

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

AIRPORT LAND USE COMMITTEE (ALUC) AGENDA

Date: Thursday, October 24, 2024	Join by Zoom Webinar: https://us02web.zoom.us/j/81335481228?pwd=eEQ2cmI4VzUrRHk0Nk4ybKZ4cWtDUT09
Time: 4:30 p.m.	Webinar ID: 813 3548 1228
Location: Burlingame Community Center 850 Burlingame Avenue Burlingame, CA	Passcode: 839437
	Join by Phone: (669) 900-6833

HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE

This meeting of the Airport Land Use Committee will be held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

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- | | | |
|--|--|--------|
| 1. Call to Order/Roll Call | Action
(O'Connell) | |
| 2. Public Comment on Items not on the Agenda | Limited to 2
minutes per
speaker | |
| 3. Approval of Minutes for the August 22, 2024 meeting. | Action
(O'Connell) | Page 1 |
| 4. San Francisco International Airport Land Use
Compatibility Plan Consistency Review – Amazon
Warehouse/Distribution Facility at 1000 San Mateo
Ave., San Bruno. | Action
(Kalkin) | Page 4 |

- | | | |
|---|--------------------|---------|
| 5. San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed office/life science campus, including related rezoning, at 1301 Shoreway Road, Belmont. | Action
(Kalkin) | Page 24 |
| 6. Member Comments/Announcements | Information | |
| 7. Items from Staff | Information | |
| 8. Adjournment – <i>Next regular meeting – Jan. 23, 2025</i> | | |

NOTE: All items appearing on the agenda are subject to action by the Committee. Actions recommended by staff are subject to change by the Committee.

If you have any questions regarding the C/CAG Airport Land Use Committee Meeting Agenda, please contact Susy Kalkin at kkalkin@smcgov.org .

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PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Courtyard, 555 County Center, Redwood City, CA, and on C/CAG’s website at: <http://www.ccag.ca.gov>.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG’s website at: <http://www.ccag.ca.gov>. Please note that C/CAG’s office is temporarily closed to the public; please contact Mima Guilles at (650) 599-1406 to arrange for inspection of public records.

ADA Requests: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

PUBLIC PARTICIPATION DURING HYBRID MEETINGS: During hybrid meetings of the ALUC, members of the public may address the Committee as follows:

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Written comments should be emailed to kkalkin@smcgov.org
2. The email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. If your emailed comments are received at least 2 hours prior to the meeting, they will be provided to the ALUC Committee members, made publicly available on the C/CAG website along with the agenda, but will not be read aloud by staff during the meeting. We cannot guarantee that comments received less than 2 hours before the meeting will be distributed to the Committee members, but they will be included in the administrative record of the meeting.

In Person Participation

1. Persons wishing to speak should fill out a speaker's slip provided in the meeting room. If you have anything that you wish distributed to the Committee and included in the official record, please hand it to the C/CAG staff who will distribute the information to the Committee members.
2. Public comment is limited to two minutes per speaker.

Remote Participation

Oral comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The ALUC Committee meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When the C/CAG staff member or ALUC Committee Chair call for the item on which you wish to speak, click on "raise hand." The C/CAG staff member will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak. If calling in via phone, press *9 to raise your hand and when called upon press *6 to unmute.
5. When called, please limit your remarks to the two-minute time limit.

Airport Land Use Committee (ALUC)

Meeting Minutes

August 22, 2024

1. Call to Order/Roll Call

Chair O’Connell called the meeting to order at 4:35 pm. The attendance sheet is attached.

2. Public Comment on items not on the Agenda – None

3. Minutes of the May 23, 2024 Meeting

Motion: Member Hamilton moved, and Member DiGiovanni seconded, approval of the May 23, 2024 minutes. Motion carried (8-0-0) by the following voice vote: AYE - Members Pappajohn, DiGiovanni, Sullivan, Schneider, Hamilton, Mueller, Nicolas, and Chair O’Connell. NO – none. ABSTAIN – none.

4. San Francisco International Airport Land Use Compatibility Plan Consistency Review – Daly City Draft 2023-2031 Housing Element, including related General Plan and Zoning Ordinance Amendments.

Susy Kalkin, C/CAG staff, presented the staff report.

Member Schneider mentioned that she sits on the SFO Airport Roundtable where it was recently discussed that a new departure procedure was approved that will shift departure flights a bit further over Daly City (approximately 6 blocks north by northwest). While it is unclear whether this will result in a shift in the noise contour, she wanted to make sure Daly City was aware.

