

APPLICATION FOR LAND USE CONSISTENCY DETERMINATION San Mateo County Airport Land Use Commission C/CAG ALUC

APPLICANT INFORMATION				
Agency: City of Redwood City				
Project Name: 1 Twin Dolphin				
Address: 1 Twin Dolphin		APN: 095-152-080		
City: Redwood City	State: CA		ZIP Code: 94065	
Staff Contact: William Chui	Phone: (650) 780-5916		Email: wchui@redwoodcity.org	
PROJECT DESCRIPTION				
Applicant requests approval of a planned development application to facilitate development of a				
"five-story" life-sciences building, with a, (maximum building height of 87'). This building will include approximately 197.630 sq. ft. of office and research/development uses, and a two-story				
parking podium containing 349 parking spaces, which will utilize a valet-assisted parking program				
adding an additional 119 spaces), and additional 227 surface parking spaces are to be provided onsite as well.				
Parking will be shared with the existing building at 100 Marine Parkway. See attachments for more information				

For General Plan, Specific Plan or Zoning Amendments and Development Projects:

A copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to provide the following:

- 1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):
 - a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.

- Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies.

b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.

- Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.

c) Airspace Protection:

- Include relevant citations/discussion of allowable heights in relation to the protected airspace/proximity to airport, as well as addressment of any land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards.

1 TWIN DOLPHIN

San Carlos Airport ALUCP application

- 1. Project Description Refer to attached Project Narrative with accompanying 3D Rendering, Regional Plan, and Site Plan.
- 2. Airport Land Use Compatibility Concerns
 - a. Noise

The Project is located outside the airport's Community Noise Equivalent Level ("CNEL") 60dB noise contour.¹ As a proposed life sciences building within office and research and development ("R&D") uses, the Project is compatible with this noise contour:

- Office buildings, laboratories, and office areas of industrial facilities are compatible within the CNEL 60-64 dB noise contours and are conditionally compatible within the CNEL 65-69 dB noise contours. The building structures of conditionally compatible uses "must be capable of attenuating exterior noise levels to an interior noise level of CNEL 50 dB or lower." (Comprehensive Airport Land Use Compatibility Plan for the Environs of the San Carlos Airport ("San Carlos ALUCP"), at 4-13–14.)
- R&D facilities, miscellaneous manufacturing, and light industrial/manufacturing are compatible in the CNEL 60-69 dB noise contours. (San Carlos ALCUP, at 4-13.)



¹ Confirmed by A3 Acoustics LP April 17, 2023.



b. Safety Zone 6:

The Project is located in Safety Zone 6, which is the traffic pattern zone. Office, R&D, and manufacturing are compatible uses within Safety Zone $6.^2$ (San Carlos ALUCP, at 4-26.) Additionally, Safety Zone 6 allows for the utilization and storage of hazardous materials. (*Id.*; see also Safety Compatibility Policy 9 – Hazardous Uses, at 4-22–43.) There is no maximum intensity for non-residential projects in Safety Zone 6. (San Carlos ALUCP, at 4-25.) There is a 10% open land requirement, which requires a minimum of .5 acres free of obstacles and "oriented with the typical direction of aircraft flight over the location," which can be satisfied by

² The San Carlos ALUCP assumes office space to be approximately "215 s.f./person." San Carlos ALUCP, at 4-26. R&D and manufacturing space are estimated to be approximately "300 s.f./person." *Id*.

the provision of roads.³ (*Id.*; San Carlos ALUCP, at 4-21.) Additionally, the C/CAG Board may consider an exception to Safety Zone 6's no limit on the intensity of nonresidential use when outdoor assembly facilities are proposed. (San Carlos ALUCP, at 4-20.)

The Project's proposed life sciences uses (office and R&D) are compatible with Safety Zone 6. The Project's proposed 38,000 SF (18% of project area) of public park-like open space accessible at grade along Lagoon Drive, including amphitheater seating and an informal stage, as well as the parking podium's roof deck outdoor amenity space do not meet the threshold for a large outdoor assembly facility as they won't accommodate a gathering of 1,000 or more people. (San Carlos ALUCP, at 4-20.). Therefore, the Project is compatible with Safety Zone 6.



San Carlos Airport Safety Zones

Source: San Carlos ALUCP, Exhibit 4-3.

c. Airspace Protection

A maximum building height of 155 vertical feet is permitted at the Project Site per Part 77 Airspace Protection Surfaces. (San Carlos ALUCP, at 4-4.) Structures on the Project Site that exceed 100-150 feet are subject to FAA Part 77 Notification requirements. (San Carlos ALUCP, at Exhibit 4-4.) The Project's proposed maximum height (including all anticipated rooftop equipment) is 124.72 feet, above "the height of the controlling airspace protection surface shown on Exhibit 4-4" and well as the FAA Part 77 Notification requirements, but well below the identified maximum height. (San Carlos ALUCP, at 4-36.). The Project is submitting the required Part 77 notification.

³ "Roads and automobile parking areas are considered acceptable as open land areas if they" are free of obstacles and are at least .5 acres. San Carlos ALUCP, at 4-21.

