bay Trail can easily access a large landscaped area with adjacent ground floor amenities. In addition, the Project continues to provide open space improvements to the Sanchez Channel shoreline and links the two shorelines together with the pedestrian promenade.

A variety of plant types have been selected based their appropriateness for location at the edge of the bay and will create a diverse ecosystem that will act as a host to native species of birds and wildlife.

#### f. Architecture Enhancements

##### (i) Office Buildings

The office buildings retain the same floor plate areas, building heights, and overall massing as the Entitled Project. There are two 5-story buildings east of Airport Boulevard, as well as a 7 story and 8 story building west of Airport Boulevard. The building plan shapes have been made more regular to meet market demands and help attract a world-class tenant(s) focused on plan efficiency, leasable area, elevator layout, toilet rooms, and mechanical equipment.



The massing of each office building steps back along the pedestrian promenade, increasing daylight and views to the tenant spaces and the public promenade. These setbacks also create terraces that overlook the pedestrian promenade, further activating the heart of the campus and creating a more vibrant experience. The horizontal setbacks also reduce the overall building masses to create a more human-scaled, pedestrian-friendly experience. The terraces also wrap around the east end of the buildings, providing tenants with views of the Bay and Coyote Point.

## (ii) Bay-Oriented Design Concept

The design concept for the Refined Project is inspired by its striking location on the Bay. Each building is an investigation into how light and water interact on the Bay. Inspired by motion, lightness, and soft reflections, a cohesive aesthetic is achieved to create a strong sense of place intimately tied to its environment.

Vertical fins are added to the outside of the office buildings in a pattern that reinforces the building setbacks. The fin pattern is denser at the lower floors and more widely spaced at the upper floors, creating the appearance of lightness as the eye moves up. The fins take a shape inspired by the smooth curvature of flowing water. The fins stop 9' above the ground, enhancing a pedestrian-scaled ground floor experience where the amenities and lobbies are visually accessible.

## (iii) Enhancing Pedestrian Experience

The pedestrian promenade experience becomes one that is dynamic and ever-changing, as the play of light across the facades mimics the play of light on water. The lobby entrances are clear, close to Airport Boulevard and intuitively located. The lobbies blur the transition between outside and inside by using stone flooring in the lobbies that match the pavers in the promenade, and with oversized openable portal doors. With the doors open, each lobby becomes an extension of the pedestrian promenade, and a type of public amenity. The designs of the lobby spaces are intended to build community among tenants and encourage interaction on campus.

The terrace setbacks are accessible, so that on nice days, tenants can extend their workplace to the terrace and have the feeling of being connected to the outdoors. Rooftop terraces on all four office buildings complete the connection to the outdoors, with seating, landscaping and stunning views of the Bay.

The cumulative effect of the proposed design modifications enhances the pedestrian experience throughout the Refined Project. The overall massing and spacing of the buildings is similar to the Entitled plans, but the scale steps down to be more pedestrian-focused.



(iv) Amenity Building

The amenity building location is unchanged from the entitled design. The internal program still includes a fitness center and daycare, but with an added restaurant. The daycare is oriented towards the south, providing a private play area for children away from Airport Boulevard. The façade design and material creates soft reflections of its environment, which continues the campus design concept. A roof deck for restaurant customers has also been added in the final plans.

g. Parking Supply and Design

The Entitled Project was to provide a total of 2318 stalls. The Refined Project retains that total, while increasing the number of accessible spaces from 34 to 50. To reduce surface parking while maintaining the approved parking count, the basement parking area has been expanded by about 1.2% below the area surrounding the amenity building. In addition, the Refined Project proposes to add a third drive aisle on the top floor of the parking garage, within the entitled 57' height, in order to maintain the approved parking count. At the study sessions, the Project Sponsor proposed a tunnel under Airport Boulevard to link the two halves of the underground garage, but this proposed feature has been eliminated.

(i) Parking Structure Design

The parking structure design concept follows the inspiration from light and water used for the rest of the Project. The façade design of the naturally ventilated garage is inspired from a photograph of water at the site, which is then mapped onto the façades of the garage.

The garage height and mass are the same as the entitled design, with the exception of the overall elevator height, which is proposed to be 72 feet as opposed to the previous 67'-6". The taller elevator tower is due to the elevator manufacturer requirements.

3. Plan Changes Since the February 22 Study Session

As discussed in the letter dated February 16, 2016, certain changes were made to the Refined Project between the first and second study sessions. That letter is attached for your reference.

In addition, some further changes were made after the February 22 study session, as discussed below.

The site landscape refinements now include enhanced plazas at the east end of buildings 1 and 2. This includes more pedestrian-scaled outdoor spaces for dining and relaxing, as well as providing the opportunity for a large event linking all plazas together for a single program. Additional plaza dining space has been added north of office building 1 to support the food and beverage program.

At the west end of the promenade, along Sanchez Channel, a public plaza has been introduced. Adjacent to this plaza, outdoor seating rooms have been added next to office building 4 where there is abundant direct sunlight (Sheet 2). The west edge of the podium parking, below the parking structure, now has access to direct daylight through the expansion of the light well to the south (Sheets 2 & 3). Pavers crossing Airport Boulevard have been removed from the signalized intersections to focus attention at the pedestrian crossing at the promenade, where pavers continue across Airport Boulevard connecting the entire length of the promenade (Sheet 2).

Both the east and west parcels now have PG&E service connection points. The east parcel has added an emergency generator next to the PG&E equipment and the West parcel has a sanitary sewer pump adjacent to the PG&E equipment. All of this equipment is enclosed within architectural screening (Sheet 2). The possible underground vehicle tunnel, connecting the East and West parcel podium garages, has been removed from the Refined Project after discussions with City staff (Sheet 3).

After meeting with the Burlingame Bicycle Coalition, feedback from Planning Commissioners and BCDC, the Bay Trail has been straightened for an enhanced user experience. The trail is now closer to the water and more easily navigated. The three required overlooks are east of the trail, on the Bay side, for uninterrupted Bay views. These overlooks will be programed per BCDC requirements (Sheet 2).

The ground floors of the office buildings have been refined in relation to building services. Office buildings 2 (Sheet 9) and 4 (Sheet 16) will each have a service location that manages all waste requirements. All waste equipment will be kept indoors and out of sight. All buildings will have a loading zone for receiving shipments and deliveries (Sheet 2). Building 2 will house the East parcel's fire command center adjacent to the loading dock (Sheet 9) and building 4 will house the West parcel's fire command center (Sheet 16).

The Amenity building will now have a roof terrace for the restaurant in addition to the dining terrace on level two (Sheets 42 & 43). This terrace will be serviced by two egress stairs as well as a passenger and service elevator. The MEP equipment, previously housed on the ground behind the building, has relocated to the farthest southern portion of the roof, so that it will be out of sight from Airport Boulevard (Sheets 41 & 43).



4. Project Refinements Fully Satisfy the Design Criteria for the Anza Point North District

The Project is located in the Anza Point North (APN) zoning area. The plans for the Refined Project satisfy the design review criteria for the APN zone set forth in Section 25.48.052, as follows:

- 1) *Support of the pattern of diverse architectural styles and the role of the shoreline in creating a network of interconnected open spaces...* The Refined Project reflects an architectural style that is distinctive, yet compatible with the architectural styles now found in the shoreline area. The Refined Project is bounded on the east by the Bay shoreline and on the west by Sanchez Channel. Extensive shoreline improvements are proposed in each area. The Refined Project provides an interconnected open space network, in which the improvements to the Bay Trail on the east side are connected through the broad pedestrian plaza between the office buildings to the Sanchez Channel shoreline. In addition, the relocation of Airport Boulevard to the middle of the site creates a much-improved shoreline experience and Bay trail connection. The architecture is inspired by the location adjacent to the Bay shoreline.
- 2) *Respect and promotion of the streetscape and that the design is sensitive to the surrounding bodies of water, etc....* As part of the Refined Project, the office buildings have been relocated to be closer to Airport Boulevard, and surface parking between the street and the buildings has been removed, improving the pedestrian experience along Airport Boulevard. The design provides an outstanding set of pedestrian experiences, including both the Bay and Sanchez Channel shorelines, linked by an attractive and well laid out pedestrian promenade. All of these areas will be open to both tenants and recreational users. The architecture takes its inspiration from the Bay and further enhances the experience of persons using the promenade. The central promenade provides a strong visual link between the Sanchez Channel and Bay shoreline areas, and the view along the promenade from west to east strongly focuses pedestrian and office user views on Coyote Point. Moreover, the office buildings have been relocated somewhat to increase open space along the water. An updated wind tunnel study has been performed to confirm that the Refined Project, like the Entitled Project, will not have significant impacts on persons using the Bay east of the site.
- 3) *On visually prominent and sites with shoreline... the design shall fit the site,... the design is compatible with the surrounding development...* As with the original Entitled design, the Refined Project provides extensive improvements to the Bay Trail and Sanchez Channel shoreline on the east and west sides of the site. All buildings are set back from the shoreline to provide a broad zone for shoreline use and access. In fact, the Refined Project moves office buildings 1 and 2 further from the shoreline to enhance shoreline



user experience. In addition, moving office Buildings 1 and 2 further from the shoreline helps create an expanded open space between these buildings and the shoreline. This expanded open space area, combined with the improved pedestrian promenade and adjacent food service, work together to attract shoreline users further supporting recreational use by both project tenants and members of the public using the shoreline. In addition to the on-site improvements of the Bay Trail and shoreline areas, the Project will construct a bridge that will improve bike and pedestrian access across the Sanchez Channel and thus help strengthen the connections between the shoreline areas west of Sanchez Channel and Coyote Point.

- 4) *Compatibility of the architecture and landscaping with the design guidelines for the Anza Point subarea...* There is existing development to the south of the Project. The east, and west edges are the Bay and Sanchez channel, and the northern border is undeveloped. The existing buildings to the south of the Project site are primarily older, low-rise, concrete block buildings, which all turn their backs to the Project site. Therefore, the Refined Project works to screen the blank walls of the buildings to the south with landscaping, the parking garage structure and front of the amenity building. The landscape design at the shorelines calls for planting a variety of native species of plants with varying heights. The pedestrian promenade mall will handle the higher levels of use with pavers and sitting areas. The building architecture is distinct and uses metal, glass and vertical fins to mimic the reflection of light on water.
- 5) *Architectural design consistency by using a single architectural style on the site that is consistent among primary elements of the structure(s)...* As noted, the Refined Project features a distinct design inspired by its shoreline location. The four office buildings, reflecting their common use and adjacency, share the same design language, while the amenity building and garage differ in their interpretation in a way that is appropriately matched to their programs.
- 6) *Provision of site features identified in the design guidelines...* The Refined Project retains the Entitled Project's basic orientation of the buildings on the site, but pulls the buildings further away from the Bay. The Refined Project has been subject to a wind tunnel analysis, and the impacts on the recreational use of the Bay are similar to the Entitled Project. The Refined Project provides enhanced landscaping for both shorelines, as well as the pedestrian promenade which links the shoreline areas. In addition, the relocated Airport Boulevard provides an attractive route through the site, as an alternative to the shoreline route. Overall, the Refined Project will enrich and enhance the recreation opportunities, by providing greatly improved shoreline access, as well as attractive spaces away from the shoreline.

Therefore, the Refined Project continues to satisfy all the design review criteria for the Anza Point North district, equally or better than the Entitled Project.

## 5. The Refined Project Requires Minimal Changes to the Previous Conditions of Approval

The Entitled Project, as approved in 2012, was subject to a lengthy and detailed set of conditions of approval. Consistent with the fact that the Refined Project proposal represents only a refinement of the Entitled Project, only minimal changes are being sought to the previously-adopted conditions of approval. All of these proposed modifications have been developed in coordination with City staff.

Approval condition number 1 identified the project plans being approved by date, title and page number. We are requesting this condition be modified simply to reflect the plans for the Refined Project which the Commission would be approving. Previous condition 5 specified the minimum amounts of non-food and food-related retail which the Entitled Project would provide. Since the Refined Project provides a reduced amount of non-food retail, but an increased amount of food service uses, the Project Sponsor proposes to reduce the minimum amount of non-food retail required by this condition while increasing the minimum amount of food retail, so as to maintain the same minimum area (approximately 26,000 sf) for the two categories of retail use combined. Although the revised condition, like the original condition for the Entitled Project, only requires 26,000 sf of food and other retail, the Project Sponsor has every intent to build out the full range of amenities, including childcare, health club, conference space for tenant use, as well as retail and food service uses.

Project Sponsor proposes to amend condition 12 to allow issuance of early permits for demolition and grading etc while plans for the building permits are being prepared and reviewed, in order to expedite construction. In addition, condition 12 would be modified to authorize phased processing of building permits, which is typical for large, complex projects such as this one. Minor adjustments are proposed to condition 16 to clarify height limit measurement, and to authorize elevators overruns to exceed the limits where necessary for roof access.. Proposed amendments to condition 20a would clarify that there is no upper limit on bicycle parking spaces for each building.

Condition 20 required the Entitled Project to comply with a Transportation Demand Management (TDM) program, including that “one video conferencing center shall be installed at each office building for use by the tenants of the facility” (20.h). With the advances in video conferencing, providing a video conferencing center in each building no longer seems particularly relevant to the goals of the TDM. Therefore, the Project Sponsor is requesting that this condition be revised to recognize that the Refined Project will provide a single conference facility of approximately 8500 sf in Building 2, for use by tenants of the facility.



In 2012, the City also adopted a Development Agreement to guide the Project's development. None of the Project Refinements for which approval is being sought from the Commission require any changes to the adopted Development Agreement.

6. Refined Project Does Not Result in Any New or Intensified Environmental Impacts

In connection with the approval of the Entitled Project, an Environmental Impact Report (EIR) was certified in 2012. CEQA provides that if a project is revised after EIR certification, and the conditions that would require a supplemental or subsequent EIR have not arisen, then an Addendum is the appropriate way to document environmental analysis of the project revisions. At the City's direction, an Addendum has been prepared which documents that the changes in the Refined Project do not result in any significant new environmental effects or a substantial increase in the severity of significant impacts. Nor are there any substantial changes in circumstances or significant new information which would change the conclusions of the prior EIR.

Among other things, the Addendum evaluates the transportation impacts of the Refined Project, including the changes to the distribution of amenities. In addition, because of the changes to building design and locations, additional wind tunnel studies have been undertaken to assess the wind impacts of the Refined Project on the area of the Bay east of the site, which is used for wind surfing and kite boarding. The new wind studies have concluded that the Refined Project would not significantly change the impacts of the previously-evaluated project, and would not have a significant impact on those recreational activities.

7. Conclusion

The proposed Refined Project at Burlingame Point presents a great opportunity for the City of Burlingame. The proposed updates from the original Entitled Project will bring the Project into the future with success as a unique place, not only in the office market but also as a valuable addition to the public realm of the City and of the region. The Project Sponsor and its Team have carefully considered the comments from the Planning Commissioners and City staff, and we believe the Refined Project has benefitted from this input.

As explained above, the Refined Project would address all of the design considerations specified for the APN District. Only a few minor modifications are being requested to the conditions of approval adopted for the Entitled Project, and all these changes are consistent with the intent of the original conditions, including to provide a range of amenities and to provide conference facilities for tenants. Finally, a detailed and thorough examination of the Refined Project has been conducted in accordance with CEQA, and an Addendum has documented that the Refined



Project would not result in new or significantly different impacts, and all the previous mitigations measures would be incorporated.

The Burlingame Point Team looks forward to the opportunity to present the proposed Refined Project to the Planning Commission on August 8, 2016 for your final review and approval of the Commercial Design Review, and the Project Sponsor looks forward to bringing the Refined Project to completion as soon as possible thereafter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Steve Atkinson", with a stylized, elongated flourish extending to the right.

Steve Atkinson

cc: William Meeker  
Kevin Gardiner

SA/slg

Attachments



February 16, 2016

Jeff DeMartini, Chair  
and Planning Commissioners  
City of Burlingame  
501 Primrose Road  
Burlingame, CA 94010

Re: Burlingame Point Project

Dear Chair DeMartini and Planning Commissioners:

Thank you for your time, comments, and suggestions to the proposed design refinements in the Burlingame Point Project study session on January 25, 2016.

In response, we have made several design modifications and refinements to the proposal which we will present to you at the February 22, 2016 meeting. These are attached for your review. We trust that you will find these modifications complete and responsive.

A summary of design refinements include the following: an improved Bay Trail design at the property, additional Bay Trail connections to the project, a relocated parking garage ramp to create more open space at the project interface to the Bay Trail, improved bicycle parking and access, added traffic calming along Airport Blvd at the pedestrian promenade, and adjusted drop off locations.<sup>1</sup>

In response to questions and comments about the landscaping, we have developed a specific palette for planting, softscape and hardscape materials. Planting includes a variety of diverse, native species that are drought tolerant and Bay friendly, creating habitat for native wildlife. These include Monterey Pines, Torrey Pines, Silk Trees, London Plane Trees, Cajeput Trees, Rosemary, Sea Lavendar, Yellow Bush Lupine, Molate Red Fescue, and Pink Muhlygrass. Hardscape materials include natural stone pavers, concrete pavers, concrete sidewalks and driveways, wood decking, and asphalt paving along Airport Blvd and parts of the Bay Trail. Seating will use similar materials including stone, concrete, metal, and wood benches. Along the pedestrian promenade, we have designed outdoor "rooms" in the landscape. These "rooms" will be shaped through overhead canopies created by trellises and trees, surrounding planting, decking material, and seating configuration. These outdoor "rooms" provide intimate gathering places that are human scaled and provide contrast to the larger public entry plazas where pedestrians enter the site from Airport Blvd at the

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<sup>1</sup> A summary of the revised landscape design is shown on Page 2.

promenade.<sup>2</sup> To further improve the pedestrian experience, we plan to commission public art along the length of the promenade.

Bicycle access to the project is along the Bay Trail and also along shared bike lanes on Airport Blvd through the property. Public bike parking is provided on site directly where cyclists will enter the property and at close proximity to the entry lobby for each building. Public bike parking is also provided in front of the amenity building. All of this public bike parking is in highly visible locations where it will be well used and secure. Additional bike parking is provided in the basement level to meet the needs of tenants.<sup>3</sup>

The Bay Trail is designed where it passes through the project as a 12' wide path, with two 5' multipurpose lanes, one in each direction. A separate 2' wide shoulder allows provides soft paving for walkers and joggers to pass by others using the main trail. This is similar to the Bay Trail in the Coyote Point Recreation Area, but the path envisioned for this project is wider, and therefore safer. Specifically the 2' wide shoulder will be an improvement over what is offered elsewhere.<sup>4</sup>

We considered that the access to the site needs to be wider and more gracious for Bay Trail users to connect to Coyote Point. We therefore refined and widened the trail where it enters the project. We also heard that there need to be more connections between the Bay Trail and the project along the east edge of the property, and that the parking ramp may block this connection. In response, we shifted the location of the parking ramp southward to create more open space. In addition to the more prominent pedestrian promenade connection, we added two more connections from the Bay Trail to the open space at the east side of the project site. The additional Bay Trail connections are intentionally located at the site parking for Bay Trail access.<sup>5</sup>

In response to the concern expressed for bicycle and pedestrian safety, we have made the Bay Trail curve a bit at key locations, to provide a natural slowing for cyclists. We have further changed the hardscape paving material at the overlook, to provide a clear indication for cyclists that this is also a pedestrian crossing area. Finally, we provided a separation with a short set of steps from the pedestrian area, which will assure that cyclists don't inadvertently enter the pedestrian area.<sup>6</sup>

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<sup>2</sup> Planting and landscape palette is shown on Pages 3 and 4.

<sup>3</sup> Bicycle parking and access is shown on Page 5.

<sup>4</sup> Bay Trail design is shown on Page 6.

<sup>5</sup> An overview of these refinements is shown on Page 2, and the detailed view of the connections from the Bay Trail to the project is shown on Page 7.

<sup>6</sup> The bicycle path separation is shown on Page 7.