Motion: Member Hamilton moved, and Member Schneider seconded, approval of the staff recommendation. Motion carried (8-0-0) by the following voice vote: AYE - Members Pappajohn, DiGiovanni, Sullivan, Schneider, Hamilton, Mueller, Nicolas, and Chair O’Connell. NO – none. ABSTAIN – none.

5. Caltrans Div. of Aeronautics Update

Tiffany Martinez, aviation planner at Caltrans Division of Aeronautics assigned to District 4 (San Mateo County), gave an overview of the status of the Airport Land Use Planning Handbook (Handbook) update and other items of general interest/housekeeping.

Ms. Martinez noted that Caltrans is in the early stages of data analysis for an update to the California Aviation System Plan and look to begin developing engagement strategies in the coming year. They hope to incorporate additional factors into the plan including air pollution, equity and land use compatibility, as Caltrans is seeing an increased number of overrules.

On the Handbook update, she noted there had been initial stakeholder engagement last summer and also that UC Berkeley had completed a report/accident analysis of the National Transportation Safety Board (NTSB) safety data, which Caltrans is currently reviewing. The report has shown an increase in accidents in Safety Zone 5, bordering on Safety Zone 6, which may result in a recommendation to widen Safety Zone 5. However no clear timeline for the

overall Handbook update has been developed due to a lack of project funding. She also mentioned that while the ALUC may want to wait for the Handbook update before pursuing an ALUCP update that it is important to remember that updates should also be closely coordinated with any proposed changes to Airport Layout Plans and/or Airport Master Plans.

Member Schneider asked whether the Handbook update will address low-frequency C-weighted noise. Ms Martinez responded that this issue had been raised in last year's stakeholder meetings, and she would check into the matter and report back.

Member Sullivan requested that safety issues regarding PG&E high tension lines and transformers be addressed as well.

C/CAG Executive Director Charpentier, responding to the concern mentioned related to the increased number of overrides that have been occurring, requested that Caltrans Div. of Aeronautics coordinate more closely with HCD in advance of the next RHNA cycle to address land use capacity assumptions around airports. Caltrans needs to advocate to exclude land that is incompatible for housing per the ALUCPs and Handbook guidance from HCD's housing capacity calculations.

6. Member Comments/Announcements

Member Schneider questioned when there will be an opportunity to review specific ALUCP policies that impact the ability of local jurisdictions to fully develop their sites. She asked whether this work was included in C/CAG's Strategic Plan. Mr. Charpentier responded that the draft Strategic Plan was currently being circulated for comment. It recommends that ALUCP updates begin after the Handbook is complete and will also be contingent on identifying a funding source.

7. Items from Staff

Susy Kalkin, C/CAG staff, mentioned that per the Committee's direction at the last meeting a letter to San Carlos had been forwarded outlining the ALUC's discussion of the proposed childcare facility at 1776 Laurel Avenue, and that a copy of the letter was included in the agenda packet. She further mentioned that the first meeting of the Working Group focused on childcare within Safety Zone 6 at the San Carlos Airport had been held and there had been good progress made.

8. Adjournment

The meeting was adjourned at 5:15 pm.

2024 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Feb	Mar	Apr	May	Aug				
Terry O'Connell	City of Brisbane	X	X	X	X	X				
Ricardo Ortiz/ Andrea Pappajohn	City of Burlingame			Y		X				
Pamela DiGiovanni	City of Daly City	X	X	X	X	X				
Patrick Sullivan	City of Foster City	X	X ^{arrived 4:35}	X	X	X				
Robert Brownstone	City of Half Moon Bay									
Angelina Cahalan/Ann Schneider (Aug)	City of Millbrae	X	X	X		X				
Christopher Sturken	City of Redwood City	X	X ^{arrived 4:39}		X	X ^{arrived 4:55}				
Tom Hamilton	City of San Bruno	X	X	X	X	X				
Pranita Venkatesh	City of San Carlos									
Ray Mueller	County of San Mateo & Aviation Rep.			X	X	X				
Flor Nicolas	City of South San Francisco	X	X	X	X	X				
Carol Ford	Aviation Rep.	X	X	X	X					
Chistopher Yakabe	Half Moon Bay Pilots Assn.		Y	X						

X - Committee Member Attended

Y - Designated Alternate Attended

Staff and guests in attendance for the August 22, 2024, meeting: Susy Kalkin, Sean Charpentier, and Kim Springer, C/CAG staff; Michael Van Lonkhuysen, Daly City staff; Tiffany Martinez, Caltrans Div. of Aeronautics.

