

SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION

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TO: All Design Review Board Members

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**SUBJECT: Burlingame Point, City of Burlingame, San Mateo County
(Second Pre-Application Review)
(For Board consideration on October 8, 2012)**

Project Summary

Project Proponent and Property Owner: DES Architects and Engineers, Inc., and 350 Beach Road LLC c/o Millennium Partners

Project Representative: DES Architects and Engineers, Inc.

Project Overview and Site Conditions: The proposed project would involve the development of a campus composed of six buildings (including a parking structure and an Amenities Center), public promenades and seating areas, bay overlooks, a realigned road, and the widening of a bridge to include a pedestrian/bicycle path, at an approximately 20-acre site located north of state Highway 101 and east of Sanchez Channel, at 300-333 Airport Boulevard, in the City of Burlingame, San Mateo County (Exhibits 2, 3, and 4).

The project site, formerly a drive-in movie theater, is presently undeveloped and mostly degraded except for Airport Boulevard located at the eastern and northern site boundaries. The western shoreline at Sanchez Channel is lined with oversized concrete blocks. The site's eastern shoreline is lined with concrete blocks and degraded riprap. The property located north of the site is undeveloped with a San Mateo County-managed public parking lot at the northeastern corner. Beach Road located south of the project site has light industrial buildings. The San Francisco Bay Trail is located along both Beach Road and the project site's eastern shoreline (Exhibits 5 and 6).

Project Details: The construction of five buildings providing a total of 767,000 square feet of commercial office space is proposed: two 5-story buildings (B1 and B2); one 7-story (B3) and one 8-story (B4) building; and a two-story Amenities Center. A 4.5-level parking structure is also proposed. Airport Boulevard would be realigned away from the eastern shoreline and through the proposed campus. Along Sanchez Channel and the eastern shoreline, existing armoring material would be improved and, where needed, replaced. Approximately 100-foot-wide public areas would be developed adjacent to both Sanchez Channel and the eastern Bay shoreline and include: 12-foot-wide pathways, which would be part of the Bay Trail, art features, waterfront overlooks and viewing areas, educational nodes, seating and gathering areas, and site furniture, lighting, and landscaping. (Exhibits 7, 18, 22, and 23). Portions of outdoor private dining areas would also be located within the 100-foot-wide shoreline band.



Exhibit 10 (the eastern shoreline) and Exhibit 11 (Sanchez Channel) provide greater detail of proposed public shoreline improvements, including: the wind protected wall seating [also refer to Exhibit 17]; the 12-foot-wide pathway; the educational and interactive nodes [also refer to Exhibit 16]; and the bay overlooks [also refer to Exhibit 15]. Exhibits 14A and 14B illustrate detailed cross sections of the improvements proposed within the 100-foot-wide shoreline band at the eastern shoreline and at Sanchez Channel. Exhibits 19 and 20 illustrate the bay overlook and pathway at the eastern shoreline. Exhibit 20 provides a spectator's perspective from the proposed amphitheatre for windsurfing viewing.

The site design incorporates various points of access for vehicles, bicycles, and pedestrians along Airport Boulevard, from Beach Road, across Sanchez Channel—via a proposed 14-foot-wide pedestrian/bicycle pathway at an existing bridge—and at the western and eastern shoreline areas. Bicycles and pedestrians using the proposed eastern shoreline pathway would travel unimpeded along the eastern shoreline and across Sanchez Channel, while those using the western shoreline would encounter a dead-end at the southwestern corner of the proposed shoreline area. Twenty dedicated public parking spaces adjacent to the eastern and western shorelines would be built, and bike racks and wayfinding signage installed. (Exhibit 8). The proposed realigned Airport Boulevard would provide views of the Bay at various locations along its alignment (Exhibit 9)

Exhibit 12 provides a cross-section of the 100-foot-wide public shoreline areas in relation to adjacent Buildings B4 (144-foot-tall, 8-story) and B2 (97-foot-tall, 5-story). Exhibit 13 provides a preliminary plan view of improved shoreline areas: the eastern shoreline would have an undulated edge and Sanchez Channel would possess a linear edge.