The project does not include or propose any visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards, to aircraft in flight or taking off or landing at San Carlos Airport. (San Carlos ALUCP, at 4-37.) Therefore, the Project is compatible with Safety Zone 6. The Project is consistent with the Airport Protection policies.



San Carlos Airport Part 77 Airspace Protection Surfaces

Source: San Carlos ALUCP, Exhibit 4-4.

FAA Notification Form 7460-1 Filing Requirements



Source: San Carlos ALUCP, Exhibit 4-4(a).

3. Real Estate Disclosure Requirements

The Project is located within the San Carlos Airport's Airport Influence Area B, which requires real estate disclosures. (San Carlos ALUCP, at 4-45.) "Section 11010 (b) (13) of the Business and Professions Code requires people offering subdivided property for sale or lease to disclose the presence of all existing and planned airports within two miles of the property." (*Id.*) The law requires that the below statement be provided "in the notice of intention to offer the property for sale." (*Id.*) Although the Project is within Overflight Notification Zone 2, the requirement to "incorporate a recorded overflight notification requirement as a condition of approval" does not apply as the Project proposes life sciences rather than residential development. (Amendments to the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport Overflight Notification and Avigation Easement Policies Approved Oct. 13, 2022 (Reso. 22-90) (San Carlos ALUCP Amendments), at pdf p 5.)

Required Real Estate Disclosure

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

Source: San Carlos ALUCP, at 4-45.

Airport Influence Area for San Carlos Airport

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PROJECT NARRATIVE

I. CONTEXT & SITE

1 TWIN DOLPHIN is a proposed five (5) story core & shell life-sciences building with two (2) levels of abovegrade, tandem and valet parking accessed from Lagoon Dr & Twin Dolphin Dr adjacent to the Highway 101 Innovation Corridor. The proposed project site consists of two adjacent parcels, both zoned CP -Commercial Park with the General Plan land use designation of Commercial Office - Professional / Technology. The two existing office buildings totaling 61,155 SF on one of the parcels (1 & 3 Twin Dolphin Dr (APN 095-152-080) would be demolished and redeveloped as 1 Twin Dolphin Dr, comprising a new 346,053 SF building containing 197,520 SF (in five stories) of office and/research and development space and 148,156 SF (in two levels) of structured parking podium with roof deck outdoor amenity space. The adjacent 1.97 acre parcel (APN 095-152-090) contains 100 Marine Parkway, an existing 5-story building with related improvements, and is not a part of this project.

The Project is requesting a Planned Development Permit consistent with the RWC Zoning Code, with modifications to CP Zoning District setbacks within the site's Land Use designation. The project site is a corner lot with 2 frontages per Section 32.5 of the Code and would otherwise require large setbacks, hence the application of a Planned Development permit.

The project proposes a lot line adjustment (via Tentative Map) to adjust the lot lines between 100 Marine Parkway and 1 Twin Dolphin Dr to better situate the proposed new construction while maintaining the 100 Marine Parkway parcel and building as a conforming property. 100 Marine Parkway's adjusted parcel area will be 107,217 SF and the existing building at 85,817 SF with an FAR maintained at 0.8, and 1 Twin Dolphin Dr adjusted parcel area to 197,902 SF and the new building at 197,520 SF for an approximate FAR of less than 1.0 or 4.54 acres. Please see sheets C4.0 and G4.41 for the proposed property boundary drawings and revised lot lines, as well as the new building relationship to these site parameters.

The siting and proximity of the new construction is composed to complement the existing building at 100 Marine Dr, to which both buildings flank a common entry plaza that also serves as a fire access lane. As part of the lot line adjustment (via Tentative Map), the project proposes the vacation of the existing driveways at the southeast end of Lagoon Drive as well as along Twin Dolphin Drive with the vacation and dedication of any related easements within this ROW as necessary. A new driveway for optimal services and parking access is proposed to align with the proposed structured parking entry at Lagoon Drive, and a new main entry driveway is proposed on Twin Dolphin Drive aligned with the pedestrian plaza between the two buildings. This new driveway terminates at a natural drop off location, directly adjacent to the 1 Twin building lobby



3D PERSPECTIVE RENDERING

SITE PLAN (N.T.S.)









SOURCE: Belmont, 1982; San Mateo County, 1986; Foster City, 1993; Menlo Park, 1994; San Carlos, 2009; City of San Mateo, 2010; Redwood City, 2010; ESRI, 2014; ESA Airports, 2015

Attachment 3

San Carlos Airport ALUCP . 130753 Exhibit 4-2 Future Conditions (2035) Aircraft Noise Contours

Attachment 4





Mail Processing Center Federal Aviation Administration Southwest Regional Office Obstruction Evaluation Group 10101 Hillwood Parkway Fort Worth, TX 76177

Issued Date: 05/18/2023

Chase Rapp 1 Twin Property Owner LLC 556 Santa Cruz Suite 301 Menlo Park, CA 94025

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Commercial Use Building 1 Twin Dolphin Building
Location:	Redwood City, CA
Latitude:	37-31-36.21N NAD 83
Longitude:	122-15-45.35W
Heights:	13 feet site elevation (SE)
-	112 feet above ground level (AGL)
	125 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)

___X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 11/18/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7641, or tameria.burch@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-7644-OE.

Signature Control No: 582688603-586891637 Tameria Burch Technician (DNE)