C/CAG AGENDA REPORT

Date: October 24, 2024

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Amazon Warehouse/Distribution Facility at 1000 San Mateo Ave., San Bruno.

(For further information or response to questions, contact Susy Kalkin – kkalkin@smc.gov.org)

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the proposed Amazon Warehouse/Distribution Facility at 1000 San Mateo Ave., San Bruno is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP), subject to the following conditions:

- *The City of San Bruno shall ensure that any project approval includes a provision to preclude storage of hazardous materials as outlined in ALUCP Safety Policy SP-3.*
- *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of San Bruno an FAA “Determination of No Hazard”.*

DISCUSSION

Project Description

The proposed project consists of demolition of existing improvements and construction of a 97,464 square foot warehouse/distribution facility on a 10.7-acre site on San Mateo Avenue, just north of I-380. The warehouse structure would be approximately 38 1/2 ft. in height, and would include a lighted rooftop parking deck, resulting in an overall development height of approximately 50’.

ALUCP Consistency Evaluation

The subject project is located within Airport Influence Area B (AIA B), the “Project Referral” area, for San Francisco International Airport. California Government Code Section 65302.3 states that a local agency General Plan, Zoning Ordinance and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP). Additionally, per SFO ALUCP Policy GP-10.1, since the City of San Bruno has not amended its General Plan and Zoning Ordinance to reflect the policies and requirements of the

current SFO ALUCP all proposed development projects within AIA B are subject to ALUC review. In accordance with these requirements, the City of San Bruno has referred the subject development project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

The SFO ALUCP contains policies and criteria to address four issues: (a) aircraft noise impacts; (b) safety compatibility criteria; (c) height of structures/airspace protection; and (d) overflight notification. The following sections describe the degree to which the project is compatible with each.

(a) Aircraft Noise Impacts

The CNEL (Community Noise Equivalent Level) 65 dB aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the SFO ALUCP.

As shown on **Attachment 2**, much of the site lies within the CNEL 75dB contour and the remainder of within the CNEL 70dB contour. In accordance with Table IV-1 of the SFO ALUCP, Noise/Land Use Compatibility Criteria, industrial and office use are both identified as compatible within these noise contours, so the proposed project would be consistent with these requirements.

(b) Safety Compatibility

The SFO ALUCP includes five safety zones and related land use compatibility policies and criteria. As shown on **Attachment 3**, the project site is located within Safety Zone 2. Per the Safety Criteria, neither general warehouse and distribution or office use is identified as either incompatible or a use to avoid, though storage involving hazardous materials would be incompatible. To ensure consistency with the ALUCP Safety Compatibility Policies it is recommended that the following condition be included in the consistency determination:

- *The City of San Bruno shall ensure that any project approval includes a provision to preclude storage of hazardous materials as outlined in ALUCP Safety Policy SP-3.*

(c) Airspace Protection

Pursuant to the SFO ALUCP, airspace protection compatibility of proposed land uses within its AIA is evaluated in accordance with the following criteria: (1) 14 Code of Federal Regulations Part 77 (FAR Part 77), “Safe, Efficient Use and Preservation of the Navigable Airspace”, which establishes the standards for determining obstructions to air navigation; and (2) FAA notification surfaces.

To be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height shown on the critical aeronautical surfaces map or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 1000 San Mateo Ave., San Bruno

Date: October 24, 2024

Page 3

As proposed, the structure would be 38’6”, with roof appurtenances (stair wells, perimeter wall and rooftop lighting) extending to 50 feet tall. Ground elevation at the site ranges from approximately 10’ – 23’ feet above mean sea level (MSL), so the height of the project would therefore be approximately 73’ above MSL. As shown on **Attachment 4**, utilizing ‘SFO Online Airspace Tool’, the building would be more than 40’ below critical airspace.

However, as shown on **Attachment 5**, the Project is located in an area that requires FAA notification for projects greater than 30-65 feet tall. The application materials recognize the need to file with the FAA for a determination, but the requirement is included below nonetheless since San Bruno’s Zoning Ordinance does not presently reflect this requirement:

- *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of San Bruno an FAA “Determination of No Hazard”.*

(d) Overflight Notification

The project site is located within the Airport Influence Area (AIA) of SFO, the real estate disclosure area. Pursuant to Policy IP-1, notification is required, prior to sale or lease of property located within the AIA, of the proximity of the airport and that therefore the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations. However, such disclosure is not required for industrial lands so would not apply to the proposed project.