We received comments about the location of vehicle drop-offs at the center of the promenade, and have made several changes. First, we created clear pedestrian crossing zones that flow from the pedestrian walkways in the promenade. We provided separate pull-outs for shuttles that are shifted away from the pedestrian promenade, which previously were located in the center of the promenade and Airport Blvd intersection. As an aside, this pull-out includes space for shuttles that may be corporate campus type of shuttles for tenants, as well as for prospective shuttles to downtown Burlingame. We have also added traffic calming where the promenade intersects Airport Blvd, in the form of a raised and changed paving pattern. The clear cross-walk areas within that traffic calming zone separate pedestrians from any personal vehicles that might pull over for drop-off or pick-up. Finally, we added a pedestrian safety island in the center of Airport Blvd at the pedestrian promenade, creating a safe harbor for pedestrians and also preventing cars from making U-turns in this location.<sup>7</sup>

Concerning rain shelter, we have changed the pattern of walkways so they are next to the buildings, allowing someone to stay near the building, and added planting and tree coverage in the center, which provides a natural rain canopy and has the added benefit of providing more shade and greenery to the pedestrian promenade. Also, during inclement weather, one can access the garage to move to another building. Finally, at the entry lobbies, we recessed the ground floor façade so the building above acts as a canopy to provide rain protection.

In response to comments and questions about the exact locations and types of amenities, and a balance of uses, we worked with the Owner to refine a specific proposal for amenities. It should be noted that the Owner would like to build an amenity rich campus that will attract tenants to the project, as well as world class food service venues, open to the public. The entitled area for amenities is approximately 63,400 gross sq. ft. and the project proposes to build out the full extent of this entitled area. The amenity building will house an approximately 6,500 sq. ft. daycare, an approximately 6,500 sq. ft. fitness center, and an approximately 15,000 sq. ft. restaurant. This makes the amenity building a total of 28,000 gross sq. ft. which is smaller than the originally entitled 37,000 gross sq. ft. amenity building. This size was based on market considerations for the appropriate use areas, and also in consideration of the January 25 feedback that the amenity building should not be too big, so that more amenities can be programmed into the office buildings to activate the pedestrian promenade.

We have concentrated the amenities in Buildings 1 and 2, on the east side of Airport Blvd, in order to create an amenity rich destination that is activated by people and commercially vibrant. This location also makes the amenities more easily accessible to the public who arrive at the project through the surface parking, the pedestrian promenade, and the Bay Trail.

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<sup>7</sup> The revised drop-off zone and enhancements for pedestrian safety are shown on Page 9.

The ground floor of Building 1 is envisioned as a restaurant and a separate “marketplace” that will provide food for take away and for on-site consumption. A larger scale precedent for this would be something like the Ferry Building in San Francisco or the Shed in Healdsburg. The ground floor of Building 2 is envisioned as the conference center for the project that would be publicly accessible. Ancillary retail is located in the ground floor of Building 2 in order to support users of the conference space. Clustering the amenities in Buildings 1 and 2 for the initial build-out makes them immediately accessible to the Bay Trail. Combined with a robust offering of food services, this location maximizes the potential for use on weekends as well as before and after normal office hours, allowing for increased community access.<sup>8</sup>

The outlined approach provides the maximum entitled amenities. Within the promenade, the design concentrates the amenities for ease of public access and commercial viability. This activates the project at the Bay Trail and pedestrian promenade nexus. Finally, the design approach creates flexibility for future addition based on market demand and tenant and operator input.

Concerning the use of the open space east of the amenity building and south of Airport Blvd, we have added an outdoor fitness center patio. It should be noted that there are two additional competing uses for this same outdoor space, one of which is a right-of-way easement for the future widening of Airport Blvd as it enters the property from the south, and the second of which is a storm-water retention area.<sup>9</sup>

In response to one comment concerning glare, we have evaluated this issue. The original entitlement contemplated using glass that is not dark and not reflective. We also are using glass that is not dark and not reflective. We have procured a sample of the proposed glass for the project and will share that with the Commission at the next study session, as well as photographs of other projects that use the same or similar glass. We believe the selected glass, by being light in color, reinforces the lightness of the buildings intended by the design concept.<sup>10</sup>

Several comments were made with respect to cleaning the façade. We have retained a façade maintenance consultant and developed a specific protocol. A standard pair of roof-mounted davit arms will lower a swing-stage platform along the façade. This stage will be held off the façade with soft rollers in order to protect the fins. Tag lines will allow the platform to maneuver over the setback terraces on each building.<sup>11</sup>

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<sup>8</sup> The layout of project amenities is shown on Page 10.

<sup>9</sup> The design of the open space in front of the amenity building is shown on Page 11.

<sup>10</sup> Precedent images of the proposed glass type are shown on Page 12.

<sup>11</sup> Façade maintenance access is shown on Page 13.



We hope that our revised plans, and our explanation above has addressed your concerns and questions. We look forward to continuing our dialogue with you on February 22.

Very truly yours,

A handwritten signature in blue ink, consisting of a stylized 'B' followed by a cursive 'T' and a long horizontal stroke.

Benedict Tranel, AIA, LEED AP  
Principal

The following are

1. ~~that the revised conditions of project approval as contained in the resolution of approval;~~ project shall be built as shown on the plans submitted to the Planning Division and date stamped July 29, 2016, Sheets: COVER SHEET; 1 GENERAL PROJECT INFORMATION; 2 SITE PLAN; 3 B1 CONSTRUCTION PLAN; 4 LANDSCAPE SITE SECTIONS - EAST CAMPUS; 5 LANDSCAPE SITE SECTIONS - WEST CAMPUS; 6 L1 CONSTRUCTION PLAN - BUILDING 01; 7 L3 CONSTRUCTION PLAN - BUILDING 01; 8 ROOF CONSTRUCTION PLAN - BUILDING 01; 9 L1 CONSTRUCTION PLAN - BUILDING 02; 10 L3 CONSTRUCTION PLAN - BUILDING 02; 11 ROOF CONSTRUCTION PLAN - BUILDING 02; 12 L1 CONSTRUCTION PLAN - BUILDING 03; 13 L3 CONSTRUCTION PLAN - BUILDING 03; 14 L5 CONSTRUCTION PLAN - BUILDING 03; 15 ROOF CONSTRUCTION PLAN - BUILDING 03; 16 L1 CONSTRUCTION PLAN - BUILDING 04; 17 L3 CONSTRUCTION PLAN - BUILDING 04; 18 L5 CONSTRUCTION PLAN - BUILDING 04; 19 ROOF CONSTRUCTION PLAN - BUILDING 04; 20 EXTERIOR ELEVATIONS - BUILDING 01; 21 EXTERIOR ELEVATIONS - BUILDING 01; 22 EXTERIOR ELEVATIONS - BUILDING 02; 23 EXTERIOR ELEVATIONS - BUILDING 02; 24 EXTERIOR ELEVATIONS - BUILDING 03; 25 EXTERIOR ELEVATIONS - BUILDING 03; 26 EXTERIOR ELEVATIONS - BUILDING 03; 27 EXTERIOR ELEVATIONS - BUILDING 03; 28 EXTERIOR ELEVATIONS - BUILDING 04; 29 EXTERIOR ELEVATIONS - BUILDING 04; 30 EXTERIOR ELEVATIONS - BUILDING 04; 31 EXTERIOR ELEVATIONS - BUILDING 04; 32 BUILDING SECTIONS - BUILDING 01 & 02; 33 BUILDING SECTIONS - BUILDING 03; 34 BUILDING SECTIONS - BUILDING 03; 35 BUILDING SECTIONS - BUILDING 04; 36 BUILDING SECTIONS - BUILDING 04; 37 L1 CONSTRUCTION PLAN - GARAGE; 38 EXTERIOR ELEVATIONS - BUILDING 05 GARAGE; 39 EXTERIOR ELEVATIONS - BUILDING 05 GARAGE; 40 BUILDING SECTION - GARAGE; 41 L1 CONSTRUCTION PLAN - AMENITY BUILDING; 42 L2 CONSTRUCTION PLAN - AMENITY BUILDING; 43 ROOF CONSTRUCTION PLAN - AMENITY BUILDING; 44 EXTERIOR ELEVATIONS - AMENITY BUILDING; 45 OVERALL GRADING PLAN; 46 OVERALL UTILITY PLAN

1. ~~and date stamped May 8, 2012, Sheets: Cover Sheet; 1 Project Notes, Vicinity Maps and Sheet Index; 2 Building Code Analysis; 3 Preliminary Landscape Plan, 4 Building Perspectives - Building B1 - South face, 5 Building Perspectives - Building B1 - North Face, 6 Building Perspectives - Building B2 - North Face, 7 Building Perspectives - Building B3 - South Face, 8 Building Perspective - Building B3 - North Face; 9A North Campus Gateway; 9B Airport Boulevard and East/West Promenade Intersection; 9C Retail Promenade; 9D Retail along East/West Promenade; 9E Street Retail along Airport Boulevard; 9F Overlook to Bay; 9G Building 1 Restaurant with view to the Bay; 9H Amenities Center with Sidewalk Café; 9J Streetscape of the Campus; 9K looking out from the Office; 9L Amenities at New Bay Trail; 10 Site and Vicinity Plan; 11a Podium~~

~~Parking/Site Layout Plan; 11b Podium Parking/Site Layout Plan (Retail Alternate); 12 Podium Parking/Site Dimension Plan; 13 Basement Parking Plan; 14 Site and Building Sections (1); 15 Site and Building Sections (2); 16 Building B1/62 Typical Floor and Roof Plans; 17 63/84 Typical Floor and Roof Plans; 18 Building 81 Elevations; 19 Building B2 Elevations; 20 Building B3 Elevations (1); 21 Building B3 Elevations (2); 22 Building B4 Elevations (1); 23 Building B4 Elevations (2); 24a Parking Structure - Floor Plans; 24b Parking Structure - Elevations; 25 Amenities Center - Floor Plans; 26 Amenities Center - Elevations; 27 Site Analysis and Neighborhood Photos; 28a Site Area Diagram; 28b Landscaped Parking Area Diagram; 28c Landscaped Front Setback Diagram; 29 Site Circulation Diagram; 30 Site and Building Exit Path Plan; 31 Building Materials/Finishes Examples; 32 Landscape Section and Images; 33 Landscape Design~~



~~Details (1); 34 Landscape Design Details (2); 35 Preliminary Grading and Drainage Plan; 36 Preliminary Utility Plan; 37 Preliminary Parcelization Plan; and 38 Site Survey;~~

2. that any changes to the size or envelope of building, which would include changing or adding exterior walls or parapet walls, shall require an amendment to this permit;
  3. that any changes to building materials, exterior finishes, windows, architectural features, roof height or pitch, and amount or type of hardscape materials shall be subject to Planning Division or Planning Commission review (FYI or amendment to be determined by Planning staff);
  4. that the project shall include installation and maintenance of the Bay Trail and Sanchez Channel improvements as shown in the submitted plans and shall obtain approval from the Bay Conservation and Development Commission (BCDC) for the work within BCDC jurisdiction;
  5. that the project shall include approximately ~~13,000~~6,655 square feet of retail use and ~~13,400~~19,750 square feet of food service use that may be located in buildings B1, B2 and the amenities building, and Developer shall use its best commercial efforts to lease this space for retail or food service, including recreation-related uses such as bike rentals, and interactive educational space, as the case may be, for two years following issuance of the final certificate of occupancy for each building. Thereafter, any change to the use of the space designated for retail, recreation-related or food service use shall be reviewed and approved by the Planning Commission using the process set out in Municipal Code Sections 25.16.040 through 25.16.085, using the conditional use permit findings as the standard of review;
  6. that the following items agreed to by the applicant shall be included as a part of the project:
    - a. Drinking fountains shall be provided as a part of the Bay Trail improvements, and shall include ground-level spouts for dogs.
    - b. The educational nodes provided within the Bay Trail improvements shall include interactive features such as binocular/telescope stands and pictographic educational elements regarding local flora, fauna, marine and wind phenomena.
    - c. The Sanchez Channel open space shall include an area for active use (e.g. frisbee or catch);
7. ~~7.~~ that the conditions of the Chief Building Official's February 7, 2012 memo shall be met, which includes the following comments:

- a. an application for a building permit for this project received after December 31, 2013 must comply with the 2013 California Building Codes and adopted City of Burlingame Ordinances unless specific land use provisions for the project were approved by the City of Burlingame prior to 5:00 p.m. on December 31, 2013. If the Planning Commission has approved the project then the building permit application for that project may use the provisions found in the 2010 California Building Codes including all amendments as adopted in Ordinance 1856 2010. This project must comply with the City of Burlingame Green Building Ordinance in effect at the time of building permit applications.
  - 1) On the plans specify that this project will comply with the 2010 California Building Codes (CBC) which will be employed by the City of Burlingame beginning January 1, 2011.
  - 2) Comply with the City of Burlingame Green Building Ordinance in effect at the time of Planning Commission approval for this project.

- 3) Anyone who is doing business in the City must have a current City of Burlingame business license.
- 4) Provide fully dimensioned plans.
- 5) Indicate on the plans that all work shall be conducted within the limits of the City's Noise Ordinance. See City of Burlingame Ordinance Municipal Code, Section 13.04.100 for details.
- 6) Specify on the plans that this project will comply with the 2008 California Energy Efficiency Standards or standards in effect at the time of building permit application. Note: All projects for which a building permit application is received on or after January 1, 2010 must comply with the 2008 California Energy Efficiency Standards. Go to <http://www.energov.ca.gov/fitle24/2008standards/> for publications and details.
- 7) Indicate on the plans that all roofing systems will comply with Cool Roof requirements of the 2008 California Energy Code. 2008 CEC §151 (f) 12. The 2008 Residential and Non-Residential Compliance Manuals are available on line at <http://www.enerciy.camovitile24/2008standardst>.
- 8) Show the distances from all exterior walls to property lines or to assumed property lines.
- 9) Show the dimensions to adjacent structures.
- 10) Obtain a survey of the property lines.
- 11) Indicate on the plans that, at the time of Building Permit application, plans and engineering will be submitted for shoring as required by 2010 CRC, or applicable Building Code, regarding the protection of adjacent property and as required by OSHA. On the plans, indicate that the following will be addressed:
  - a. The walls of the proposed basement shall be properly shored, prior to construction activity. This excavation may need temporary shoring. A competent contractor shall be consulted for recommendations and design of shoring scheme for the excavation. The recommended design type of shoring shall be approved by the engineer of record or soils engineer prior to usage.
  - b. All appropriate guidelines of OSHA shall be incorporated into the shoring design by the contractor. Where space permits, temporary construction slopes may be utilized in lieu of shoring. Maximum allowable vertical cut for the subject project will be five (5) feet. Beyond that horizontal benches of 5 feet wide will be required. Temporary shores shall not exceed 1 to 1 (horizontal to vertical). In some areas due to high moisture content / water table, flatter slopes will be required which will be recommended by the soils engineer in the field.
  - c. If shoring is required, specify on the plans whose sole responsibility it is to design and provide adequate shoring, bracing, formwork, etc. as required for the protection of life and property during construction of the building.
  - d. Shoring and bracing shall remain in place until floors, roof, and wall sheathing have been entirely constructed.
  - e. Shoring plans shall be wet-stamped and signed by the engineer-of-record and submitted to the city for review prior to



construction. If applicable, include surcharge loads from adjacent structures that are within the zone of influence (45 degree wedge up the slope from the base of the retaining wall) and / or driveway surcharge loads.

- 12) Indicate on the plans that an OSHA permit will be obtained for the shoring\* at the excavation in the basement per CAL / OSHA requirements. See the Cal / OSHA handbook at: <http://www.ca-osh.com/pdfpubs/oshaluserguide.pdf>. \*Construction Safety Orders : Chapter 4, Subchapter 4, Article 6 , Section 1541.1.
- 13) Indicate on the plans that a Grading Permit, if required, will be obtained from the Department of Public Works.
- 14) Provide guardrails at all landings. NOTE: All landings more than 30" in height at any point are considered in calculating the allowable lot coverage. Consult the Planning Department for details if your project entails landings more than 30" in height.
- 15) Provide handrails at all stairs where there are four or more risers.
- 16) Provide lighting at all exterior landings.
- ~~17)~~ 17) Prior to applying for a Building Permit the applicant must obtain an address for each structure on the site, acceptable to the Fire Marshal, from the Engineering Department. Note: The correct address must be referenced on all pages of the plans.
- ~~18)~~ 18) On your plans provide a table that includes the following:
  - a. Occupancy group for each area of the building
  - b. Type of construction
  - c. Allowable area
  - d. Proposed area
  - e. Allowable height
  - f. Proposed height
  - g. Proposed fire separation distances
  - h. Exterior wall and opening protection
    - i. Allowable
    - ii. Proposed
  - i. Indicate sprinklered or non-sprinklered
- 19) Illustrate compliance with the minimum plumbing fixture requirements described in the 2010 California Plumbing Code, Chapter 4, Table 4-1 Minimum Plumbing Facilities and Table A - Occupant Load Factor.
- 20) Show compliance with all accessibility regulations found in the 2010 CBC for commercial buildings including:
  - a. Accessible paths of travel
  - b. A level landing must be provided on each side of the door at all required entrances and exits.
  - c. Accessible countertops
  - d. Accessible bathrooms
  - e. Accessible parking

- 21) Per CEO 3003.5, all structures four or more stories in height must have at least one elevator that can accommodate a stretcher. See the referenced code section for dimensions (80" x 54") and other details.
- 22) Provide an exit plan showing the paths of travel
- 23) In Assembly occupancies specify aisle widths that comply with Section 1025.9.
- 24) Specify the total number of parking spaces on site
- 25) All NEW non-residential buildings must comply with the requirements of AB-2176 Sec. 42911 (c) [2003 — 2004 Montanez) as follows:
  - a. Space for recycling must be a part of the project design in new buildings.
  - b. A building permit will not be issued unless details are shown on the project plans incorporating adequate storage for collecting and loading recycled materials.
- 26) Include with your Building Division plan check submittal a complete underground fire sprinkler plan. Contact the Burlingame Water Division at 650-558-7660 for details regarding the water system or Central County Fire for sprinkler details.
- 27) Sewer connection fees must be paid prior to issuing the building permit.

8. ~~8.~~ that the conditions of the NPDES Coordinators February 8, 2012 memo shall be met, which includes the following comments:

- a. The project will need to comply with additional and new Low Impact Development (LID) requirements under the Municipal Regional Permit, C.3 Provisions, which became effective on December 11, 2011. For details and technical guidance on these C.3 requirements visit the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) at ~~<http://www.flowstobay.orianas-new-development.php>~~ <http://www.flowstobay.orianas.new-development.php>.

- b. The following C.3 forms/worksheets have been updated and project proponents will need to use and submit these forms as part of the final construction documents and associated building permits:

- 1) NPDES Permit Impervious Surface Data Collection Worksheet\*
- 2) C.3 and C.6 Development Review Checklist\*.

\*both forms are available for download at <http://www.flowstobay.orcebs.new-development.php>.

- c. When submitting plans for a building permit include a list of construction stormwater pollution prevention Best Management Practices (BMPs) as project notes and include them as a separate full size plan sheet, preferably 2' x 3' or larger. Project proponents may use the attached Construction Best Management Practices (BMPs) plan sheet to comply with this requirement. Electronic file is available for download at [http://www.flowstobay.org/bs\\_construction.php](http://www.flowstobay.org/bs_construction.php) (scroll about half-way down the page and click on Construction BMP Plan Sheet).

9. that the conditions of the Parks Supervisor's February 6, 2012 memo shall be met, which ~~includes~~ [includes](#) the following comments:

- a. Submit a Landscape Project Application to the Parks Division in compliance with the Water Conservation in Landscape Ordinance.