Public Access, Views, and Shoreline Improvement Issues. The McAteer-Petris Act and the *San Francisco Bay Plan* (Bay Plan) require that maximum feasible public access consistent with the project be provided. The Bay Plan Public Access policies state, in part, that “roadway[s]...should maintain and enhance visual access for the traveler...,” and “[t]he Public Access Design Guidelines should be used as a guide to siting and designing public access...” The Bay Plan policies regarding appearance, design, and scenic views state, in part, that “[m]aximum efforts should be made to provide, enhance, or preserve views of the Bay and shoreline...” and “[s]horeline developments should be built in clusters, leaving open area around them to permit more frequent views of the Bay.” The Bay Plan policies regarding shoreline improvements state, in part, that “[r]iprap revetments...should be constructed of properly sized and placed material that meet sound engineering criteria for durability, density, and porosity....[g]enerally, only engineered quarrystone or concrete pieces that have either been specially cast or carefully selected for size, density, durability, and freedom of extraneous materials from demolition debris will meet these requirements.”

The Public Access Design Guidelines state, in part, that “[p]ublic access improvements should be designed for a wide range of users” and uses. Further, the Guidelines state partly that visual access to the Bay and shoreline is important and a way to ensure such access can be provided by “[l]ocating buildings, structures...such that they enhance and dramatize views of the Bay and the shoreline from public thoroughfares...” and by “[o]rganizing shoreline development to allow Bay views and access between buildings.” The Guidelines emphasize the importance of connections to and continuity along the shoreline stating that “[a]ccess areas are utilized most if they provide direct connections to public right’s-of-way such as streets and sidewalks...” In addressing shoreline erosion control, the Guidelines state partly that “[r]iprap material should be placed so that a permanent shoreline is established by means of an engineered slope not steeper than a ratio of two to one,” and that, if designed properly, such improvements can provide opportunities for the public to get close to the water.

First DRB Review. In its first pre-application review of the project on July 11, 2011, the Design Review Board (DRB) requested that the project proponent consider the following: (1) the incorporation of design options in the landscaped topography to create wind protected areas; (2) a revision of the Bay Trail alignment to straighten the pathway at the northern site boundary and the creation of an improved pedestrian connection from Beach Road through a corridor between the proposed Amenities Center and the parking structure; (3) more developed plans showing the proposed bay overlooks, educational nodes, and originally-proposed reach-downs; (4) the illustration of proposed stormwater treatment features; (5) the preparation of details regarding landscaping, site furniture and lighting; (6) the illustration of wind protection for the proposed outdoor dining areas; and (7) the identification of public access parking areas.

The project proponents responded to DRB's request in the following manner:

1. **Wind Shadows in Public Areas.** Exhibits 14A and 14B provide detailed cross sections of the 100-foot-wide shoreline areas at the eastern shoreline and at Sanchez Channel, including areas designed specifically to enhance the comfort of visitors and provide protection from the natural elements, such as wind. Exhibit 17 provides examples of possible protected seating areas to consider for site design.
2. **Bay Trail and Other Pedestrian Connections.** Exhibits 7 and 8 show a straight Bay Trail alignment at the site's northern boundary. The 10-foot-wide trail would connect directly to a pathway at the proposed widened Sanchez Channel vehicular bridge. Additionally, the originally-proposed Amenities Center was moved 28 feet to the east to allow for a wider and more direct pedestrian passageway from Beach Road into the proposed campus site.
3. **Bay Overlooks, Educational Nodes, and Reach-Downs.** The project proponent no longer proposes to create direct bay access (i.e., reach-downs) at the site due to its concerns about ensuring safe use of such access areas and in light of the proximity of alternative nearby locations offering similar access. Exhibit 7 shows the location of proposed bay overlooks, educational nodes, and a windsurfing viewing area. Exhibits 10 and 11 provide more detail about specific locations where such features, would be placed as do Exhibits 15 and 16. Exhibits 19 and 23 are renderings of the bay overlook and educational node features.
4. **Stormwater Collection.** Exhibits 10 and 11 (Item 5) show possible bio-treatment areas. Stormwater at the paved shoreline areas would be directed through pipes or surface flow to the bio-treatment areas.
5. **Site Furnishings and Other Amenities.** Exhibit 18 provides design options for benches, trash receptacles, and fixtures used for specific lighting needs (e.g., roadway, Bay Trail, auto drop-off). Landscaping details are shown in Exhibits 10, 11, and 15.
6. **Wind Protection Features.** Wind protected seating design alternatives for proposed outdoor dining are illustrated in Exhibit 17.
7. **Public Shore Parking.** Twenty dedicated public parking spaces would be provided at two parking areas located adjacent to the eastern shoreline and Sanchez Channel, as illustrated in Exhibit 8.

The DRB should consider whether the project proponent has adequately responded to and addressed its earlier request to further enhance proposed public amenities and provide additional design details for the proposed project.