ATTACHMENTS

1. ALUCP application, together with related project description and plan set excerpts
2. SFO ALUCP Exh. IV-6 – Noise Compatibility Zones
3. SFO ALUCP Exh. IV-8 – Safety Compatibility Zones
4. SFO Airspace Tool Readout
5. SFO ALUCP Exh. IV-11 – FAA Notification Filing Areas
6. Comment letter from SFO Planning & Environmental Affairs dated October 2, 2024 (letter only)

The following attachment is available on the C/CAG website (See “Additional Agenda Materials”) at: <https://ccag.ca.gov/committees/airport-land-use-committee/>:

7. Comment letter from SFO Planning & Environmental Affairs dated October 2, 2024, w/attachments



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

APPLICANT INFORMATION

Agency: [City of San Bruno](#)

Project Name: [Amazon Warehouse and Distribution Center](#)

Address: [1000 San Mateo Avenue](#)

APN: [020-421-030, 020-421-020, 020-421-010, 020-424-999](#)

City: [San Bruno](#)

State: [CA](#)

ZIP Code: [94066](#)

Staff Contact: [Kristie Woo](#)

Phone: [650-616-7089](#)

Email: kwoo@sanbruno.ca.gov

PROJECT DESCRIPTION

[The proposal is to construct a warehouse and last-mile distribution center owned and operated by Amazon Logistics. See attached additional project description and required project information.](#)

REQUIRED PROJECT 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.

- If applicable, identify how property owners are advised of the need to submit Form 7460-1, *Notice of Proposed /Construction or Alteration* with the FAA.

2. Real Estate Disclosure requirements related to airport proximity
3. Any related environmental documentation (electronic copy preferred)
4. Other documentation as may be required (ex. related staff reports, etc.)

Additional information For Development Projects:

1. 25 sets of scaled plans, no larger than 11" x 17"
2. Latitude and longitude of development site
3. Building heights relative to mean sea level (MSL)

ALUCP Plans can be accessed at <http://ccag.ca.gov/plansreportslibrary/airport-land-use/>

Please contact C/CAG staff at 650 599-1467 with any questions.

<i>For C/CAG Staff Use Only</i>
<i>Date Application Received</i>
<i>Date Application Deemed Complete</i>
<i>Tentative Hearing Dates:</i>
- <i>Airport Land Use Committee</i>
- <i>C/CAG ALUC</i>

1000 San Mateo Avenue – C/CAG Application for Land Use Consistency Determination

Project Description:

Site Description: The project site consists of four parcels (020-421-030, 020-421-020, 020-421-010, 020-424-999) totaling 10.7 acres and is bounded by a Fed-Ex processing facility to the north, Interstate 380 (I-380) to the south, San Mateo Avenue to the east, and 7th Avenue to the west. The northern 35 feet of the project site is located in the City of South San Francisco.

The site was previously used by SkyPark for a long-term airport parking facility, with a building of approximately 219,565 square feet, and is currently improved with a surface parking lot, and other ancillary site improvements. The South San Francisco portion of the project site contains an existing drive aisle and utilities. These existing improvements will be demolished.

The site is proposed to be completely redeveloped with a warehouse and distribution building for Amazon. The proposed building is 97,464 square feet and is 50' in height. The site will be improved with parking, landscaping, stormwater, and other ancillary improvements. The South San Francisco portion of the property will be improved with 38,732 landscaping a drive aisle and utilities.

Additional Application Information:

1a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP:

- The project is located within the 70-75 and 75+ dB ALUCP noise contour lines. The project proposes a wholesale/manufacturing use and is a compatible land use without restrictions.

1b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP:

- The subject site is located within Zone 2: Inner Approach/Departure Zone (IADZ). The project proposes a warehouse and distribution center. This is not an incompatible use in IADZ and is not a use that should be avoided. Zone 2 normally allows warehouses and low-intensity light industrial uses.

1c) Airspace Protection:

- The site is located 1 mile west of the San Francisco International Airport at MSL elevation of 20.22 ft. With the 50' building, overall height above MSL will be approximately 70.22 ft., which is approximately 44.33' below the maximum permitted height. The filing of an FAA Form 7460-1 for review by the FAA is required and will be filed for the project. When construction is started, FAA form 7460-2, Notice of Actual Construction or alteration is required to be completed and submitted to the FAA within 5 days after construction reaches its greatest height. The completed project will not reach heights that will cause any concern by the FAA. In order to ensure that there are not any future concerns or issues, the FAA will require Form 7460-1 to be submitted whenever exterior construction or alteration is planned.