- b. New trees in the Airport Boulevard islands shall be *Platanus acerfolia* 'Columbia'.
10. that the conditions of the Fire Marshal's April 26, 2010 memo shall be met, which includes the following comments:
- a. All *buildings shall* be equipped with fire alarms, fire sprinklers and standpipes where required by the California Fire Code and the Burlingame Municipal Code.
  - b. Fire Flow and Fire Hydrants shall conform to Appendix B and C of the International Fire Code 2006 Edition.
  - c. Fire apparatus access shall be provided for all buildings in accordance with §503 of the International Fire Code.
  - d. Fire Control Room as required by the California Building Code shall be placed to the exterior of the building with exterior access. Rooms shall be positioned facing fire apparatus access. This requirement may negate exterior remote annunciators and key boxes intended to house HMIS/HMMP as required for Burlingame Municipal Code.
  - e. ~~e~~-Please see Burlingame Municipal Code specific to Addressing Requirements and Key Boxes associated with Hazardous Materials.
  - f. The fire department shall request HMIS/HMIP in accordance with the California Fire Code. All inventory lists shall at minimum indicate the hazardous material class and quantities consistent with Table 2703.1.1(1), Title 24 CFC classes and units (i.e.: pounds, gallons, cubic feet at NTP, etc.).
  - g. Space shall be provided within each Highrise for installation of a repeater/receiver antenna and supporting equipment for City Communications. An electrical supply source shall be provided at the antenna/equipment location. Reasonable access shall be provided to City staff contractors for installation of necessary telephone lines and for purposes of installation, maintenance, adjustment and repair of the antenna/equipment.
11. that the conditions of the Public Works Department, Engineering Division's May 8, 2012 memo shall be met, which includes the following comments:
- a. With City approval, the Developer proposes to construct a new, realigned Airport Boulevard through the Project and to construct Bay Trail and Bay frontage improvements in the City's right-of-way easement of the original Airport Boulevard. Developer understands that the underlying fee of the original Airport Boulevard ROW, from the existing Sanchez Chanel Bridge East to Fisherman's Park and South from Fisherman's Park to Beach Road, is owned by the State of California, State Lands Commission and that the City only holds a ROW easement over same. Developer shall give the State Lands Commission written notice of its development plans and specifically, notice of the proposed improvements to be constructed in the ROW of the original Airport Boulevard alignment, within ten (10) days of the Planning Commission's recommendation of the Project to the City Council. At any time, should State Lands have any concerns over said improvements, object to any aspect of the proposed improvements or initiate any type of administrative or judicial action in regard to these proposed improvements, Developer shall hold harmless, defend and indemnify the City, its officers, agents and employees from any and all fees (including attorneys' fees), damages, fines or any other costs of any kind related to such objections, claims or actions.
- Additionally, the Developer shall obtain letters of no objection to the proposed realignment of Airport Boulevard from all utility companies. The Project Developer shall relocate all existing utilities from within the existing Airport

Boulevard roadway to the proposed realigned Airport Boulevard roadway to the satisfaction of the City Engineer and affected utility companies.

- b. The developer shall prepare necessary engineering drawings and construction documents to construct the Sanchez Channel Bridge widening as identified in the existing BCDC permit to provide the necessary width for pedestrian, bicyclist and vehicular access along Airport Boulevard. The developer shall complete construction of these improvements at his/her expense. These drawings shall be approved by the City Engineer as part of the Building Permit process.
- c. The developer shall be responsible to meet all San Francisco Bay Conservation and Development Commission (BCDC) requirements for the project and provide the City with documentation of all approvals by BCDC for all work within 100 feet of the shoreline band along the San Francisco Bay and Sanchez drainage channel.
- d. The developer shall enter into a Site Maintenance Agreement with the City for maintenance of all landscape, sidewalk, medians, and stormwater improvements as well as roadway improvements that do not conform to city standards, such as the proposed roadway intersections. The Site Maintenance Agreement shall be executed prior to the issuance of the Building permit.
- e. All traffic improvements, including but not limited to traffic signals, pedestrian countdown signals, pedestrian audible signals, signal interconnection hardware, street lights, signage, street markings, etc., shall be approved by the City Engineer and installed at the property owner's expense. The proposed streetlights must conform to current standards which require Beta LED's or equivalent. The developer shall submit and obtain approval of the required engineering drawings and specifications for all public improvements as part of the building permit process.
- f. The project shall reimburse to the City the operation, maintenance and energy costs of the proposed traffic signals. The City will maintain the newly proposed traffic signal operations. The operation cost of the traffic signal will be adjusted annually by the City based on prevailing costs. The electricity costs will be based on direct billing by PG & E.
- g. The developer shall provide at his/her expense shoreline access, adequate erosion protection and site amenities to the standards established by the City and BCDC.
- h. The Bay and drainage channel shorelines located on this property will require stabilization improvements to provide flood protection for the public access trail and bridge. All shoreline and drainage channel slope protection measures, need to be reviewed and approved by the City Engineer.
- i. The public and facility users shall be safely provided for and protected from the flooding of the site in the event of a disaster. This includes a storm or an earthquake which coincides with a maximum high tide and possible breaching of Sanchez Channel and/or Airport Boulevard levees. The property owner shall employ a qualified engineer to analyze the seismic stability of the Sanchez Channel and Airport Boulevard levees and identify protection against possible earthquake or storm event. The property owner shall submit the structural and seismic stability analysis to the City Engineer for review and approval. If the analysis indicates that improvements are necessary along the project site to provide stability for an event, such improvements shall be installed as approved by the City Engineer prior to occupancy of the first building.
- j. The developer shall be required to incorporate the following measures into project design in order to reduce the potential impacts of flooding:

- 1) Necessary tide gates shall be installed in the storm drain system on the project site to prevent high water from back flowing into the site during flood periods;
  - 2) Adequate drainage and pump facilities, including a sound-baffled backup power supply, shall be provided in the parking area to prevent water ponding in excess of ten (10) inches in the event of a 100-year flood;
  - 3) Storm drainage facilities shall be designed to accommodate any future settlement of the site, levees and other fill along the site perimeter;
  - 4) A flood contingency plan shall be developed to provide guidelines for management of vehicles in the event of flooding of the parking area; and
  - 5) On-site improvements shall be designed to provide 100-year flood protection. All emergency equipment, generators, controls, and motors shall be located above the 100-year flood elevation.
- k. The developer shall install a six-inch diameter recycled water main with the roadway improvements. This six-inch line shall extend from the existing Sanchez Channel Bridge east to the other end of the new roadway alignment near Beach Road. Initially the line shall be connected to the City water main and serve as the service connection for irrigation. This line and the irrigation system shall convert to a recycled water line once it becomes available. These improvements shall be done at the property owner's cost and shall be completed in concurrence with the roadway improvements.
- l. The project developer shall implement and maintain an appropriate Transportation Demand Management measures in accordance with the San Mateo County Congestion Plan to reduce the number of trips generated by this project.
- m. Detailed grading and drainage plans shall be submitted by the project developer for review by the City Engineer at the time of applying for a building permit.
- n. The project shall comply with the City's NPDES permit requirement to prevent storm water pollution during and after the construction. In addition, the project developer shall provide all documentation relating to compliance with the Regional Municipal Permit from the State of California Water Resources Board.
- o. It is possible that this project may require approvals and permits from the U.S. Army Corp of Engineers, Department of Fish and Game, and the California Regional Water Quality Control Board. The applicant must provide written records of contacting the above agencies demonstrating that a permit has been obtained or is not required.
- p. All street improvements plans shall be submitted to the City for review and approval. These improvements include but are not limited to sanitary sewer mains and laterals; water mains and services; storm drain mains and inlets; street structural sections, soils report, etc. Hydrologic and hydraulic calculations are required for all designs associated with the new road alignment. The road structural section shall be designed to a traffic index of minimum 12.0 and shall withstand vertical displacement due to natural subsurface settlement. The structural section shall be designed for a 20-year life based on recommendations of a professional geotechnical engineer and accompanying soils report.
- q. The project developer shall perform necessary engineering studies to determine the required capacity and improvements to the system to be approved by the City Engineer. At the City's discretion, the sanitary sewer improvements shall be routed along Airport Boulevard to an existing pump station, thence along Airport Boulevard to the Wastewater Treatment Plant. The sanitary sewer system improvements shall



be designed and constructed to accommodate the fully built-out conditions of the project and adjacent properties.

- r. The project shall abandon the existing potable water main located within existing alignment of Airport Boulevard from Fisherman's Park to Beach Road. The project shall evaluate the existing condition of the water main. If necessary and at the City's discretion, the project shall design and construct a new potable water main system along the newly proposed Airport Boulevard from Beach Road to the Sanchez Channel as well as the replace the existing potable water main segment from Sanchez Channel to Fisherman's Park.
- s. The project shall install purple piping in buildings for future reclaimed water use in building applications.

- 12. that ~~demolition or removal of any existing structures and any grading or earth moving on the site shall not occur until a building permit has been issued and such site work shall be required to comply with all the regulations of the Bay Area Air Quality Management District;~~early demolition, mass excavation, grading, shoring and foundation permits, including permits for installation of indicator/production piles, may be issued in advance of a building permit provided that prior to issuance of such permits, the applicant has submitted construction plans for the project to the Building Division, or has provided evidence that it is having such plans prepared for the project for which the demolition or grading work is intended. Further, building construction permits shall be submitted and received in accordance with the progress of the work which will occur in phases. Permits that may be submitted individually for application may include, but are not limited to, indicator/production piles, mass excavation, shoring, grading, foundations, superstructure, architecture MEP, fire protection, fire alarm, curtain wall, and so forth, subject to the consent of the City's Building Official and the Fire Marshal. Building Permit phasing and scheduling shall be arranged with the Project Applicant and the Community Development Department – Building Division, such that the work can proceed in an orderly fashion as one continuous phase of construction;
- 13. that the project shall comply with the Construction and Demolition Debris Recycling Ordinance which requires affected demolition, new construction and alteration projects to submit a Waste Reduction plan and meet recycling requirements; any partial or full demolition of a structure, interior or exterior, shall require a demolition permit;
- 14. Exterior lighting for the project would be designed to meet the requirements of Burlingame Municipal Code Section 18.16.030 (pertaining to light spillage off site in commercial or residential areas), the California Energy Commission, and the Illuminating Engineering Society of North America for illumination levels. 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 project area already contains numerous sources of exterior lighting, and is not adjacent to uses that would be sensitive to light spillover.
- 15. that the applicant shall comply with Ordinance 1503, the City of Burlingame Storm Water Management and Discharge Control Ordinance;
- 16. that the overall height of the buildings as measured from the top of curb at Airport Boulevard (+ 14.5' elevation) to the top of the mechanical screens shall be no taller than the following heights: Buildings B1 and B2, 97.0', Building 83, 129.0', Building B4, 144.0', Parking Structure, 67.5', and Amenities Building, 49.0'; building heights shall be surveyed at the framing of each floor and at the installation of the ~~parapet~~mechanical screen and shall be reported to the Building Division as each floor is framed and accepted by the City Engineer before framing of the subsequent floor or roof commences. The elevator overruns.

and associated structures shall be permitted to exceed the stated height limits to the degree that such exceedance is necessitated by the Uniform Building Code in order for elevators to serve their intended purpose of providing access by persons to the rooftop terraces on the buildings. The entire building height of each structure shall be surveyed to confirm conformance with the approved plans and conditions of approval before scheduling the final framing inspection. If the building does not conform at any point in the construction process, it shall be made to conform before construction continues and any further city inspections shall be scheduled (Building Division);

17. that the applicant shall pay the required Bayfront Development Fee based on the square footage of the buildings and the current rate adjusted for inflation, the total fee due is calculated to be \$1,695,070.00. Per the development agreement, one-half of the fee is due at the time of issuance of the first City Building Permit for construction of a building, and one-half is due before the final framing inspection is scheduled, for each Development Phase. The fee due shall be offset by the actual costs incurred by Developer in designing, preparing, installing and constructing (a) the realignment and widening of Airport Boulevard but limited to the customary and ordinary costs for such improvements without special pedestrian treatments, and (b) the Sanchez Channel bridge widening as outlined in the Development Agreement (Planning Division);
18. that the applicant shall pay the required public facilities impact fees based on the square footage of the buildings, and that the Parks and Recreation fee (\$131,924.00) and the Storm Drain Fee (\$549,939.00) shall be waived, the total remaining fee due shall be \$1,102,179.00. The remaining fees shall be payable by development phase, and shall be submitted to the Planning Division prior to the issuance of the first building permit for construction of each building as follows: Building 61: \$209,802.00, Building 62: \$209,802.00, Building B3: \$293,722.80, Building B4, \$335,683.20, and Amenities Center: \$53,169.00 (Planning Division);
19. that the property owner shall be responsible to see that small delivery trucks or vans making periodic deliveries are on-site only during office hours; no trucks, recreation vehicles or other vehicles shall be stored or parked on site continuously throughout the day or overnight, and no parking shall be leased to tenants or any other users for any purpose,
20. that the property owner shall comply with the Transportation Demand Management Program prepared by Fehr and Peers for 350 Beach Road, LLC dated April 6, 2011 including the following measures:
  - a. **Secure Bicycle Storage:** Secure, indoor bicycle storage for ~~up to~~at least 26 bicycles shall be provided in a lobby or garage level room within each of the four office buildings. In addition, bicycle racks for up to 50 bicycles will be located outside of Buildings #1 or #4.
  - b. **Showers and Changing Rooms:** Shower facilities with changing rooms shall be provided throughout the site, with access available to all employees. Shower facilities (two men's and two women's) and changing rooms (one men's and one women's) shall be provided in each of the four office buildings, the amenities center shall include 12 showers and two changing rooms.
  - c. **Shuttle Service:** Coordinate with the Peninsula Commuter Alliance to add two stops within the project site to the existing commuter shuttle from the Millbrae Intermodal Station. The shuttle provides 10-minute headways during peak periods.
  - d. **Carpool Parking:** Provide 15 preferential parking spaces for carpools at each of the four office buildings.

- e. **Vanpool Parking:** Provide two preferential parking spaces for vanpools at each of the four office buildings.
- f. **Commute Assistance Center:**
  - 1) Provide an on-site one-stop shopping for transit and commute alternatives information.
  - 2) Provide a part-time on-site TDM coordinator available to assist building tenants with trip planning.
- g. **Employees' Surveys:** The TDM coordinator shall develop and administer two surveys per year to examine TDM program participation and best practices.
- h. **Video Conferencing ~~Centers~~Center:** One video conferencing center of approximately 8500 sf shall be installed ~~at each office building~~ for use by the tenants of the facility.
- i. **On-Site Amenities/Accommodations:** On-site amenities, including banking, retail, delivery dry cleaning, exercise facilities, child care center, delivery pharmacy and food service shall be provided at the project site to encourage people to stay on site during the work day;
- j. **On-Site Bicycles for Employee Use•** Bicycles shall be provided at each office building. Employees will have access to bicycles during breaks for personal or business use.
- k. **Child Care Services:** Child care center service shall be provided on site;
- l. ~~l.~~ **Guaranteed Ride Home Program:** Employees will have access to the Guaranteed Ride Home (GRH) program administered by the Peninsula Congestion Relief Alliance (Alliance) for emergencies. The program provides vouchers for taxicabs or rental cars for this purpose.
- m. ~~m.~~ **Transportation Action Plan:** The TDM coordinator shall work with the Alliance to create a Transportation Action Plan for each tenant.
- n. ~~n.~~ **Transportation Management Association:** If the office park has multiple tenants, each tenant shall provide a representative to form a Transportation Management Association and be a liaison to the TDM Coordinator.
- o. **Coordination of Transportation Demand Management Programs:** The TDM coordinator shall coordinate with other TDM programs with existing developments/employers in the surrounding area.
- p. **Subsidy for Transit Tickets:** Employers shall offer subsidies to employees to compensate them for the cost of transit tickets.
- q. **Electric Vehicle Stations:** The applicant shall provide plug-in stations for electric vehicles.
- r. **House Car for Employee Use:** Each building will provide employees with access to a "house car" for use during the day.

**THE FOLLOWING CONDITIONS SHALL BE MET DURING THE BUILDING INSPECTION PROCESS PRIOR TO THE INSPECTIONS NOTED IN EACH CONDITION:**

- 21. that prior to scheduling the framing inspection, the project architect, engineer or other licensed professional shall provide architectural certification that the architectural details such as window locations and bays are built as shown on the approved plans; if there is no licensed professional involved in the project, the property owner or contractor shall provide the certification under penalty of perjury. Certifications shall be submitted to the Building Department;



22. that prior to scheduling the roof deck inspection, a licensed surveyor shall shoot the height of the roof ridge and provide certification of that height to the Building Division; and
23. that prior to final inspection, Planning Division staff will inspect and note compliance of the architectural details (trim materials, window type, etc.) to verify that the project has been built according to the approved Planning and Building plans.

**Mitigation Measures from Environmental Impact Report:**

***Measures Applicable to 300 Airport Boulevard Project as well as future development of the 350 Airport Boulevard site:***

24. *Amphlett Poplar Intersection: 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. The Project Sponsor, and any future project sponsor for development of the 350 Airport Boulevard site, shall negotiate an agreement with the City of San Mateo to make a fair share contribution toward the cost of improvements at this intersection for each projects respective impacts (Transportation, Planning, Public Works, City of San Mateo);*
25. *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 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. (Air Quality; (Planning and Building Divisions);

26. ~~26.~~ 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 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. (Air Quality; Planning and Building Divisions)

27. 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 a Rule 3: Architectural Coatings) (Air Quality; Planning and Building Divisions);

28. 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. ~~L~~ 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 bafflers 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.*
  - 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. (Noise, Planning and Building Divisions);*
29. *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 equipment on their site. (Noise, Planning and Building Divisions);*
30. *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 am. 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. (Noise, Planning and Building Divisions);*
31. *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. (Noise, Planning and Building Divisions);

32. 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 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. (Biological Resources, Planning Division);

33. 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. (Biological Resources, Planning and Building Divisions);

34. In order to reduce significant impacts to the City's wastewater conveyance and treatment system associated with the Project, the Project Sponsor shall adhere to either of the two following mitigation measures..

- a. 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, or equivalent project to increase capacity in the system, 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.
- b. Upgrade to the Existing Airport Boulevard Conveyance System Variant to Rollins Road Pump Station Upgrade. The Project Sponsor(s) shall coordinate with the City of Burlingame Public Works Department to upgrade the capacity of the City's wastewater conveyance and treatment system to accommodate the increased PWWF that would result from implementation of development of the 300 and 350 Airport Boulevard Sites. Such measures could include, as necessary, installation of a new pump station within public right of way or other area near the Sanchez Channel Bridge on the Project Site, upgrade the capacity of the existing Airport Boulevard Pump Station, extension of wastewater lines across Sanchez Channel, via attachment to the Sanchez Channel Bridge, to tie into existing wastewater lines

under Airport Boulevard west of the Project Site, and increasing, as required, the capacity of existing gravity lines between the Project

Site and the Airport Boulevard Pump Station and existing force main between the Airport Boulevard Pump Station and the WWRP. The Project Sponsor shall construct the necessary improvements to serve the Project Site and additional properties along Airport Boulevard that would connect to this sewer line. (Utilities, Public Works Department);

#### **MITIGATION MEASURES APPLICABLE ONLY TO THE 300 AIRPORT BLVD. PROJECT**

35. Reduce Risk of Exposure During Construction. If the childcare center is operational during the construction of Phase 2 of the Project, one of the following shall be implemented:

a. ~~A~~ A Health Risk Assessment is conducted prior to commencement of construction of Phase II that demonstrates, to the satisfaction of the BAAQMD, that impacts to the children at the childcare center are less than significant during Phase II construction or specific sub phases of Phase II construction; or

b. ~~B~~ Implement the following building design and operational restrictions.

1. 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.
2. 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.
3. All outdoor activities at the childcare center shall be suspended while construction activities are occurring.