2. Real Estate Disclosure Requirements Related to Airport Proximity

Disclosure Requirements are not required for commercial, industrial, and vacant lands related to airport proximity. The project proposes an industrial use of a warehouse and distribution center.

3. Any related environmental documentation (electronic copy preferred):

No environmental documentation is currently available. An Environmental Impact Report is currently being prepared for the project and a Notice of Preparation has been issued.

Additional Information for Development Project:

- The Notice of Preparation for the 1000 San Mateo Avenue project can be found here: <https://www.sanbruno.ca.gov/DocumentCenter/View/5518/1000-San-Mateo-Avenue-NOP-5-24-24?bidId=>
- The project plans can be found by clicking on the link provided within the e-mail.
- Site information:
 - Latitude (Center of Site): 37° 38' 6.0587"
 - Longitude (Center of Site): 122° 24' 32.5704"
 - Site Elevation (AMSL): 20.22
 - Structure Height (AGL): 50 feet
 - Overall height (AMSL): 70.22 feet
 - Site Elevation (AMSL) per IALP: 114.55 feet

The site location falls under the "Over 75 db" range and is in Safety Zone 2 and penetrates the non-critical surface SFO_RW28LR_OEI_Corridor_090309 of runways 28R and 28L. FAA may require marking and lighting.

SURFACE INTERSECTION ANALYSIS INFORMATION - AIRPORT CODE "SFOP"								
Coordinate System: WGS84			Date: 08/22/24			Model: SFO_Composite_2012_11DEC12_R2		
Latitude	Longitude	Site El.(AMSL)	Struct Ht.(AGL)	Overall Ht.(AMSL)	Max Ht. (AMSL)	Exceeds By	Under By	Surface
37° 38' 6.0587"	122° 24' 32.5704"	20.22	50	70.22	114.55		44.33	SFO_RW28LR_OEI_Corridor_090309
Total penetrations above surfaces: 0								
Total penetrations below surfaces: 1								
Zone Analysis								
X	Y	Range	Safety Zones					
6008909.681	2059324.537	Over 75 db	2					