If implementation of this Mitigation Measure is infeasible, then the childcare center would be prohibited from operating during Phase 11 construction. (Air Quality, Building and Planning Divisions);

36. Maintenance and Testing of Generators. 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. (Air Quality, Building and Planning Divisions);
37. Implementation of MERV 15 Filters. The Project Sponsor shall 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 PM2.5 and would reduce risk while students were inside the building. (Air Quality, Building and Planning Divisions);
38. 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. (Climate Change, Planning Division and Parks Department);
39. 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. (Climate Change, Planning Division and Parks Department);

40. 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. (Climate Change, Planning and Building Divisions);
41. 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. (Climate Change, Planning Division and Parks Department);
42. 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. (Climate Change, Planning and Building Divisions);
43. Water Conservation Measures. The 300 Airport Boulevard Project shall implement immediate water conservation measures to reduce building water demand by 33 percent. Building water demand shall ultimately be reduced by 50 percent when the City's recycled water system is implemented. (Climate Change, Planning and Building Divisions);
44. Energy Efficiency beyond Title 24 Standards. The 300 Airport Boulevard Project shall reduce building energy demand beyond the 2005 Title 24 Standards by 26 percent (Climate Change, Planning and Building Divisions);
45. 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 (Climate Change, Planning Division);
46. 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. (Climate Change, Planning and Building Divisions);
47. 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 mitigation would be required. (Biological Resources, Planning and Building Divisions);
48. 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. (Biological Resources, Planning and Building Divisions);



49. 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 7.1 feet. All below-ground structures, including storm drains, sewers, equipment facilities, and others, shall be flood proofed and designed to withstand hydrostatic forces and buoyancy from water surface elevations up to 7.1 feet in elevation. Certain portions of the shoreline open space may not be protected at the ultimate level of flooding, given proposed heights. However, developed areas of the Project would be protected. For the shoreline areas, an adaptive strategy would be developed to address end-of-century conditions. (Hydrology, Building Division and Public Works Department);
50. 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. (Hydrology, Public Works Department);
51. 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 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 Public Works Department 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.

#### MITIGATION MEASURES APPLICABLE TO THE FUTURE DEVELOPMENT OF THE 350 AIRPORT BOULEVARD SITE

52. 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 (Air Quality, Planning Division);
53. 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 (Air Quality; Planning and Building Divisions);
54. 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. (Climate Change, Planning Division and Parks Department);
55. 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. (Climate Change, Planning Division and Parks Department);
56. Renewable Energy System. The 350 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. (Climate Change, Planning and Building Divisions);
57. Drought Tolerant Landscaping. The 350 Airport Boulevard Project shall reduce irrigation-related water demand by a minimum of 10 percent through the implementation of drought tolerant landscaping. (Climate Change, Planning Division and Parks Department);
58. Cool Roof Material. The 350 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 (Climate Change, Planning and Building Divisions);
59. Water Conservation Measures. The 350 Airport Boulevard Project shall implement immediate water conservation measures to reduce building water demand by 33 percent. Building water demand shall ultimately be reduced by 50 percent when the City's recycled water system is implemented. (Climate Change, Planning and Building Divisions);
60. Energy Efficiency beyond Title 24 Standards. The 350 Airport Boulevard Project shall reduce building energy demand beyond the 2005 Title 24 Standards by 26 percent (Climate Change, Planning and Building Divisions);

61. Operation Solid Waste Reduction. The 350 Airport Boulevard Project shall implement a solid waste reduction program to reduce operational solid waste by a minimum of 10 percent. (Climate Change, Planning Division);
62. Implement a TDM program. The Project Sponsor shall ensure that future development of the 350 Airport Boulevard Site implement a TOM program similar to that described for the 300 Airport Boulevard Project, to reduce transportation-related GHG emissions. (Climate Change, Planning Division and Traffic Engineer);
63. Pursue LEED Certification. Future development of the 350 Airport Boulevard Site shall seek LEED Gold certification or equivalent for development per the recommendations of the City's Green Building Ordinance. The Project Sponsor shall submit draft LEED (or equivalent) checklists to the City Sustainability Coordinator for review and consultation. (Climate Change, Planning and Building Divisions);
64. 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. (Noise, Planning and Building Divisions);
65. 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 7.1 feet. All below-ground structures, including storm drains, sewers, equipment facilities, and others, shall be flood proofed and designed to withstand hydrostatic forces and buoyancy from water surface elevations up to 7.1 feet in elevation. Certain portions of the shoreline open space may not be protected at the ultimate level of flooding, given proposed heights. However, developed areas of the Project would be protected. For the shoreline areas, an adaptive strategy would be developed to address end-of-century conditions. (Hydrology, Building Division and Public Works Department);
66. 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 (Hydrology, Public Works Department);
67. 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.

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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 Public Works Department 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. (Hydrology, Public Works Department);

68. 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. (Hydrology, Public Works Department); and
69. 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. (Wind and Recreation, Planning Division).



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## APPLICATION TO THE PLANNING COMMISSION

### Type of application:

- ☒ Design Review      ☐ Variance      ☐ Parcel #: APN-026-350-130  
☐ Conditional Use Permit      ☐ Special Permit      ☐ Zoning / Other: \_\_\_\_\_

PROJECT ADDRESS: 300 Airport Boulevard

### APPLICANT

Name: Steve Atkinson  
Address: Arent Fox, 55 Second St., 21st Floor  
City/State/Zip: San Francisco, CA 94105  
Phone: (415) 805-7971  
E-mail: steve.atkinson@arentfox.com

### PROPERTY OWNER

Name: Burlingame Point LLC  
Address: 433 Airport Blvd., Suite 426  
City/State/Zip: Burlingame, CA 94010  
Phone: (607) 592-7187  
E-mail: tlanxx@genzon.com.cn

### ARCHITECT/DESIGNER

Name: Gensler  
Address: 2 Harrison Street, Suite 400  
City/State/Zip: San Francisco, CA 94105  
Phone: (415) 836-4428  
E-mail: Benedict\_Tranel@gensler.com

Burlingame Business License #: \_\_\_\_\_

### Authorization to Reproduce Project Plans:

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

PROJECT DESCRIPTION: See attached.

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

Applicant's signature: [Signature] Date: 12/23/15

I am aware of the proposed application and hereby authorize the above applicant to submit this application to the Planning Commission.

Property owner's signature: [Signature] Date: 12/23/2015

Date submitted: \_\_\_\_\_



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I am aware of the proposed application and hereby authorize the above applicant to submit this application to the Planning Commission.

Property owner's signature: Du Sun Date: 12/23/2015

Date submitted: \_\_\_\_\_



# Burlingame Point Project

## Mitigation Monitoring and Reporting Program

### Introduction

The Final Environmental Impact Report (EIR) for the Burlingame Point Project (Project) (formerly referred to as the 300 Airport Boulevard Project) was certified by the City of Burlingame (City) on June 18, 2012. Since Final EIR certification, the Project Sponsor has submitted an application to update the Project design. The EIR Addendum, released on June 18, 2016, addresses the proposed changes. It was determined in the EIR Addendum that the Revised Project would not cause any new significant impacts or any substantial increases in the severity of previously identified significant effects. Therefore, the mitigation measures presented in the previously certified Final EIR also apply to the Revised Project.

The California Environmental Quality Act (CEQA) requires the adoption of feasible mitigation measures to reduce the severity and magnitude of significant environmental impacts associated with project development. The previously certified Final EIR prepared for the Project includes mitigation measures to reduce the potential environmental effects of the Project.<sup>1</sup> CEQA also requires reporting on and monitoring of mitigation measures adopted as part of the environmental review process (Public Resources Code Section 21081.6). This Mitigation Monitoring and Reporting Program (MMRP) is designed to aid the City in its implementation and monitoring of measures adopted from the certified EIR.

The mitigation measures in this MMRP are assigned the same number they had in the previously certified Final EIR. The MMRP is presented in table format and describes the actions that must take place to implement each mitigation measure, the timing of those actions, the entities responsible for implementing and monitoring the actions, and verification of compliance.

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<sup>1</sup> Although some impacts of the Revised Project would be slightly less or slightly greater than those analyzed in the certified Final EIR, the changes would be minor and would not affect the significance conclusions. However, one mitigation measure proposed in the certified Final EIR is no longer required under the Revised Project, resulting in a lesser impact. Therefore, since this mitigation measure (Mitigation Measure AQ-5.1) is not required, it is not included in this MMRP.

**BURLINGAME POINT PROJECT  
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Action	Timing	Implementing Party	Monitoring Party
<b>TRANSPORTATION</b>				
<b><i>IMPACT BEING ADDRESSED: Intersection Operations. With the addition of trips generated from the development of the Project 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. (TR-1)</i></b>				
<i>Amphlett Poplar Intersection:</i> 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. The Project Sponsor shall negotiate an agreement with the City of San Mateo to make a fair share contribution toward the cost of improvements at this intersection for each project's respective impacts.	Negotiate an agreement with the City of San Mateo to make fair share contributions for intersection improvements	3 months after San Mateo has identified a specific improvement project and cost estimate	Project Sponsor/ City of San Mateo	Planning Division
<b>AIR QUALITY</b>				
<b><i>IMPACT BEING ADDRESSED: Violation of Particulate Matter Ambient Air Quality Standards. Fugitive dust (PM10) from construction activities associated with the Project would result in short-term violations of particulate matter ambient air quality standards. (AQ-2)</i></b>				
<p><i>AQ-2.1: Implement Recommended Dust Control Measures.</i> 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.</p> <p>The Project Sponsor shall include in all construction contracts the following requirements or measures:</p> <ul style="list-style-type: none"> <li>• All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</li> <li>• All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</li> <li>• All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>• All vehicle speeds on unpaved roads shall be limited to 15 mph.</li> <li>• 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.</li> </ul>	Implement dust control measures developed by the BAAQMD.	Prior to commencement of grading and building construction/during excavation and construction phases	Project Sponsor/ Project contractor(s)	Planning and Building Divisions

**BURLINGAME POINT PROJECT  
MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ul>				
<b>IMPACT BEING ADDRESSED: 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. (AQ-3)</b>				
<p><i>AQ-3.1: Construction Equipment Emissions Minimization.</i> To reduce the potential impacts resulting from Project construction activities, the Project Sponsor shall include in contract specifications a requirement for the following measures:</p> <ul style="list-style-type: none"> <li>Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes;</li> <li>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;</li> </ul>	Reduce construction equipment emissions by including contract specifications	Prior to commencement of grading and building construction/during construction	Project Sponsor/ Project contractor(s)	Planning and Building Divisions



**BURLINGAME POINT PROJECT  
MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<ul style="list-style-type: none"> <li>• All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM;</li> <li>• Use of Interim Tier 4, if applicable, or equivalent equipment for all uses where such equipment is available;</li> <li>• Use of Tier 3 equipment with Best Available Control Technology (BACT) or alternative fuel vehicles for applications where Tier 4 Interim engines are not available;</li> <li>• Prohibition of diesel generators for construction purposes where feasible alternative sources of power are available;</li> <li>• All construction equipment shall be maintained in proper working condition in accordance with manufacturer's specifications;</li> <li>• Diesel-powered construction equipment shall comply with BAAQMD requirements or meet Tier 3 or Tier 4 EPA/CARB standards; and</li> <li>• To the extent feasible, the existing electricity infrastructure surrounding the construction sites shall be used rather than electrical generators powered by internal combustion engines.</li> </ul>				
<i>AQ-3.2: Application of Low-VOC Coatings.</i> 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).	Application of Low-VOC coatings beyond the local requirements.	Prior to grading and building permit issuance/during construction	Project Sponsor/ Project contractor(s)	Planning and Building Divisions
<b>CLIMATE CHANGE</b>				
<b><i>IMPACT BEING ADDRESSED: Generation of Greenhouse Gas Emissions. The Project would result in a significant impact from both direct and indirect generation of GHG emissions. (CC-1)</i></b>				
<i>CC-1.1: Incorporate GHG Reduction Measures for Maintenance Activities.</i> The Project Sponsor shall provide infrastructure for the use of electric landscape equipment during landscaping activities, where feasible.	Provide infrastructure for the use of electric landscape equipment during landscaping activities.	Prior to certificate of occupancy (completion of building shells)/during operation	Project Sponsor/ Project architect	Planning Division and Parks Department

**BURLINGAME POINT PROJECT  
MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<i>CC-1.2: Incorporate Trees and Vegetation into Project Design.</i> Trees and other shade structures shall be incorporated into the Site Plan to maximize summer shade and to minimize winter shade.	Incorporate shade into the Project Site	Prior to the issuance of building permits	Project Sponsor	Planning Division and Parks Department
<i>CC-1.3: Renewable Energy System.</i> The Project shall offset 10 percent of project electricity demand through implementation of onsite renewable energy systems or through investment in offsite alternative energy systems.	Offset 10 percent of the electricity demand	Prior to the issuance of building permits (for onsite offsets)/prior to certificate of occupancy (completion of building shells) (for offsite offsets)/during operation	Project Sponsor/ Project engineer	Planning and Building Divisions
<i>CC-1.4: Drought Tolerant Landscaping.</i> The Project shall reduce irrigation-related water demand by a minimum of 10 percent through the implementation of drought tolerant landscaping.	Include drought tolerant landscaping into the Project Site	Prior to the issuance of building permits/during operation	Project Sponsor/ Project landscape architect	Planning Division and Parks Department
<i>CC-1.5: Cool Roof Material.</i> The 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.	Incorporate cool-roof materials into Project design	Prior to the issuance of building permits	Project Sponsor/ Project engineer	Planning and Building Divisions
<i>CC-1.6: Water Conservation Measures.</i> The Project shall implement immediate water conservation measures to reduce building water demand by 33 percent. Building water demand shall ultimately be reduced by 50 percent when the City's recycled water system is implemented.	Implement water conservation measures into Project design	Prior to the issuance of building permits/after City's recycled water system is implemented/during operation	Project Sponsor/ Project engineer	Planning and Building Divisions
<i>CC-1.7: Energy Efficiency beyond Title 24 Standards.</i> The Project shall reduce building energy demand beyond the 2005 Title 24 Standards by 26 percent.	Reduce building energy demand beyond the 2005 Title 24 Standards	Prior to the issuance of building permits/during operation	Project Sponsor/ Project engineer	Planning and Building Divisions

**BURLINGAME POINT PROJECT  
MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<i>CC-1.8: Operation Solid Waste Reduction.</i> The Project shall implement a solid waste reduction program to reduce operational solid waste by a minimum of 10 percent.	Implement a solid waste reduction program	Prior to the certificate of occupancy/ (completion of building shells) during operation	Project Sponsor/ Project engineer	Planning Division
<b>NOISE</b>				
<b><i>IMPACT BEING ADDRESSED: 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. (NO-1)</i></b>				
<p><i>NO-1.1: Implement Best Management Practices to Reduce Construction Noise.</i> The following BMPs shall be incorporated into the construction documents to be implemented by the Project contractor.</p> <ol style="list-style-type: none"> <li>a. Maximize the physical separation between noise generators and noise receptors. Such separation includes, but is not limited to, the following measures: <ol style="list-style-type: none"> <li>i. Use heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas of the site or around the entire site;</li> <li>ii. Use shields, impervious fences, or other physical sound barriers to inhibit transmission of noise to sensitive receptors;</li> <li>iii. Locate stationary equipment to minimize noise impacts on the community; and</li> <li>iv. Minimize backing movements of equipment.</li> </ol> </li> <li>b. Use quiet construction equipment whenever possible.</li> <li>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.</li> <li>d. Prohibit unnecessary idling of internal combustion engines.</li> </ol>	Incorporate BMPs into construction documents	Prior to commencement of construction	Project contractor(s)/ Project Sponsor	Planning and Building Divisions



**BURLINGAME POINT PROJECT  
MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>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.</p> <p>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.</p>				
<b><i>IMPACT BEING ADDRESSED: 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. (NO-2)</i></b>				
<i>NO-2.1: Notify Nearby Businesses of Construction Activities that Could Affect Vibration-Sensitive Equipment.</i> 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 equipment on their site.	Provide notification to adjacent property owners and occupants about construction activities	Prior to the start of construction	Project Sponsor	Planning and Building Divisions
<p><i>NO-2.2: Implement Construction BMPs to Reduce Construction Vibration.</i> The Project Sponsor shall implement the following measures during construction of all Project components:</p> <ul style="list-style-type: none"> <li>• 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 workday, 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.</li> <li>• Stationary sources, such as construction staging areas and temporary generators, shall be located as far from nearby vibration-sensitive receptors as possible.</li> </ul>	Implement construction BMPs to reduce construction vibration	Prior to commencement of construction	Project Sponsor	Planning and Building Divisions

**BURLINGAME POINT PROJECT  
MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<ul style="list-style-type: none"> <li>Trucks shall be prohibited from idling along streets serving the construction site where vibration-sensitive equipment is located.</li> <li>Avoid pile driving when possible within 100 feet of an existing structure.</li> </ul>				
<i>NO-2.3: Implement Alternative Pile Driving Methods.</i> 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.	Use alternative pile driving methods in proximity to vibration-sensitive receptors.	Prior to issuance of building permit	Project Sponsor/ Project contractor(s)	Planning and Building Divisions
<b>BIOLOGICAL RESOURCES</b>				
<b><i>IMPACT BEING ADDRESSED: 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. (BR-2)</i></b>				
<i>BR-2.1: Conduct a Wetland Delineation.</i> 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 mitigation would be required.	Conduct a wetland delineation of the Project Site and submit to the Corps	Prior to the issuance of grading permits	Project Sponsor/ Qualified biologist	Planning and Building Divisions
<i>BR-2.2: Obtain Applicable Permits and Certifications.</i> 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.	Obtain a CWA Section 404 permit from the Corps and a CWA Section 401 Water Quality Certification from the RWQCB	If the Corps determines that there are wetlands or other waters of the U.S. at the Project site	Project Sponsor/ Qualified biologist	Planning and Building Divisions

**BURLINGAME POINT PROJECT  
MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<b>IMPACT BEING ADDRESSED: Loss of Nesting Migratory Birds. The Project would have a potentially significant impact on nesting migratory birds. (BR-3)</b>				
<p><i>BR-3.1: Bird Nest Pre-Construction Survey.</i> The Project Sponsor(s) shall retain a qualified biologist to conduct pre-construction 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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• A map showing the location(s) of any bird nests observed on the Project Site.</li> </ul> <p>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.</p>	Conduct pre-construction breeding-season surveys of the Project Site and immediate vicinity	Approximately March 15 through August 30 during the same calendar year that construction is planned to begin	Project Sponsor/ Qualified biologist	Planning Division
<p><i>BR-3.2: Bird Nest Buffer Zone.</i> 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 feet 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.</p>	Delay construction in the vicinity of active bird nest sites during the breeding season while the nest is occupied with adults and/or young.	If active bird nests are located between March 15 through August 30	Project Sponsor/ Qualified biologist/ CDFG	Planning and Building Divisions

**BURLINGAME POINT PROJECT  
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Action	Timing	Implementing Party	Monitoring Party
<b>HYDROLOGY AND WATER QUALITY</b>				
<b><i>IMPACT BEING ADDRESSED: Sea Level Rise. The Project would be subject to potentially significant flooding risks resulting from sea level rise. (HY-7)</i></b>				
<i>HY-7.1: Provide Flood Protection up to the 100-Year Flood Event plus Sea Level Rise for Underground Structures.</i> 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 7.1 feet. All below-ground structures, including storm drains, sewers, equipment facilities, and others, shall be flood proofed and designed to withstand hydrostatic forces and buoyancy from water surface elevations up to 7.1 feet in elevation. Certain portions of the shoreline open space may not be protected at the ultimate level of flooding, given proposed heights. However, developed areas of the Project would be protected. For the shoreline areas, an adaptive strategy would be developed to address end-of-century conditions.	Ensure that the project design incorporates its floodplain development requirements into all applicable project features	Prior to approving grading and/or building permits	Project Sponsor/ Project engineer	Building Division and Public Works Department
<i>HY-7.2: Provide Adequate Storm Flow Conveyance Capacity for Sea Level Rise Conditions.</i> 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.	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	Prior to issuance of grading permit	Project Sponsor/ Project engineer	Public Works Department
<i>HY-7.3: Provide Protection of Shoreline and Flood Protection Features from Hydrodynamic Forces from Sea Level Rise Conditions.</i> 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	Prepare engineering studies to identify shoreline and flood protection features	Prior to issuance of grading permit	Project Sponsor/ Project engineer	Public Works Department



**BURLINGAME POINT PROJECT  
MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>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.</p> <p>The Project Sponsor shall design shoreline and flood protection features that could accommodate hydrodynamic forces from sea level rise conditions 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.</p> <p>The Project Sponsor shall also design erosion protection along the shoreline setback 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 setback area under these conditions.</p> <p>The City Public Works Department 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.</p>				
<b>UTILITIES AND SERVICE SYSTEMS</b>				
<b><i>IMPACT BEING ADDRESSED: 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. (UT-3)</i></b>				
<p>In order to reduce significant impacts to the City's wastewater conveyance and treatment system associated with the Project, the Project Sponsor shall adhere to either of the two following mitigation measures:</p> <p><i>UT-3.1: Upgrade Pump Capacity at the Existing 399 Rollins Road Pump Station and Reduce Inflow and Infiltration within the Wastewater System.</i></p> <p>The Project Sponsor(s) shall contribute fair-share funds toward the</p>	<p>Either upgrade pump capacity at the existing pump station OR upgrade the existing conveyance system</p>	<p>Prior to certificate of occupancy (completion of building shells)</p>	<p>Project Sponsor</p>	<p>Public Works Department</p>

**BURLINGAME POINT PROJECT  
MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>upgrade of the 399 RRPS capacity, or equivalent project to increase capacity in the system, 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 Project.</p> <p><i>UT-3.2: Upgrade to the Existing Airport Boulevard Conveyance System Variant to Rollins Road Pump Station Upgrade.</i> The Project Sponsor(s) shall coordinate with the City of Burlingame Public Works Department to upgrade the capacity of the City's wastewater conveyance and treatment system to accommodate the increased PWWF that would result from implementation of development of the Project Site. Such measures could include, as necessary, installation of a new pump station within public right of way or other area near the Sanchez Channel Bridge on the Project Site, upgrade the capacity of the existing Airport Boulevard Pump Station, extension of wastewater lines across Sanchez Channel, via attachment to the Sanchez Channel Bridge, to tie into existing wastewater lines under Airport Boulevard west of the Project Site, and increasing, as required, the capacity of existing gravity lines between the Project Site and the Airport Boulevard Pump Station and existing force main between the Airport Boulevard Pump Station and the WWTP. The Project Sponsor shall construct the necessary improvements to serve the Project Site and additional properties along Airport Boulevard that would connect to this sewer line.</p>	variant			
<b>CULTURAL RESOURCES</b>				
<b><i>IMPACT BEING ADDRESSED: Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?</i></b>				
<p><i>E-1. Undiscovered Cultural Resources.</i> If evidence of an archaeological site or other suspected cultural resource as defined by CEQA Guideline Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Burlingame shall be notified. The Project Sponsor</p>	Stop all ground-disturbing activities within 100 feet if a archaeological site or suspected cultural resource is found. Conduct a field investigation	During construction	Project Sponsor/ Project contractor(s)/ Qualified archaeologist	Planning Division

**BURLINGAME POINT PROJECT  
MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
shall hire a qualified archaeologist to conduct a field investigation. The City of Burlingame shall consult with the archeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation.				
<b><i>IMPACT BEING ADDRESSED: Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?</i></b>				
<i>E-2. Unique Paleontological/Geological Features.</i> Should a unique paleontological resource or site or unique geological feature be identified at the project construction site during any phase of construction, the Project manager shall cease all construction activities at the site of the discovery and immediately notify the City of Burlingame. The Project Sponsor shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less-than-significant level. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is carried out. The Project Sponsor shall be responsible for implementing any additional mitigation measures prescribed by the paleontologist and approved by the City.	Stop all construction activities at the site of discovery if a unique paleontological resource or site or unique geological feature is found. Conduct an evaluation of the find.	During construction	Project Sponsor/ Project contractor(s)/ Qualified paleontologist	Planning Division
<b><i>IMPACT BEING ADDRESSED: Disturb any human remains, including those interred outside of forma cemeteries?</i></b>				
<i>E-3. Human Remains.</i> If human remains are discovered at any Project construction site during any phase of construction, all ground-disturbing activity 100 feet of the resources shall be halted and the City of Burlingame and the San Mateo County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The Project Sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely	Stop all ground-disturbing activity 100 feet of the resource if human remains are discovered. Notify the County coroner and conduct a field investigation	During construction	Project Sponsor/ Project contractor(s)/ County coroner/ Qualified archaeologist	Planning Division

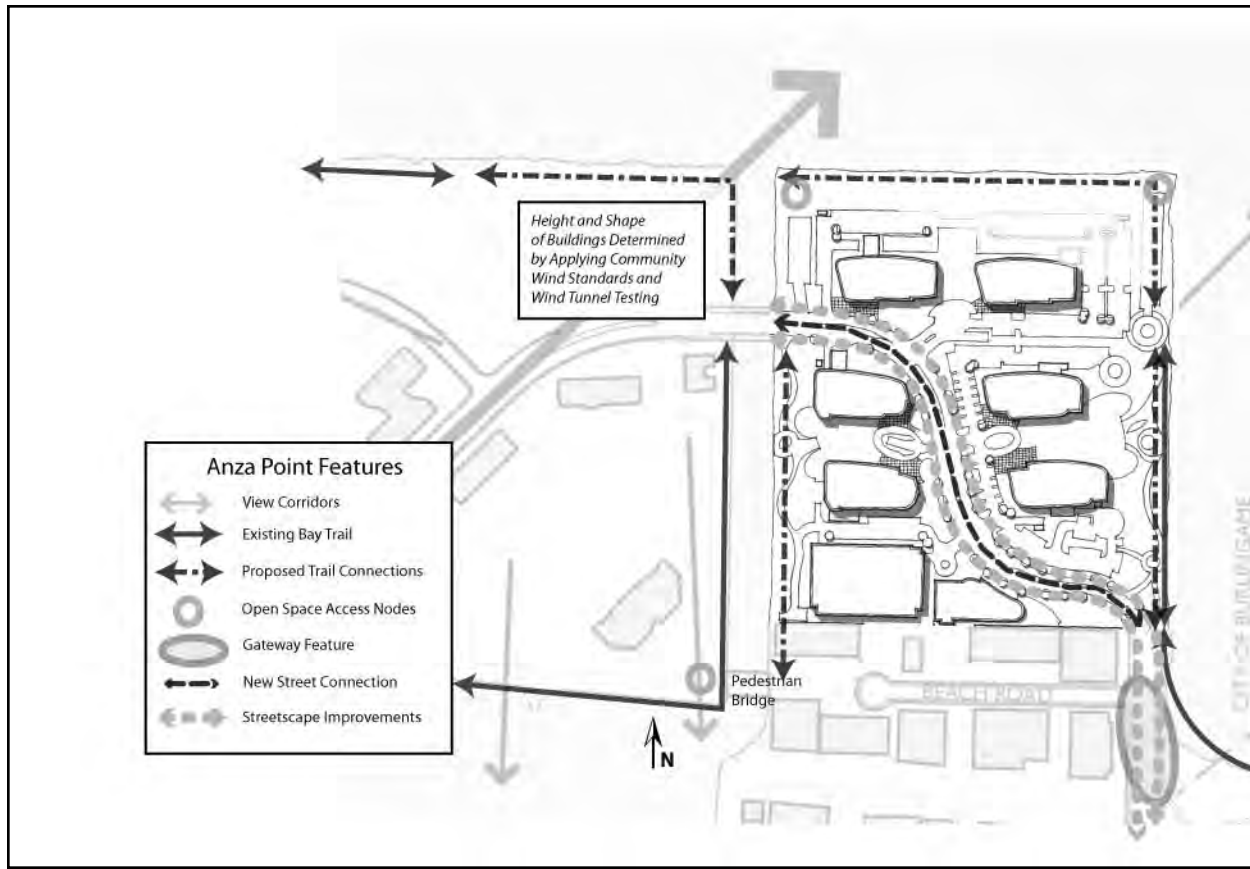
**BURLINGAME POINT PROJECT  
MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
Descendant, including the excavation and removal of the human remains. The City of Burlingame shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project applicant shall implement approved mitigation, to be verified by the City of Burlingame, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.				



**BURLINGAME POINT PROJECT  
IMPROVEMENT MEASURES**

<b>Improvement Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<b><i>IMPACT BEING ADDRESSED: The Project could expose sensitive receptors to PM2.5 and TAC concentrations above regulatory thresholds during construction. (AQ-5)</i></b>				
<p>Operation of the Project would not result in significant health risks to 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.</p> <ul style="list-style-type: none"> <li>• <i>Maintenance and Testing of Generators.</i> 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. (Air Quality, Building and Planning Divisions);</li> <li>• <i>Implementation of MERV 15 Filters.</i> The Project Sponsor shall 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 PM2.5 and would reduce risk while students were inside the building.</li> </ul>	Maintain and test the onsite back-up generators and implement MERV 15 filters	During Project operation	Project Sponsor	Building and Planning Divisions
<b><i>IMPACT BEING ADDRESSED: The Project would result in a significant impact from both direct and indirect generation of GHG emissions. (CC-1)</i></b>				
<i>Utilize Alternative Fueled Vehicles and Local Building Materials.</i> 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.	Incorporate 15 percent of construction vehicles and equipment operated by alternative fuels.	During Project construction	Project Sponsor	Planning and Building Divisions



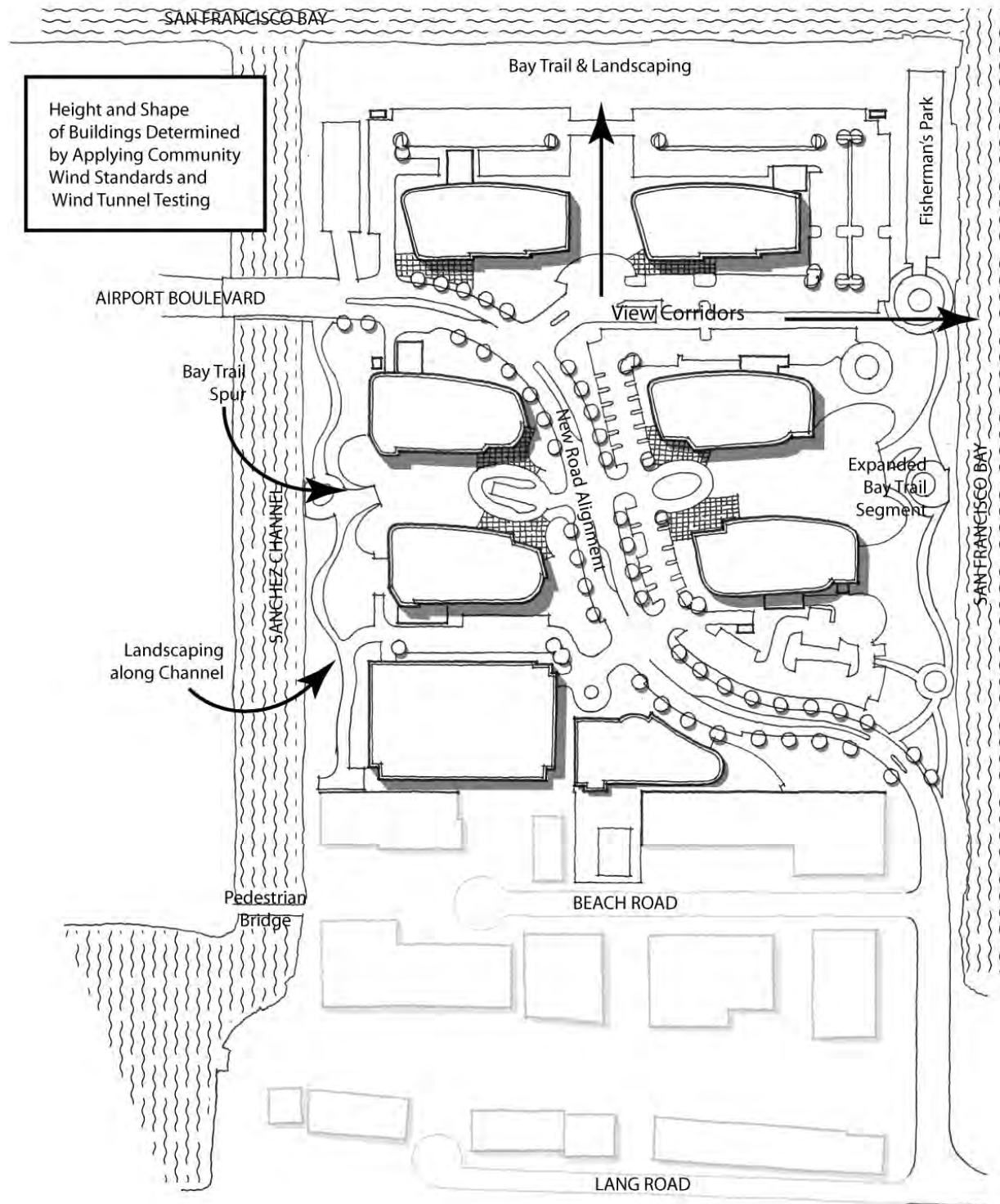
*Illustration shows an example of how the Design Guidelines, Bay Trail Improvements and Community Wind Standards would work together in the northern portion of the Anza Point Subarea.*

## **Anza Point**

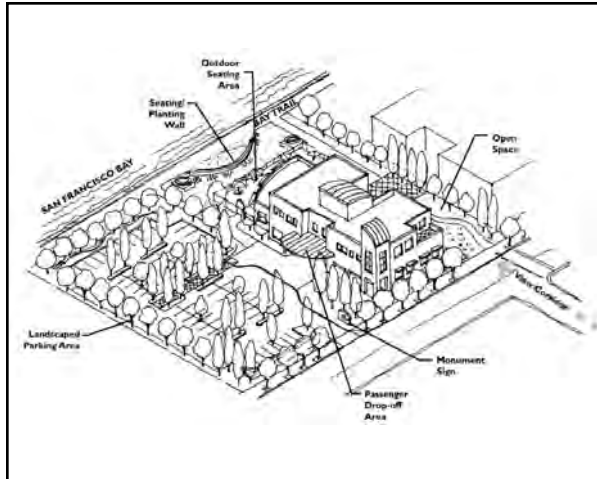
**Goal:** To create a structure of streets, walks and open space to organize a corporate campus or mixed-use district of development that takes advantage of its proximity to Sanchez Channel and San Francisco Bay frontage.

Areas adjacent to Beach Road and Lang Road exhibit an industrial park character similar to the Inner Bayshore Area, and should follow the design guidelines set forth in section **III. Inner Bayshore Area** as adjusted to meet the requirements of the community wind standards.

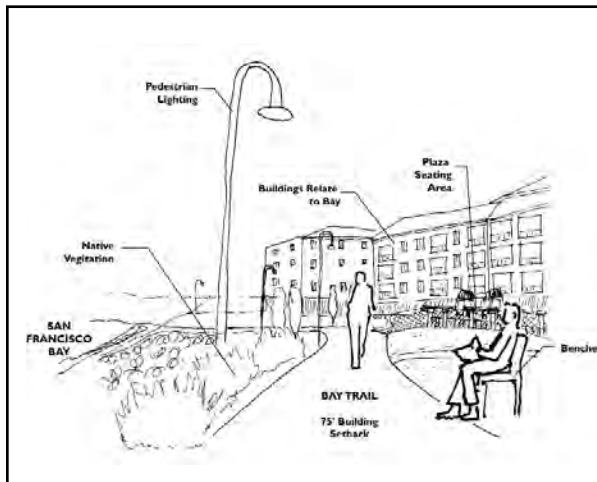
The physical environment of this subarea is unique because most of it is surrounded by water on three sides and because of its orientation to the prevailing winds and proximity to the Coyote Point Recreation Area.



*Example of how area might be developed in compliance with the design guidelines for the Northern portion of the Anza Point subarea.*



*Buildings should relate both to the street and to San Francisco Bay*



*The shoreline should be attractive and user-friendly*

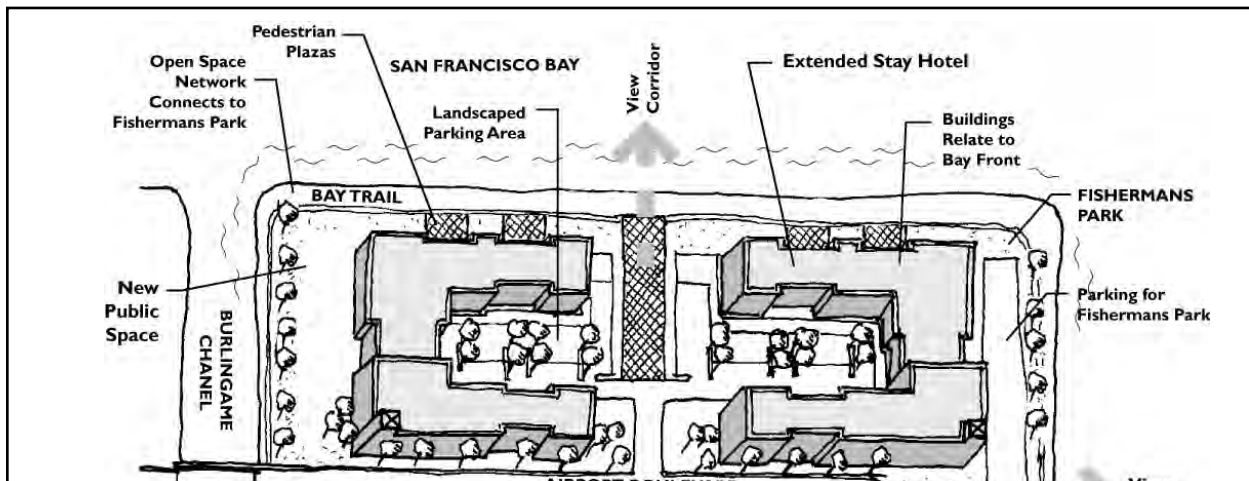
## Building / Street Relationships

To create a consistent and attractive streetscape, buildings should be located relatively close to the street, with attractively landscaped front setbacks. In addition:

- Building entries should face the street, and should be easily identifiable and driveways should be consolidated.
- Taller Building should be located at the entry corners adjacent to the channel.
- Buildings that are setback from the street should have attractively landscaped plazas leading to the main building entry.
- Curb cuts should be limited to ease pedestrian/vehicular conflict.
- Businesses should have a consistent average landscaped front setback of at least 10 feet.
- Seating areas should be encouraged in central sheltered areas.
- Design should acknowledge the importance of both the street and the Bay.

## Building / Shoreline Relationships

The shoreline should be designed as a network of interconnected open spaces. In addition:



*The shoreline should be designed as a network of interconnected open spaces.*



### Design Guidelines

- Continuous public access improvements should be installed and maintained in accordance with BCDC guidelines.
- Open space should extend an average of 75 feet from the line of highest tidal action on the bay and an average of 65 feet from the Channel to the building facade
- Pocket parks and seating areas should be located along the shoreline, a larger park area should be provided where Sanchez Channel meets the Bay to balance Fisherman's Park.

### Parking

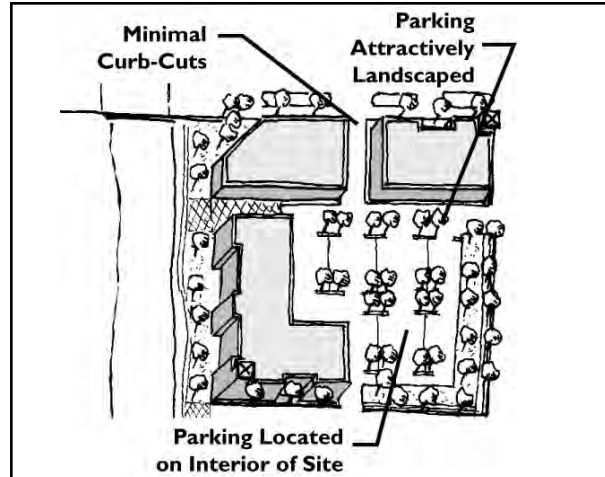
Attractive parking areas should be located to the interior of the site whenever possible to encourage a pedestrian-friendly street edge. Additionally:

- Some parking should be reserved for public Bay Trail access.
- Secondary building entrances should be located adjacent to parking.
- Parking areas should be screened with landscaping (10% of parking area)
- Parking entry drives should be shared with adjacent buildings to discourage multiple curb-cuts.
- Truck loading areas shall be screened from view from the street.