DSF9 SAN BRUNO

1000 SAN MATEO AVENUE, SAN BRUNO, CA

PROJECT RENDERNIG - NORTH STREET VIEW



01

Scale
Job No. 2022-824
Date 2024-03-18

ARCHITECTURAL REVIEW PERMIT + CONDITIONAL USE PERMIT
INCOMPLETENESS LETTER 02 CORRECTIONS - AUGUST 29, 2024



DSF9 SAN BRUNO

1000 SAN MATEO AVENUE, SAN BRUNO, CA

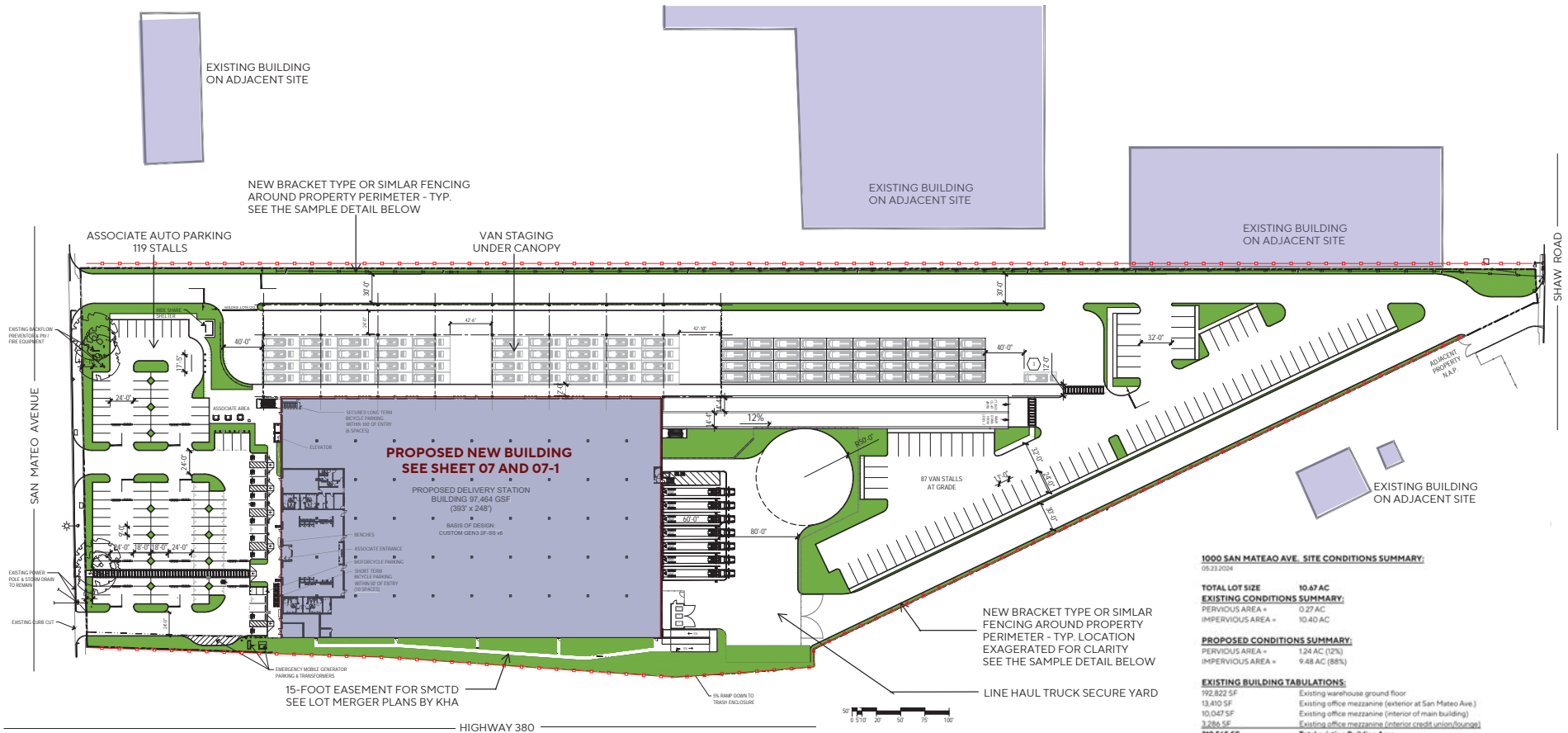
PROJECT RENDERNIG - SOUTH STREET VIEW



ARCHITECTURAL REVIEW PERMIT + CONDITIONAL USE PERMIT
INCOMPLETENESS LETTER 02 CORRECTIONS - AUGUST 29, 2024

02

Scale
Job No.
Date



1000 SAN MATEO AVE. SITE CONDITIONS SUMMARY:
05.23.2024

TOTAL LOT SIZE 10.67 AC
EXISTING CONDITIONS SUMMARY:
 PERVIOUS AREA + 0.27 AC
 IMPERVIOUS AREA + 10.40 AC

PROPOSED CONDITIONS SUMMARY:
 PERVIOUS AREA + 1.24 AC (12%)
 IMPERVIOUS AREA + 9.48 AC (88%)

EXISTING BUILDING TABULATIONS:

192,822 SF	Existing warehouse ground floor
13,410 SF	Existing office mezzanine (exterior at San Mateo Ave.)
10,047 SF	Existing office mezzanine (interior of main building)
3,288 SF	Existing office mezzanine (interior credit union/warehouse)
219,565 SF	Total existing Building Area
47.25%	Existing Lot Coverage

PROPOSED BUILDING TABULATIONS:

86,940 SF	Warehouse ground floor
9,510 SF	Office core
1,014 SF	Utility (Electrical & Fire Sprinkler Rooms)
97,464 SF	Total Proposed Building Area
46,105 SF	Covered Van Staging
30.90%	Proposed Lot Coverage

AUTO PARKING TABULATIONS:

86,940 SF Warehouse	1/1,000 = 87 Spaces Required
9,510 SF Office Core	1/300 = 32 Spaces Required

119 Parking Spaces Required
119 Parking Spaces Provided
 = 321 Feet Van Parking Spaces

Per 2022 CBC Table 11B-208.2, 119 parking spaces provided.

9 Accessible spaces are required, minimum 1 van space.
 9 Accessible spaces are provided with two van spaces

Per 2022 CBC Table 11B-2228.3.2.1, 5-25 EVCS spaces provided:

1 Accessible EVCS space is required & 1 van accessible EVCS space is required.
 1 Accessible space and 1 van accessible space is provided. See EV Tabulations this sheet.