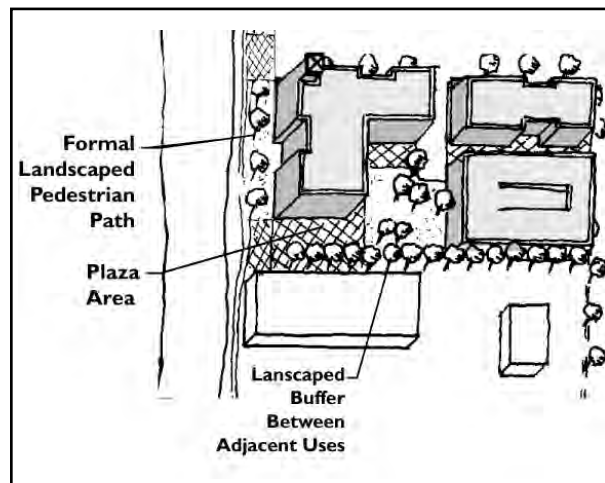
### Landscaping

A consistent, attractive landscaping treatment should be developed throughout the Anza Point Area. Additionally:

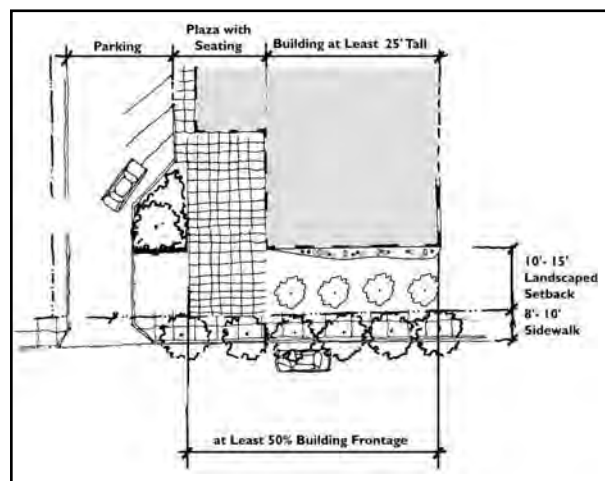
- Landscaping should protect and enhance view corridors and not create wind shadows on Bay waters
- A landscaped pedestrian path should be developed along the east side of Sanchez Channel and terminate at the Bay Trail.
- Landscaping should be used as a visual buffer to shield parking and loading areas.
- Landscaping should be used as a visual buffer to shield adjacent uses.
- Landscape features should not just be visually appealing, but also should function as open space amenities to be used and enjoyed.



*Parking should be located to the interior of sites.*



*An attractive and consistent landscape treatment should be incorporated throughout the Anza Point Area.*



*Buildings should be located relatively close to the street, with attractively landscape front setbacks.*



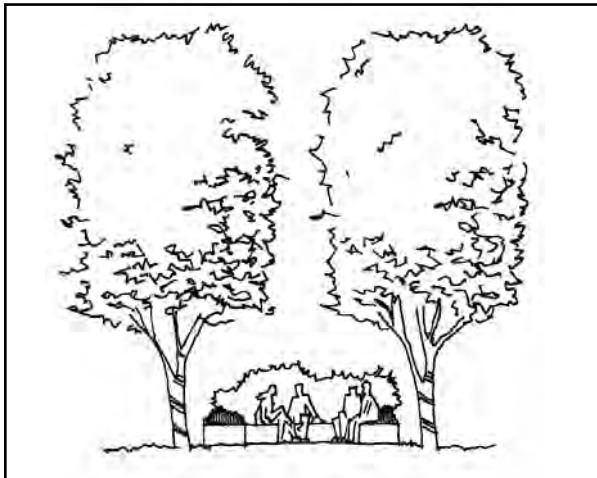
*Signage should be attractive and eye-catching.*

- Landscaping should enhance and not obscure building signage and entrance areas.
- Building signage should be incorporated into the landscaping.
- Landscaping choices should be sensitive to wind impacts.
- 10% of the parking area should be landscaped.
- 80% of the front setback should be landscaped.
- 40% of the 100' wide shoreline setback should be landscaped.
- Hardscape features such as walkways, seating areas and patios may be included in landscaped areas.

## Signage

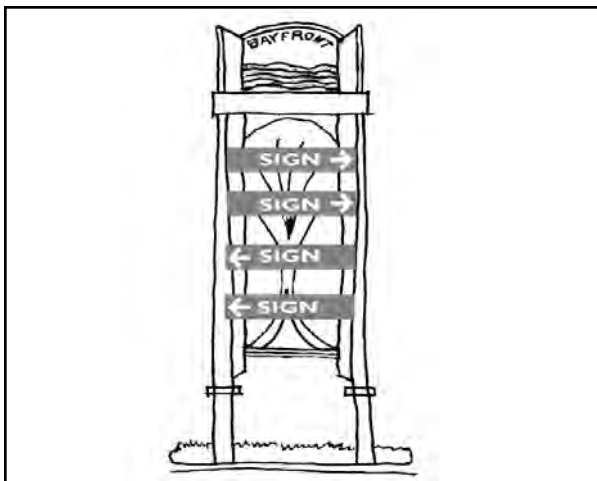
Visible, attractive signage should be developed throughout the Anza Point Area.

Additionally:



*Gateways can act as community gathering places*

- Signs should be designed as an integral part of the building, and should not cover or obscure architectural elements.
- Projecting signs should be attractive and eye-catching.
- Projecting and wall signs should be designed as an integral part of the building, and should not cover or obscure architectural elements.
- Projecting signs attached to a building can be used as a secondary sign for use as a pedestrian-scaled sign. Structural supports should be hidden or designed to be a decorative element.
- Monument and wall signs should feature individually formed lettering as opposed to box signs.
- Monument signs should be low-profile, with a maximum height of 4'.
- Monument signs should have architectural features consistent with the building, and be integrated into the site landscape.
- Attractive signage directories are encouraged to help provide wayfinding within the Anza Point district.



*Signage directories should be developed to improve wayfinding in the area.*

### Gateways

Gateway features should be located on private land at prominent locations along the edges of the Anza Point. Additionally:

- Gateways should maintain a consistent design motif throughout the Anza Point Area.
- The entry to the City on Airport Boulevard at Lang Road should incorporate landscaping, identify the Bay Trail access and incorporate a seating wall or other signage announcement.

### View Corridors

View corridors to San Francisco Bay are important and should be maintained and enhanced. Additionally:

- View corridors to the Bay or Bay Trail should be incorporated in the design of pedestrian plazas, interior to wind sheltered groupings of buildings.
- Continuous public access improvements should be installed and maintained in accordance with BCDC guidelines.
- View corridors may be framed by buildings but should extend to open water or Bay Trail.
- Any new development should respect existing view corridors.
- Because much of the Anza Point area is now vacant, view corridors of the Bay and Bay Trail should be coordinated across properties and respected as the entire area develops.
- Buildings shall be spaced so as to maintain and enhance view corridors to and of the Bay.

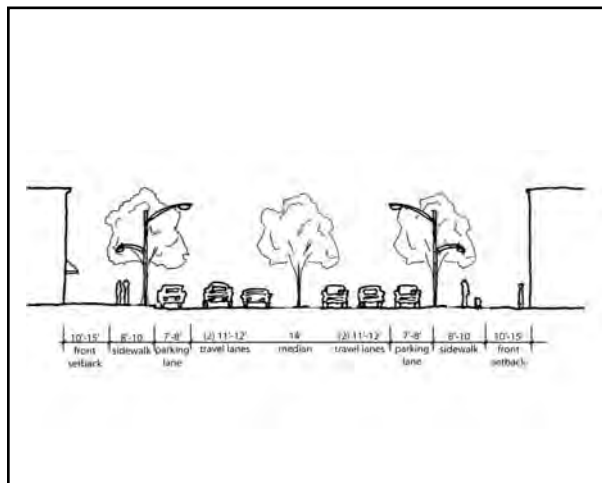
### Street Design

The streetscape in the Anza Point Area should be consistent, attractive and well-defined. Additionally:

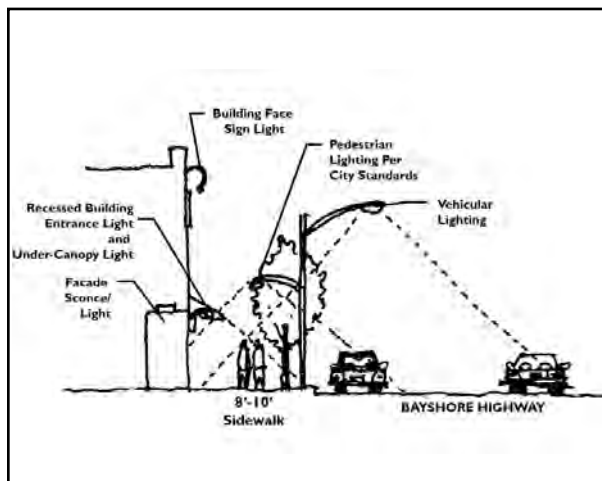
- Streets should be designed for both the automobile and the pedestrian / bicyclist.
- A variety of lighting features should be used to accommodate both the driver and pedestrian. Lighting should also help increase visibility of businesses, but not flood their facades; lighting should be focused on site.
- The design of the sidewalk setback should create an



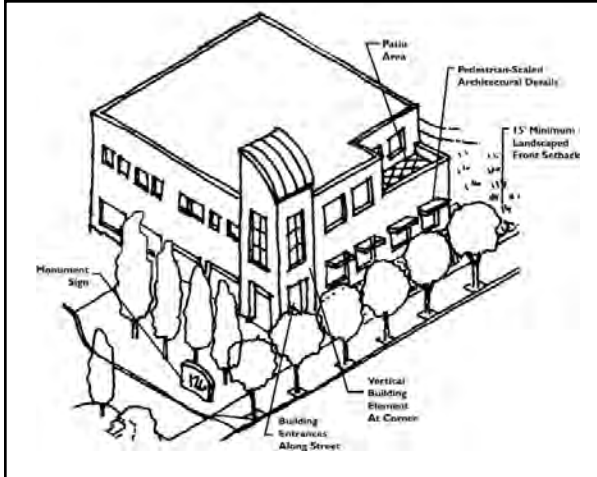
*View Corridors should be incorporated in the design of pedestrian plazas.*



*Airport Boulevard should be designed as a "Grand Boulevard."*



*Airport Boulevard should have auto and pedestrian scaled lighting.*



*Buildings should animate the street providing visual interest to passers-by.*

urban character and should feature amenities such as street trees with tree grates, planters, benches and removable cafe furniture.

- Airport Boulevard should be designed as a “Grand Boulevard” with the same landscaping, sidewalk and lighting standards that are used on Bayshore Highway.
- The sidewalk area should be 8’ wide with uniform street furniture.

## Building Design

Building facades should animate the street, providing visual interest to passers-by. Additionally:

- Buildings should have entries directly accessible and visible from the street with auto access to the rear.
- Buildings along shore should orient toward the Bay as well as the street.
- Entries should be marked by architectural features such as projecting overhangs, special lighting, awnings and signage that emphasize their importance.
- Building facades should be designed to have a rhythm and pattern and should be articulated as an expression of the building use.
- The use of reflective or dark-tinted glass should be discouraged, especially at ground level, because it creates an effect which lacks the visual interest of clear window openings.
- Building facades should be articulated with a building base, body and roof or parapet edge.
- All street and Bay frontages of a building should be designed with the same level of care and integrity.
- Exterior building materials and finishes should convey a sense of integrity, permanence and durability, rather than applique.
- Buildings should be designed to be sensitive to the wind environment both in nearby San Francisco Bay and adjacent to the structure.
- Buildings should be clustered around protected open spaces which connect visually to the Bay Trail and nearby parking.
- Vacant land should be developed with a unified character to establish both a sense of entry to the City and the Bayfront Area and a unique sense of place at Anza Point.



### **Design Guidelines**

- Buildings should be designed to provide parking in a manner that maximizes bayfront and adjacent open space and otherwise provide open spaces sheltered from the wind.
- Building heights should be staggered as shown on the Anza Point Features map on Page SAP V-26, adjusted to meet the community wind standards, with buildings along the Bay edge facing Coyote Point Recreation Area and taller buildings behind.
- Building heights along the channel should be no more than allowed by the community wind standards and zoning.
- All buildings heights shall comply with the zoning and be evaluated based on wind impacts on the Bay and Coyote Point Recreation Area, and adjacent undeveloped parcels.

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BURLINGAME FINDING THAT THERE IS NO SUBSTANTIAL EVIDENCE THAT THE APPROVAL OF A REQUEST FOR COMMERCIAL DESIGN REVIEW AMENDMENT OF A PREVIOUSLY APPROVED OFFICE/LIFE SCIENCE CAMPUS AT 300 AIRPORT BOULEVARD WILL HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO ARTICLE 6 OF THE CEQA GUIDELINES**

WHEREAS, an application for Commercial Design Review for Amendments to the Bayfront Specific Plan, amendments to the zoning code related to the Anza Point North and Parking Regulations, amendment to the sign code, rezoning of a portion of the site from the APS zone district to the APN zone district, tentative parcel map, development agreement, Conditional Use Permit for Day Care Use and Commercial Design Review for construction of 767,000 square feet of new uses including office space or life science uses, retail uses, food services, a childcare facility and an exercise facility at 300 Airport Boulevard, zoned APN and APS, was approved by the Burlingame City Council on June 18, 2012; and

WHEREAS, the Final Environmental Impact Report (FEIR) for the application was certified by the Burlingame City Council on June 18, 2012; and

WHEREAS, an application has been made for Commercial Design Review Amendment of the previously approved Office/Life Science Campus at 300 Airport Boulevard, zoned APN, Burlingame Point LLC, property owner, APN: 026-350-130; and

WHEREAS, an Addendum to the previously certified FEIR for the project approved on June 18, 2012 was prepared to evaluate any potential impact of the project as revised in the current application for an amendment to the Commercial Design Review, and

WHEREAS, the Addendum to the FEIR found that the project as revised by the proposed amendment to the June 18, 2012 Commercial Design Review approval will not result in any additional environmental impacts that weren't previously addressed and mitigated in the FEIR certified for the original project; and

WHEREAS, the Planning Commission of the City of Burlingame reviewed the findings of the Addendum to the FEIR for the project at a duly noticed public hearing held on August 8, 2016, at which time it reviewed and considered the staff report and all other written materials and testimony presented at said hearing;

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF BURLINGAME hereby resolves as follows:

Section 1. On the basis of the Final Environmental Impact Report (FEIR) certified by the Burlingame City Council on June 18, 2012, the Environmental Impact Report (EIR) Addendum dated July, 2016 and the documents submitted and reviewed, and comments received and addressed by this commission, it is hereby found that there is no substantial evidence that the revised project will have a significant effect on the environment beyond those that were previously evaluated in the certified FEIR for the original project, dated June 18, 2012, and the Addendum to the FEIR is hereby approved.

RESOLUTION NO. \_\_\_\_\_

Section 2. The findings of the Planning Commission articulated herein represent the independent judgement of the Burlingame Planning Commission following its deliberations relative to the project during a duly noticed public hearing on August 8, 2016.

Section 3. It is further directed that a certified copy of this resolution be recorded in the official records of the County of San Mateo.

\_\_\_\_\_  
Chairman

I, \_\_\_\_\_, Secretary of the Planning Commission of the City of Burlingame, do hereby certify that the foregoing resolution was introduced and adopted at a regular meeting of the Planning Commission held on the 8<sup>th</sup> day of August, 2016 by the following vote:

\_\_\_\_\_  
Secretary

**RESOLUTION NO.**

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BURLINGAME,  
APPROVING A REQUEST FOR COMMERCIAL DESIGN REVIEW AMENDMENT OF A  
PREVIOUSLY APPROVED OFFICE/LIFE SCIENCE CAMPUS AT 300 AIRPORT BOULEVARD,  
ON PROPERTY SITUATED WITHIN THE ANZA POINT NORTH (APN) ZONE**

RESOLVED, BY THE PLANNING COMMISSION OF THE CITY OF BURLINGAME THAT:

WHEREAS, an application for Commercial Design Review for Amendments to the Bayfront Specific Plan, amendments to the zoning code related to the Anza Point North and Parking Regulations, amendment to the sign code, rezoning of a portion of the site from the APS zone district to the APN zone district, tentative parcel map, development agreement, Conditional Use Permit for Day Care Use and Commercial Design Review for construction of 767,000 square feet of new uses including office space or life science uses, retail uses, food services, a childcare facility and an exercise facility at 300 Airport Boulevard, zoned APN and APS, was approved by the Burlingame City Council on June 18, 2012; and

WHEREAS, the Final Environmental Impact Report (EIR) for the application was certified by the Burlingame City Council on June 18, 2012; and

WHEREAS, an application has been made for Commercial Design Review Amendment of the previously approved Office/Life Science Campus at 300 Airport Boulevard, zoned APN, Burlingame Point LLC, property owner, APN: 026-350-130;

WHEREAS, said matters were heard by the Planning Commission of the City of Burlingame on August 8, 2016, at which time it reviewed and considered the staff report and all other written materials and testimony presented at said hearing;

NOW, THEREFORE, IT IS RESOLVED AND DETERMINED BY THIS PLANNING COMMISSION THAT:

Section 1. Said Commercial Design Review Amendment is approved subject to the conditions set forth in Exhibit "A" attached hereto. Findings for such Commercial Design Review are set forth in the staff report, minutes, and recording of said meeting.

Section 2. It is further directed that a certified copy of this resolution be recorded in the official records of the County of San Mateo.

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Chairman

I, \_\_\_\_\_, Secretary of the Planning Commission of the City of Burlingame, do hereby certify that the foregoing resolution was introduced and adopted at a regular meeting of the Planning Commission held on the 8<sup>th</sup> day of August, 2016 by the following vote:



**RESOLUTION NO.**

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Secretary

## EXHIBIT "A"

Conditions of approval for Commercial Design Review Amendment

**300 Airport Boulevard**

Effective **August 18, 2016**

1. that the project shall be built as shown on the plans submitted to the Planning Division and date stamped July 29, 2016, Sheets: COVER SHEET; 1 GENERAL PROJECT INFORMATION; 2 SITE PLAN; 3 B1 CONSTRUCTION PLAN; 4 LANDSCAPE SITE SECTIONS - EAST CAMPUS; 5 LANDSCAPE SITE SECTIONS - WEST CAMPUS; 6 L1 CONSTRUCTION PLAN - BUILDING 01; 7 L3 CONSTRUCTION PLAN - BUILDING 01; 8 ROOF CONSTRUCTION PLAN - BUILDING 01; 9 L1 CONSTRUCTION PLAN - BUILDING 02; 10 L3 CONSTRUCTION PLAN - BUILDING 02; 11 ROOF CONSTRUCTION PLAN - BUILDING 02; 12 L1 CONSTRUCTION PLAN - BUILDING 03; 13 L3 CONSTRUCTION PLAN - BUILDING 03; 14 L5 CONSTRUCTION PLAN - BUILDING 03; 15 ROOF CONSTRUCTION PLAN - BUILDING 03; 16 L1 CONSTRUCTION PLAN - BUILDING 04; 17 L3 CONSTRUCTION PLAN - BUILDING 04; 18 L5 CONSTRUCTION PLAN - BUILDING 04; 19 ROOF CONSTRUCTION PLAN - BUILDING 04; 20 EXTERIOR ELEVATIONS - BUILDING 01; 21 EXTERIOR ELEVATIONS - BUILDING 01; 22 EXTERIOR ELEVATIONS - BUILDING 02; 23 EXTERIOR ELEVATIONS - BUILDING 02; 24 EXTERIOR ELEVATIONS - BUILDING 03; 25 EXTERIOR ELEVATIONS - BUILDING 03; 26 EXTERIOR ELEVATIONS - BUILDING 03; 27 EXTERIOR ELEVATIONS - BUILDING 03; 28 EXTERIOR ELEVATIONS - BUILDING 04; 29 EXTERIOR ELEVATIONS - BUILDING 04; 30 EXTERIOR ELEVATIONS - BUILDING 04; 31 EXTERIOR ELEVATIONS - BUILDING 04; 32 BUILDING SECTIONS - BUILDING 01 & 02; 33 BUILDING SECTIONS - BUILDING 03; 34 BUILDING SECTIONS - BUILDING 03; 35 BUILDING SECTIONS - BUILDING 04; 36 BUILDING SECTIONS - BUILDING 04; 37 L1 CONSTRUCTION PLAN - GARAGE; 38 EXTERIOR ELEVATIONS - BUILDING 05 GARAGE; 39 EXTERIOR ELEVATIONS - BUILDING 05 GARAGE; 40 BUILDING SECTION - GARAGE; 41 L1 CONSTRUCTION PLAN - AMENITY BUILDING; 42 L2 CONSTRUCTION PLAN - AMENITY BUILDING; 43 ROOF CONSTRUCTION PLAN - AMENITY BUILDING; 44 EXTERIOR ELEVATIONS - AMENITY BUILDING; 45 OVERALL GRADING PLAN; 46 OVERALL UTILITY PLAN
2. that any changes to the size or envelope of building, which would include changing or adding exterior walls or parapet walls, shall require an amendment to this permit;
3. that any changes to building materials, exterior finishes, windows, architectural features, roof height or pitch, and amount or type of hardscape materials shall be subject to Planning Division or Planning Commission review (FYI or amendment to be determined by Planning staff);
4. that the project shall include installation and maintenance of the Bay Trail and Sanchez Channel improvements as shown in the submitted plans and shall obtain approval from the Bay Conservation and Development Commission (BCDC) for the work within BCDC jurisdiction;
5. that the project shall include approximately 6,655 square feet of retail use and 19,750 square feet of food service use that may be located in buildings B1, B2 and the amenities building, and Developer shall use its best commercial efforts to lease this space for retail or food service, including recreation-related uses such as bike rentals, and interactive educational space, as the case may be, for two years following issuance of the final certificate of occupancy for each building. Thereafter, any change to the use of the space designated for retail, recreation-related or food service use shall be reviewed and approved by the Planning Commission using the process set out in Municipal Code Sections 25.16.040 through 25.16.085, using the conditional use permit findings as the standard of review;
6. that the following items agreed to by the applicant shall be included as a part of the project:
  - a. Drinking fountains shall be provided as a part of the Bay Trail improvements, and shall include ground-level spouts for dogs.

## EXHIBIT "A"

### Conditions of approval for Commercial Design Review Amendment

#### **300 Airport Boulevard**

Effective **August 18, 2016**

- b. The educational nodes provided within the Bay Trail improvements shall include interactive features such as binocular/telescope stands and pictographic educational elements regarding local flora, fauna, marine and wind phenomena.
  - c. The Sanchez Channel open space shall include an area for active use (e.g. frisbee or catch);
7. that the conditions of the Chief Building Official's February 7, 2012 memo shall be met, which includes the following comments:
  - a. an application for a building permit for this project received after December 31, 2013 must comply with the 2013 California Building Codes and adopted City of Burlingame Ordinances unless specific land use provisions for the project were approved by the City of Burlingame prior to 5:00 p.m. on December 31, 2013. If the Planning Commission has approved the project then the building permit application for that project may use the provisions found in the 2010 California Building Codes including all amendments as adopted in Ordinance 1856 2010. This project must comply with the City of Burlingame Green Building Ordinance in effect at the time of building permit applications.
    - 1) On the plans specify that this project will comply with the 2010 California Building Codes (CBC) which will be employed by the City of Burlingame beginning January 1, 2011.
    - 2) Comply with the City of Burlingame Green Building Ordinance in effect at the time of Planning Commission approval for this project.
    - 3) Anyone who is doing business in the City must have a current City of Burlingame business license.
    - 4) Provide fully dimensioned plans.
    - 5) Indicate on the plans that all work shall be conducted within the limits of the City's Noise Ordinance. See City of Burlingame Ordinance Municipal Code, Section 13.04.100 for details.
    - 6) Specify on the plans that this project will comply with the 2008 California Energy Efficiency Standards or standards in effect at the time of building permit application. Note: All projects for which a building permit application is received on or after January 1, 2010 must comply with the 2008 California Energy Efficiency Standards. Go to <http://www.enerov.ca.gov/file24/2008standards/> for publications and details.
    - 7) Indicate on the plans that all roofing systems will comply with Cool Roof requirements of the 2008 California Energy Code. 2008 CEC §151 (f) 12. The 2008 Residential and Non-Residential Compliance Manuals are available on line at <http://www.enerciy.camovititle24/2008standardst.>
    - 8) Show the distances from all exterior walls to property lines or to assumed property lines.
    - 9) Show the dimensions to adjacent structures.
    - 10) Obtain a survey of the property lines.
    - 11) Indicate on the plans that, at the time of Building Permit application, plans and engineering will be submitted for shoring as required by 2010 CRC, or applicable Building Code, regarding the protection of adjacent property and as required by OSHA. On the plans, indicate that the following will be addressed:
      - a. The walls of the proposed basement shall be properly shored, prior to construction activity. This excavation may need temporary shoring. A

## EXHIBIT "A"

### Conditions of approval for Commercial Design Review Amendment

#### 300 Airport Boulevard

Effective **August 18, 2016**

- competent contractor shall be consulted for recommendations and design of shoring scheme for the excavation. The recommended design type of shoring shall be approved by the engineer of record or soils engineer prior to usage.
- b. All appropriate guidelines of OSHA shall be incorporated into the shoring design by the contractor. Where space permits, temporary construction slopes may be utilized in lieu of shoring. Maximum allowable vertical cut for the subject project will be five (5) feet. Beyond that horizontal benches of 5 feet wide will be required. Temporary shores shall not exceed 1 to 1 (horizontal to vertical). In some areas due to high moisture content / water table, flatter slopes will be required which will be recommended by the soils engineer in the field.
  - c. If shoring is required, specify on the plans whose sole responsibility it is to design and provide adequate shoring, bracing, formwork, etc. as required for the protection of life and property during construction of the building.
  - d. Shoring and bracing shall remain in place until floors, roof, and wall sheathing have been entirely constructed.
  - e. Shoring plans shall be wet-stamped and signed by the engineer-of-record and submitted to the city for review prior to construction. If applicable, include surcharge loads from adjacent structures that are within the zone of influence (45 degree wedge up the slope from the base of the retaining wall) and / or driveway surcharge loads.
- 12) Indicate on the plans that an OSHA permit will be obtained for the shoring\* at the excavation in the basement per CAL / OSHA requirements. See the Cal / OSHA handbook at: <http://www.ca-osh.com/pdfpubs/osharequire.pdf>. \*Construction Safety Orders : Chapter 4, Subchapter 4, Article 6 , Section 1541.1.
  - 13) Indicate on the plans that a Grading Permit, if required, will be obtained from the Department of Public Works.
  - 14) Provide guardrails at all landings. NOTE: All landings more than 30" in height at any point are considered in calculating the allowable lot coverage. Consult the Planning Department for details if your project entails landings more than 30" in height.
  - 15) Provide handrails at all stairs where there are four or more risers.
  - 16) Provide lighting at all exterior landings.
  - 17) Prior to applying for a Building Permit the applicant must obtain an address for each structure on the site, acceptable to the Fire Marshal, from the Engineering Department. Note: The correct address must be referenced on all pages of the plans.
  - 18) On your plans provide a table that includes the following:
    - a. Occupancy group for each area of the building
    - b. Type of construction
    - c. Allowable area
    - d. Proposed area
    - e. Allowable height
    - f. Proposed height
    - g. Proposed fire separation distances
    - h. Exterior wall and opening protection

## EXHIBIT "A"

Conditions of approval for Commercial Design Review Amendment

**300 Airport Boulevard**

Effective **August 18, 2016**

- i. Allowable
    - ii. Proposed
  - i. Indicate sprinklered or non-sprinklered
  - 19) Illustrate compliance with the minimum plumbing fixture requirements described in the 2010 California Plumbing Code, Chapter 4, Table 4-1 Minimum Plumbing Facilities and Table A - Occupant Load Factor.
  - 20) Show compliance with all accessibility regulations found in the 2010 CBC for commercial buildings including:
    - a. Accessible paths of travel
    - b. A level landing must be provided on each side of the door at all required entrances and exits.
    - c. Accessible countertops
    - d. Accessible bathrooms
    - e. Accessible parking
  - 21) Per CEO 3003.5, all structures four or more stories in height must have at least one elevator that can accommodate a stretcher. See the referenced code section for dimensions (80" x 54") and other details.
  - 22) Provide an exit plan showing the paths of travel
  - 23) In Assembly occupancies specify aisle widths that comply with Section 1025.9.
  - 24) Specify the total number of parking spaces on site
  - 25) All NEW non-residential buildings must comply with the requirements of AB-2176 Sec. 42911 (c) [2003 — 2004 Montanez) as follows:
    - a. Space for recycling must be a part of the project design in new buildings.
    - b. A building permit will not be issued unless details are shown on the project plans incorporating adequate storage for collecting and loading recycled materials.
  - 26) Include with your Building Division plan check submittal a complete underground fire sprinkler plan. Contact the Burlingame Water Division at 650-558-7660 for details regarding the water system or Central County Fire for sprinkler details.
  - 27) Sewer connection fees must be paid prior to issuing the building permit.
8. that the conditions of the NPDES Coordinators February 8, 2012 memo shall be met, which includes the following comments:
- a. The project will need to comply with additional and new Low Impact Development (LID) requirements under the Municipal Regional Permit, C.3 Provisions, which became effective on December 11, 2011. For details and technical guidance on these C.3 requirements visit the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) at <http://www.flowstobay.orianasnewdevelopment.php>.
  - b. The following C.3 forms/worksheets have been updated and project proponents will need to use and submit these forms as part of the final construction documents and associated building permits:



## EXHIBIT "A"

### Conditions of approval for Commercial Design Review Amendment

#### 300 Airport Boulevard

Effective **August 18, 2016**

- 1) NPDES Permit Impervious Surface Data Collection Worksheet\*
- 2) C.3 and C.6 Development Review Checklist\*.

\*both forms are available for download at <http://www.flowstobay.orcebs.newdevelopment.php>.

- c. When submitting plans for a building permit include a list of construction stormwater pollution prevention Best Management Practices (BMPs) as project notes and include them as a separate full size plan sheet, preferably 2' x 3' or larger. Project proponents may use the attached Construction Best Management Practices (BMPs) plan sheet to comply with this requirement. Electronic file is available for download at <http://www.flowstobay.org/bsconstruction.php> (scroll about half-way down the page and click on Construction BMP Plan Sheet).
9. that the conditions of the Parks Supervisor's February 6, 2012 memo shall be met, which includes the following comments:
    - a. Submit a Landscape Project Application to the Parks Division in compliance with the Water Conservation in Landscape Ordinance.
    - b. New trees in the Airport Boulevard islands shall be *Platanus acerfolia* 'Columbia'.
  10. that the conditions of the Fire Marshal's April 26, 2010 memo shall be met, which includes the following comments:
    - a. All *buildings shall* be equipped with fire alarms, fire sprinklers and standpipes where required by the California Fire Code and the Burlingame Municipal Code.
    - b. Fire Flow and Fire Hydrants shall conform to Appendix B and C of the International Fire Code 2006 Edition.
    - c. Fire apparatus access shall be provided for all buildings in accordance with §503 of the International Fire Code.
    - d. Fire Control Room as required by the California Building Code shall be placed to the exterior of the building with exterior access. Rooms shall be positioned facing fire apparatus access. This requirement may negate exterior remote annunciators and key boxes intended to house HMIS/HMMP as required for Burlingame Municipal Code.
    - e. Please see Burlingame Municipal Code specific to Addressing Requirements and Key Boxes associated with Hazardous Materials.
    - f. The fire department shall request HMIS/HMIP in accordance with the California Fire Code. All inventory lists shall at minimum indicate the hazardous material class and quantities consistent with Table 2703.1.1(1), Title 24 CFC classes and units (i.e.: pounds, gallons, cubic feet at NTP, etc.).
    - g. Space shall be provided within each Highrise for installation of a repeater/receiver antenna and supporting equipment for City Communications. An electrical supply source shall be provided at the antenna/equipment location. Reasonable access shall be provided to City staff contractors for installation of necessary telephone lines and for purposes of installation, maintenance, adjustment and repair of the antenna/equipment.
  11. that the conditions of the Public Works Department, Engineering Division's May 8, 2012 memo shall be met, which includes the following comments:
    - a. With City approval, the Developer proposes to construct a new, realigned Airport Boulevard through the Project and to construct Bay Trail and Bay frontage improvements in the City's right-of-way easement of the original Airport Boulevard. Developer understands that the

## EXHIBIT "A"

### Conditions of approval for Commercial Design Review Amendment

#### **300 Airport Boulevard**

Effective **August 18, 2016**

underlying fee of the original Airport Boulevard ROW, from the existing Sanchez Chanel Bridge East to Fisherman's Park and South from Fisherman's Park to Beach Road, is owned by the State of California, State Lands Commission and that the City only holds a ROW easement over same. Developer shall give the State Lands Commission written notice of its development plans and specifically, notice of the proposed improvements to be constructed in the ROW of the original Airport Boulevard alignment, within ten (10) days of the Planning Commission's recommendation of the Project to the City Council. At any time, should State Lands have any concerns over said improvements, object to any aspect of the proposed improvements or initiate any type of administrative or judicial action in regard to these proposed improvements, Developer shall hold harmless, defend and indemnify the City, its officers, agents and employees from any and all fees (including attorneys' fees), damages, fines or any other costs of any kind related to such objections, claims or actions.

Additionally, the Developer shall obtain letters of no objection to the proposed realignment of Airport Boulevard from all utility companies. The Project Developer shall relocate all existing utilities from within the existing Airport Boulevard roadway to the proposed realigned Airport Boulevard roadway to the satisfaction of the City Engineer and affected utility companies.

- b. The developer shall prepare necessary engineering drawings and construction documents to construct the Sanchez Channel Bridge widening as identified in the existing BCDC permit to provide the necessary width for pedestrian, bicyclist and vehicular access along Airport Boulevard. The developer shall complete construction of these improvements at his/her expense. These drawings shall be approved by the City Engineer as part of the Building Permit process.
- c. The developer shall be responsible to meet all San Francisco Bay Conservation and Development Commission (BCDC) requirements for the project and provide the City with documentation of all approvals by BCDC for all work within 100 feet of the shoreline band along the San Francisco Bay and Sanchez drainage channel.
- d. The developer shall enter into a Site Maintenance Agreement with the City for maintenance of all landscape, sidewalk, medians, and stormwater improvements as well as roadway improvements that do not conform to city standards, such as the proposed roadway intersections. The Site Maintenance Agreement shall be executed prior to the issuance of the Building permit.
- e. All traffic improvements, including but not limited to traffic signals, pedestrian countdown signals, pedestrian audible signals, signal interconnection hardware, street lights, signage, street markings, etc., shall be approved by the City Engineer and installed at the property owner's expense. The proposed streetlights must conform to current standards which require Beta LED's or equivalent. The developer shall submit and obtain approval of the required engineering drawings and specifications for all public improvements as part of the building permit process.
- f. The project shall reimburse to the City the operation, maintenance and energy costs of the proposed traffic signals. The City will maintain the newly proposed traffic signal operations. The operation cost of the traffic signal will be adjusted annually by the City based on prevailing costs. The electricity costs will be based on direct billing by PG & E.
- g. The developer shall provide at his/her expense shoreline access, adequate erosion protection and site amenities to the standards established by the City and BCDC.
- h. The Bay and drainage channel shorelines located on this property will require stabilization improvements to provide flood protection for the public access trail and bridge. All shoreline

## EXHIBIT "A"

### Conditions of approval for Commercial Design Review Amendment

#### **300 Airport Boulevard**

Effective **August 18, 2016**

- and drainage channel slope protection measures, need to be reviewed and approved by the City Engineer.
- i. The public and facility users shall be safely provided for and protected from the flooding of the site in the event of a disaster. This includes a storm or an earthquake which coincides with a maximum high tide and possible breaching of Sanchez Channel and/or Airport Boulevard levees. The property owner shall employ a qualified engineer to analyze the seismic stability of the Sanchez Channel and Airport Boulevard levees and identify protection against possible earthquake or storm event. The property owner shall submit the structural and seismic stability analysis to the City Engineer for review and approval. If the analysis indicates that improvements are necessary along the project site to provide stability for an event, such improvements shall be installed as approved by the City Engineer prior to occupancy of the first building.
  - j. The developer shall be required to incorporate the following measures into project design in order to reduce the potential impacts of flooding:
    - 1) Necessary tide gates shall be installed in the storm drain system on the project site to prevent high water from back flowing into the site during flood periods;
    - 2) Adequate drainage and pump facilities, including a sound-baffled backup power supply, shall be provided in the parking area to prevent water ponding in excess of ten (10) inches in the event of a 100-year flood;
    - 3) Storm drainage facilities shall be designed to accommodate any future settlement of the site, levees and other fill along the site perimeter;
    - 4) A flood contingency plan shall be developed to provide guidelines for management of vehicles in the event of flooding of the parking area; and
    - 5) On-site improvements shall be designed to provide 100-year flood protection. All emergency equipment, generators, controls, and motors shall be located above the 100-year flood elevation.
  - k. The developer shall install a six-inch diameter recycled water main with the roadway improvements. This six-inch line shall extend from the existing Sanchez Channel Bridge east to the other end of the new roadway alignment near Beach Road. Initially the line shall be connected to the City water main and serve as the service connection for irrigation. This line and the irrigation system shall convert to a recycled water line once it becomes available. These improvements shall be done at the property owner's cost and shall be completed in concurrence with the roadway improvements.
  - l. The project developer shall implement and maintain an appropriate Transportation Demand Management measures in accordance with the San Mateo County Congestion Plan to reduce the number of trips generated by this project.
  - m. Detailed grading and drainage plans shall be submitted by the project developer for review by the City Engineer at the time of applying for a building permit.
  - n. The project shall comply with the City's NPDES permit requirement to prevent storm water pollution during and after the construction. In addition, the project developer shall provide all documentation relating to compliance with the Regional Municipal Permit from the State of California Water Resources Board.
  - o. It is possible that this project may require approvals and permits from the U.S. Army Corp of Engineers, Department of Fish and Game, and the California Regional Water Quality Control Board. The applicant must provide written records of contacting the above agencies demonstrating that a permit has been obtained or is not required.