GREEN BUILDING CODE STANDARDS:

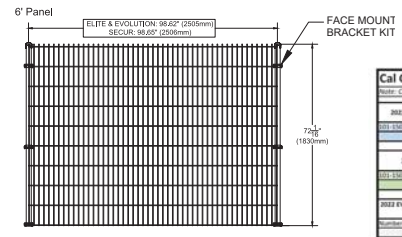
Note, the project shall comply with the San Bruno Municipal Code chapter 11.06.
 All newly constructed buildings shall be an All-Electric Building as defined in SBMC Section 11.06.020



PROPOSED BIKE RACKS OR SIMILAR SHORT AND LONG TERM

Bike rack design capable of locking both wheels and frame supporting bike in the upright position. Provide minimum 2-foot x 6-foot space for each bike. Provide 2-foot clearance between bike, walls, landscape, poles, or similar features as well adjacent to parking spaces or drive aisles.

- + Short term parking - Class II within 50-feet of primary entrance.
- + Long term parking located at street level, covered from weather and secured within enclosed area (as within the employee warehouse)



PROPOSED SITE FENCING OR SIMILAR

Cal Green EV CAPABLE & EVCS Parking Analysis					
Note: Cal Green Table 9.206.3.3.1 Tier 2 - (Effective Apr 01, 2024)					
2022 Cal Green EV CAPABLE Parking Requirements		Total Parking Provided	EV CAPABLE Parking		
321 150' Actual Parking Spaces Provided		119 SPACES	57 Provided		
2022 Cal Green EVCS Parking Requirements		Total Parking Provided	EVCS Parking		
321 150' Actual Parking Spaces Provided		119 SPACES	19 Provided		
2022 EVCS Accessible Parking Requirements		Total EVCS Parking Provided	Van Accessible Spaces	STD. Accessible Spaces	Ambulatory Spaces
CBC Table 11B-228.3.2.1	Reference	19 SPACES	1 Required	1 Required	0 Required
Number of EVCS at Facility (0-25)			1 Provided	1 Provided	0 Provided

Updated 01.16.2024

DSF9 SAN BRUNO
 1000 SAN MATEO AVENUE, SAN BRUNO, CA

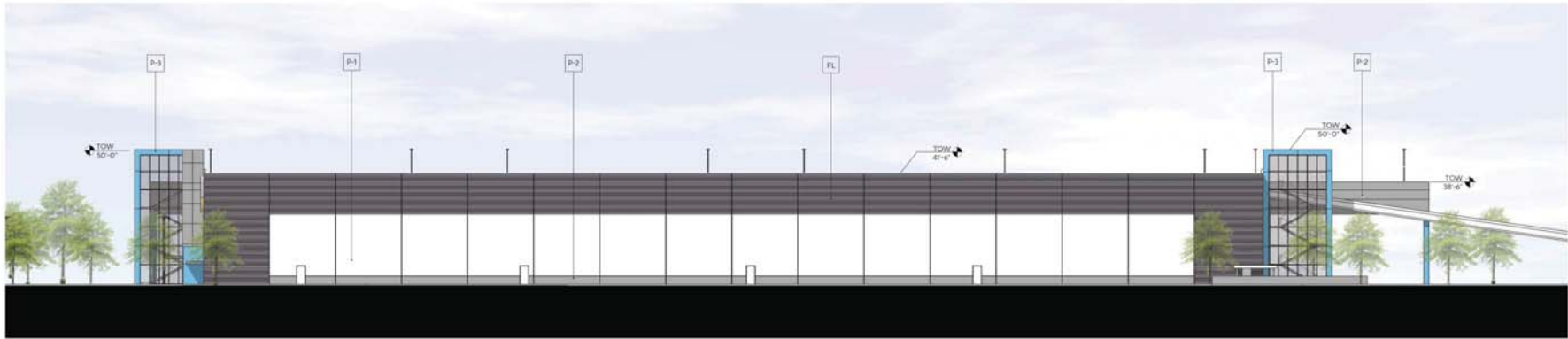
PROPOSED SITE PLAN



05
 Scale
 Job No.
 Date
 2022-824



PROPOSED WEST ELEVATION



PROPOSED SOUTH ELEVATION



MATERIAL AND COLOR PALETTE:

	P-1 SHERWIN WILLIAMS SW7063 NEBULOUS WHITE		P-3 PAINT COLOR TO MATCH PANTONE 2995 C		G MEDIUM PERFORMANCE REFLECTIVE GLAZING-BLUE TINT WITH CLEAR ANODIZED STOREFRONT
	P-2 SHERWIN WILLIAMS SW7066 GRAY MATTERS		FL CONCRETE FORMLINER COLOR TO MATCH SHERWIN WILLIAMS SW 7067		M1 METAL CANOPY COLOR TO MATCH SHERWIN WILLIAMS SW 7068