## EXHIBIT "A"

### Conditions of approval for Commercial Design Review Amendment

#### **300 Airport Boulevard**

Effective **August 18, 2016**

- p. All street improvements plans shall be submitted to the City for review and approval. These improvements include but are not limited to sanitary sewer mains and laterals; water mains and services; storm drain mains and inlets; street structural sections, soils report, etc. Hydrologic and hydraulic calculations are required for all designs associated with the new road alignment. The road structural section shall be designed to a traffic index of minimum 12.0 and shall withstand vertical displacement due to natural subsurface settlement. The structural section shall be designed for a 20-year life based on recommendations of a professional geotechnical engineer and accompanying soils report.
  - q. The project developer shall perform necessary engineering studies to determine the required capacity and improvements to the system to be approved by the City Engineer. At the City's discretion, the sanitary sewer improvements shall be routed along Airport Boulevard to an existing pump station, thence along Airport Boulevard to the Wastewater Treatment Plant. The sanitary sewer system improvements shall be designed and constructed to accommodate the fully built-out conditions of the project and adjacent properties.
  - r. The project shall abandon the existing potable water main located within existing alignment of Airport Boulevard from Fisherman's Park to Beach Road. The project shall evaluate the existing condition of the water main. If necessary and at the City's discretion, the project shall design and construct a new potable water main system along the newly proposed Airport Boulevard from Beach Road to the Sanchez Channel as well as the replace the existing potable water main segment from Sanchez Channel to Fisherman's Park.
  - s. The project shall install purple piping in buildings for future reclaimed water use in building applications.
12. that early demolition, mass excavation, grading, shoring and foundation permits, including permits for installation of indicator/production piles, may be issued in advance of a building permit provided that prior to issuance of such permits, the applicant has submitted construction plans for the project to the Building Division, or has provided evidence that it is having such plans prepared for the project for which the demolition or grading work is intended. Further, building construction permits shall be submitted and received in accordance with the progress of the work which will occur in phases. Permits that may be submitted individually for application may include, but are not limited to, indicator/production piles, mass excavation, shoring, grading, foundations, superstructure, architecture MEP, fire protection, fire alarm, curtain wall, and so forth, subject to the consent of the City's Building Official and the Fire Marshal. Building Permit phasing and scheduling shall be arranged with the Project Applicant and the Community Development Department – Building Division, such that the work can proceed in an orderly fashion as one continuous phase of construction;
13. that the project shall comply with the Construction and Demolition Debris Recycling Ordinance which requires affected demolition, new construction and alteration projects to submit a Waste Reduction plan and meet recycling requirements; any partial or full demolition of a structure, interior or exterior, shall require a demolition permit;
14. Exterior lighting for the project would be designed to meet the requirements of Burlingame Municipal Code Section 18.16.030 (pertaining to light spillage off site in commercial or residential areas), the California Energy Commission, and the Illuminating Engineering Society of North America for illumination levels. 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 project area already contains numerous sources of exterior lighting, and is not adjacent to uses that would be sensitive to light spillover.

## EXHIBIT "A"

### Conditions of approval for Commercial Design Review Amendment

#### 300 Airport Boulevard

Effective **August 18, 2016**

15. that the applicant shall comply with Ordinance 1503, the City of Burlingame Storm Water Management and Discharge Control Ordinance;
16. that the overall height of the buildings as measured from the top of curb at Airport Boulevard (+ 14.5' elevation) to the top of the mechanical screens shall be no taller than the following heights: Buildings B1 and B2, 97.0', Building 83, 129.0', Building B4, 144.0', Parking Structure, 67.5', and Amenities Building, 49.0'; building heights shall be surveyed at the framing of each floor and at the installation of the mechanical screen and shall be reported to the Building Division as each floor is framed and accepted by the City Engineer before framing of the subsequent floor or roof commences. The elevator overruns and associated structures shall be permitted to exceed the stated height limits to the degree that such exceedance is necessitated by the Uniform Building Code in order for elevators to serve their intended purpose of providing access by persons to the rooftop terraces on the buildings. The entire building height of each structure shall be surveyed to confirm conformance with the approved plans and conditions of approval before scheduling the final framing inspection. If the building does not conform at any point in the construction process, it shall be made to conform before construction continues and any further city inspections shall be scheduled (Building Division);
17. that the applicant shall pay the required Bayfront Development Fee based on the square footage of the buildings and the current rate adjusted for inflation, the total fee due is calculated to be \$1,695,070.00. Per the development agreement, one-half of the fee is due at the time of issuance of the first City Building Permit for construction of a building, and one-half is due before the final framing inspection is scheduled, for each Development Phase. The fee due shall be offset by the actual costs incurred by Developer in designing, preparing, installing and constructing (a) the realignment and widening of Airport Boulevard but limited to the customary and ordinary costs for such improvements without special pedestrian treatments, and (b) the Sanchez Channel bridge widening as outlined in the Development Agreement (Planning Division);
18. that the applicant shall pay the required public facilities impact fees based on the square footage of the buildings, and that the Parks and Recreation fee (\$131,924.00) and the Storm Drain Fee (\$549,939.00) shall be waived, the total remaining fee due shall be \$1,102,179.00. The remaining fees shall be payable by development phase, and shall be submitted to the Planning Division prior to the issuance of the first building permit for construction of each building as follows: Building 61: \$209,802.00, Building 62: \$209,802.00, Building B3: \$293,722.80, Building B4, \$335,683.20, and Amenities Center: \$53,169.00 (Planning Division);
19. that the property owner shall be responsible to see that small delivery trucks or vans making periodic deliveries are on-site only during office hours; no trucks, recreation vehicles or other vehicles shall be stored or parked on site continuously throughout the day or overnight, and no parking shall be leased to tenants or any other users for any purpose,
20. that the property owner shall comply with the Transportation Demand Management Program prepared by Fehr and Peers for 350 Beach Road, LLC dated April 6, 2011 including the following measures:
  - a. **Secure Bicycle Storage:** Secure, indoor bicycle storage for at least 26 bicycles shall be provided in a lobby or garage level room within each of the four office buildings. In addition, bicycle racks for up to 50 bicycles will be located outside of Buildings #1 or #4.
  - b. **Showers and Changing Rooms:** Shower facilities with changing rooms shall be provided throughout the site, with access available to all employees. Shower facilities (two men's and two women's) and changing rooms (one men's and one women's) shall be provided in each of



## EXHIBIT "A"

### Conditions of approval for Commercial Design Review Amendment

#### 300 Airport Boulevard

Effective **August 18, 2016**

the four office buildings, the amenities center shall include 12 showers and two changing rooms.

- c. **Shuttle Service:** Coordinate with the Peninsula Commuter Alliance to add two stops within the project site to the existing commuter shuttle from the Millbrae Intermodal Station. The shuttle provides 10-minute headways during peak periods.
- d. **Carpool Parking:** Provide 15 preferential parking spaces for carpools at each of the four office buildings.
- e. **Vanpool Parking:** Provide two preferential parking spaces for vanpools at each of the four office buildings.
- f. **Commute Assistance Center:**
  - 1) Provide an on-site one-stop shopping for transit and commute alternatives information.
  - 2) Provide a part-time on-site TDM coordinator available to assist building tenants with trip planning.
- g. **Employees' Surveys:** The TDM coordinator shall develop and administer two surveys per year to examine TDM program participation and best practices.
- h. **Video Conferencing Center:** One video conferencing center of approximately 8500 sf shall be installed for use by the tenants of the facility.
- i. **On-Site Amenities/Accommodations:** On-site amenities, including banking, retail, delivery dry cleaning, exercise facilities, child care center, delivery pharmacy and food service shall be provided at the project site to encourage people to stay on site during the work day;
- j. **On-Site Bicycles for Employee Use•** Bicycles shall be provided at each office building. Employees will have access to bicycles during breaks for personal or business use.
- k. **Child Care Services:** Child care center service shall be provided on site;
- l. **Guaranteed Ride Home Program:** Employees will have access to the Guaranteed Ride Home (GRH) program administered by the Peninsula Congestion Relief Alliance (Alliance) for emergencies. The program provides vouchers for taxicabs or rental cars for this purpose.
- m. **Transportation Action Plan:** The TDM coordinator shall work with the Alliance to create a Transportation Action Plan for each tenant.
- n. **Transportation Management Association:** If the office park has multiple tenants, each tenant shall provide a representative to form a Transportation Management Association and be a liaison to the TDM Coordinator.
- o. **Coordination of Transportation Demand Management Programs:** The TDM coordinator shall coordinate with other TDM programs with existing developments/employers in the surrounding area.
- p. **Subsidy for Transit Tickets:** Employers shall offer subsidies to employees to compensate them for the cost of transit tickets.
- q. **Electric Vehicle Stations:** The applicant shall provide plug-in stations for electric vehicles.
- r. **House Car for Employee Use:** Each building will provide employees with access to a "house car" for use during the day.

## EXHIBIT "A"

Conditions of approval for Commercial Design Review Amendment

**300 Airport Boulevard**

Effective **August 18, 2016**

### **THE FOLLOWING CONDITIONS SHALL BE MET DURING THE BUILDING INSPECTION PROCESS PRIOR TO THE INSPECTIONS NOTED IN EACH CONDITION:**

21. that prior to scheduling the framing inspection, the project architect, engineer or other licensed professional shall provide architectural certification that the architectural details such as window locations and bays are built as shown on the approved plans; if there is no licensed professional involved in the project, the property owner or contractor shall provide the certification under penalty of perjury. Certifications shall be submitted to the Building Department;
22. that prior to scheduling the roof deck inspection, a licensed surveyor shall shoot the height of the roof ridge and provide certification of that height to the Building Division; and
23. that prior to final inspection, Planning Division staff will inspect and note compliance of the architectural details (trim materials, window type, etc.) to verify that the project has been built according to the approved Planning and Building plans.

### **Mitigation Measures from Environmental Impact Report:**

#### ***Measures Applicable to 300 Airport Boulevard Project as well as future development of the 350 Airport Boulevard site:***

24. Amphlett Poplar Intersection: *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. The Project Sponsor, and any future project sponsor for development of the 350 Airport Boulevard site, shall negotiate an agreement with the City of San Mateo to make a fair share contribution toward the cost of improvements at this intersection for each projects respective impacts (Transportation, Planning, Public Works, City of San Mateo);*
25. 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 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.*

## EXHIBIT "A"

Conditions of approval for Commercial Design Review Amendment

**300 Airport Boulevard**

Effective **August 18, 2016**

- *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. (Air Quality; (Planning and Building Divisions);*

26. 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 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. (Air Quality; Planning and Building Divisions)*

27. 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 a Rule 3: Architectural Coatings) (Air Quality; Planning and Building Divisions);*

28. 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.*

## EXHIBIT "A"

### Conditions of approval for Commercial Design Review Amendment

#### 300 Airport Boulevard

Effective August 18, 2016

- 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 bafflers 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.*
  - 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. (Noise, Planning and Building Divisions);*
29. *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 equipment on their site. (Noise, Planning and Building Divisions);*
30. *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 am. 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. (Noise, Planning and Building Divisions);*

## EXHIBIT "A"

### Conditions of approval for Commercial Design Review Amendment

#### 300 Airport Boulevard

Effective **August 18, 2016**

31. 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. (Noise, Planning and Building Divisions);
32. 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 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. (Biological Resources, Planning Division);

33. 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. (Biological Resources, Planning and Building Divisions);
34. In order to reduce significant impacts to the City's wastewater conveyance and treatment system associated with the Project, the Project Sponsor shall adhere to either of the two following mitigation measures..
- a. 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, or equivalent project to increase capacity in the system, 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.
  - b. Upgrade to the Existing Airport Boulevard Conveyance System Variant to Rollins Road Pump Station Upgrade. The Project Sponsor(s) shall coordinate with the City of Burlingame Public Works Department to upgrade the capacity of the City's wastewater conveyance and treatment system to accommodate the increased PWWF that would result from implementation of development of the 300 and 350 Airport Boulevard Sites. Such measures could include, as necessary, installation of a new pump station within public right of way or other area near the Sanchez Channel Bridge on the Project Site, upgrade the capacity of the existing Airport Boulevard Pump Station, extension of wastewater lines across Sanchez Channel, via attachment to the Sanchez Channel Bridge, to tie into existing wastewater lines



## EXHIBIT "A"

### Conditions of approval for Commercial Design Review Amendment

#### 300 Airport Boulevard

Effective **August 18, 2016**

*under Airport Boulevard west of the Project Site, and increasing, as required, the capacity of existing gravity lines between the Project.*

*Site and the Airport Boulevard Pump Station and existing force main between the Airport Boulevard Pump Station and the WWRP. The Project Sponsor shall construct the necessary improvements to serve the Project Site and additional properties along Airport Boulevard that would connect to this sewer line. (Utilities, Public Works Department);*

35. Undiscovered Cultural Resources. *If evidence of an archaeological site or other suspected cultural resource as defined by CEQA Guideline Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Burlingame shall be notified. The Project Sponsor shall hire a qualified archaeologist to conduct a field investigation. The City of Burlingame shall consult with the archeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation.*
36. Unique Paleontological/Geological Features. *Should a unique paleontological resource or site or unique geological feature be identified at the project construction site during any phase of construction, the Project manager shall cease all construction activities at the site of the discovery and immediately notify the City of Burlingame. The Project Sponsor shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less-than-significant level. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is carried out. The Project Sponsor shall be responsible for implementing any additional mitigation measures prescribed by the paleontologist and approved by the City.*
37. Human Remains. *If human remains are discovered at any Project construction site during any phase of construction, all ground-disturbing activity 100 feet of the resources shall be halted and the City of Burlingame and the San Mateo County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The Project Sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Burlingame shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project applicant shall implement approved mitigation, to be verified by the City of Burlingame, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.*

#### **MITIGATION MEASURES APPLICABLE ONLY TO THE 300 AIRPORT BLVD. PROJECT**

35. Reduce Risk of Exposure During Construction. *If the childcare center is operational during the construction of Phase 2 of the Project, one of the following shall be implemented:*

## EXHIBIT "A"

### Conditions of approval for Commercial Design Review Amendment

#### 300 Airport Boulevard

Effective **August 18, 2016**

- a. *A Health Risk Assessment is conducted prior to commencement of construction of Phase II that demonstrates, to the satisfaction of the BAAQMD, that impacts to the children at the childcare center are less than significant during Phase II construction or specific sub phases of Phase II construction; or*
- b. *Implement the following building design and operational restrictions.*
  1. *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.*
  2. *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.*
  3. *All outdoor activities at the childcare center shall be suspended while construction activities are occurring.*

*If implementation of this Mitigation Measure is infeasible, then the childcare center would be prohibited from operating during Phase 11 construction. (Air Quality, Building and Planning Divisions);*

36. *Maintenance and Testing of Generators. 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. (Air Quality, Building and Planning Divisions);*
37. *Implementation of MERV 15 Filters. The Project Sponsor shall 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 PM2.5 and would reduce risk while students were inside the building. (Air Quality, Building and Planning Divisions);*
38. *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. (Climate Change, Planning Division and Parks Department);*
39. *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. (Climate Change, Planning Division and Parks Department);*
40. *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. (Climate Change, Planning and Building Divisions);*
41. *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. (Climate Change, Planning Division and Parks Department);*
42. *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. (Climate Change, Planning and Building Divisions);*
43. *Water Conservation Measures. The 300 Airport Boulevard Project shall implement immediate water conservation measures to reduce building water demand by 33 percent. Building water demand*

## EXHIBIT "A"

### Conditions of approval for Commercial Design Review Amendment

#### 300 Airport Boulevard

Effective **August 18, 2016**

*shall ultimately be reduced by 50 percent when the City's recycled water system is implemented. (Climate Change, Planning and Building Divisions);*

44. *Energy Efficiency beyond Title 24 Standards. The 300 Airport Boulevard Project shall reduce building energy demand beyond the 2005 Title 24 Standards by 26 percent (Climate Change, Planning and Building Divisions);*
45. *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 (Climate Change, Planning Division);*
46. *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. (Climate Change, Planning and Building Divisions);*
47. *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 mitigation would be required. (Biological Resources, Planning and Building Divisions);*
48. *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. (Biological Resources, Planning and Building Divisions);*
49. *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 7.1feet. 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 7.1 feet in elevation. Certain portions of the shoreline open space may not be protected at the ultimate level of flooding, given proposed heights. However, developed areas of the Project would be protected. For the shoreline areas, an adaptive strategy would be developed to address end-of-century conditions. (Hydrology, Building Division and Public Works Department);*
50. *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*

## EXHIBIT "A"

### Conditions of approval for Commercial Design Review Amendment

#### 300 Airport Boulevard

Effective **August 18, 2016**

*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. (Hydrology, Public Works Department);*

51. *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 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 Public Works Department 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.*

#### MITIGATION MEASURES APPLICABLE TO THE FUTURE DEVELOPMENT OF THE 350 AIRPORT BOULEVARD SITE

52. *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 (Air Quality, Planning Division);*
53. *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 (Air Quality; Planning and Building Divisions);*
54. *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. (Climate Change, Planning Division and Parks Department);*

## EXHIBIT "A"

### Conditions of approval for Commercial Design Review Amendment

#### **300 Airport Boulevard**

Effective **August 18, 2016**

55. *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. (Climate Change, Planning Division and Parks Department);
56. *Renewable Energy System.* The 350 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. (Climate Change, Planning and Building Divisions);
57. *Drought Tolerant Landscaping.* The 350 Airport Boulevard Project shall reduce irrigation-related water demand by a minimum of 10 percent through the implementation of drought tolerant landscaping. (Climate Change, Planning Division and Parks Department);
58. *Cool Roof Material.* The 350 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 (Climate Change, Planning and Building Divisions);
59. *Water Conservation Measures.* The 350 Airport Boulevard Project shall implement immediate water conservation measures to reduce building water demand by 33 percent. Building water demand shall ultimately be reduced by 50 percent when the City's recycled water system is implemented. (Climate Change, Planning and Building Divisions);
60. *Energy Efficiency beyond Title 24 Standards.* The 350 Airport Boulevard Project shall reduce building energy demand beyond the 2005 Title 24 Standards by 26 percent (Climate Change, Planning and Building Divisions);
61. *Operation Solid Waste Reduction.* The 350 Airport Boulevard Project shall implement a solid waste reduction program to reduce operational solid waste by a minimum of 10 percent. (Climate Change, Planning Division);
62. *Implement a TDM program.* The Project Sponsor shall ensure that future development of the 350 Airport Boulevard Site implement a TOM program similar to that described for the 300 Airport Boulevard Project, to reduce transportation-related GHG emissions. (Climate Change, Planning Division and Traffic Engineer);
63. *Pursue LEED Certification.* Future development of the 350 Airport Boulevard Site shall seek LEED Gold certification or equivalent for development per the recommendations of the City's Green Building Ordinance. The Project Sponsor shall submit draft LEED (or equivalent) checklists to the City Sustainability Coordinator for review and consultation. (Climate Change, Planning and Building Divisions);
64. *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. (Noise, Planning and Building Divisions);
65. *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 7.1feet. 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 7.1 feet in elevation. Certain portions of the shoreline open space



## EXHIBIT "A"

### Conditions of approval for Commercial Design Review Amendment

#### 300 Airport Boulevard

Effective **August 18, 2016**

*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. (Hydrology, Building Division and Public Works Department);*

66. *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 (Hydrology, Public Works Department);*

67. *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 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 Public Works Department 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. (Hydrology, Public Works Department);*

68. *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. (Hydrology, Public Works Department); and*

## EXHIBIT "A"

Conditions of approval for Commercial Design Review Amendment

**300 Airport Boulevard**

Effective **August 18, 2016**

69. *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. (Wind and Recreation, Planning Division).*



CITY OF BURLINGAME  
COMMUNITY DEVELOPMENT DEPARTMENT  
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www.burlingame.org

**Site: 300 AIRPORT BOULEVARD**

The City of Burlingame Planning Commission announces  
the following public hearing on **MONDAY,**

**AUGUST 8, 2016 at 7:00 P.M.** in the City Hall  
Council Chambers, 501 Primrose Road, Burlingame, CA:

Application for Amendment of the Design Review  
approval for an office/life science development  
("Burlingame Point") located at **300 AIRPORT  
BOULEVARD** zoned APN. APN 026-350-130

**Mailed: July 29, 2016**

*(Please refer to other side)*

**PUBLIC HEARING  
NOTICE**

**City of Burlingame**

A copy of the application and plans for this project may be reviewed prior to  
the meeting at the Community Development Department at 501 Primrose  
Road, Burlingame, California.

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

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

For additional information, please call (650) 558-7250. Thank you.

William Meeker  
Community Development Director

**PUBLIC HEARING NOTICE**

*(Please refer to other side)*