DSF9 SAN BRUNO

1000 SAN MATEO AVENUE, SAN BRUNO, CA

PROPOSED DESIGN ELEVATIONS

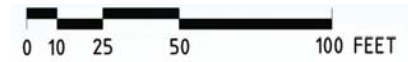


ARCHITECTURAL REVIEW PERMIT + CONDITIONAL USE PERMIT
INCOMPLETENESS LETTER 02 CORRECTIONS - AUGUST 29, 2024

09
Scale
Job No.
Date









PROPOSED EAST ELEVATION



PROPOSED NORTH ELEVATION



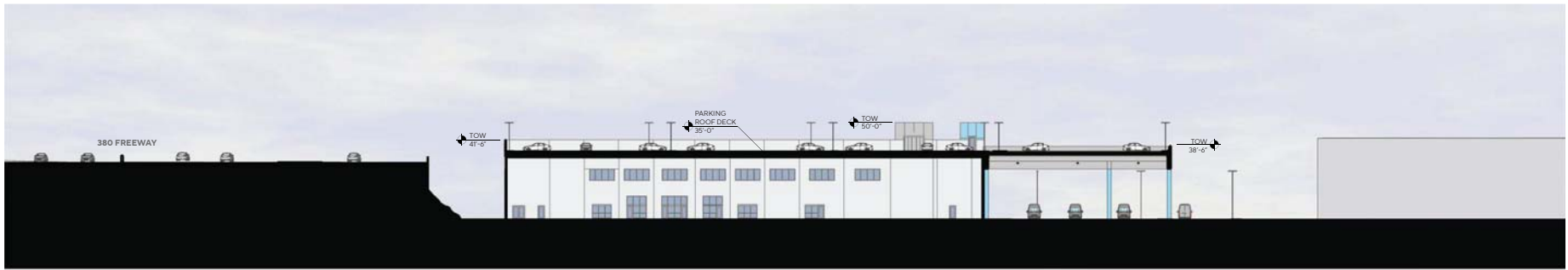
MATERIAL AND COLOR PALETTE:

	P-1 SHERWIN WILLIAMS SW7063 NEBULOUS WHITE		P-3 PAINT COLOR TO MATCH PANTONE 2995 C		G MEDIUM PERFORMANCE REFLECTIVE GLAZING-BLUE TINT WITH CLEAR ANODIZED STOREFRONT
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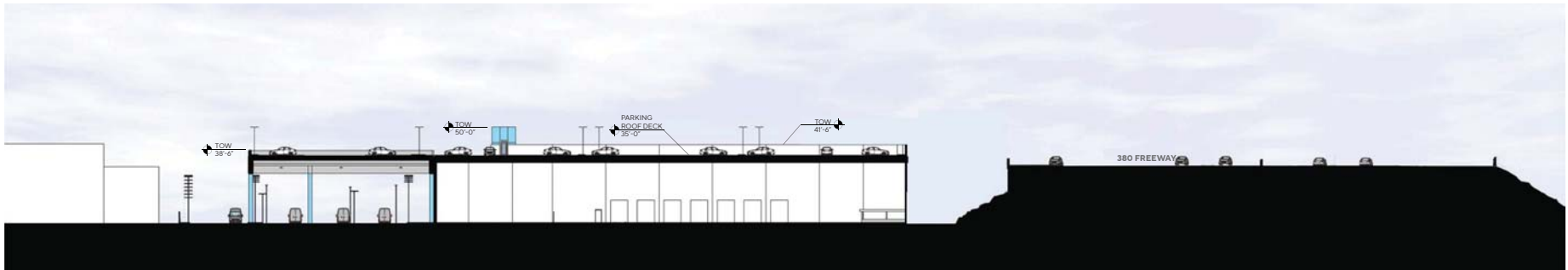
DSF9 SAN BRUNO
1000 SAN MATEO AVENUE, SAN BRUNO, CA

PROPOSED DESIGN ELEVATIONS

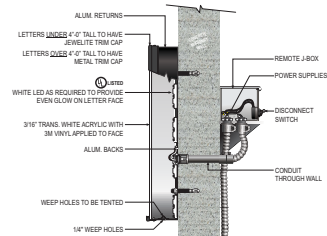
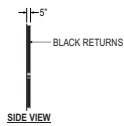




SECTION A-A



SECTION B-B



TYPICAL EXTERIOR SIGNAGE



DSF9 SAN BRUNO

1000 SAN MATEO AVENUE, SAN BRUNO, CA

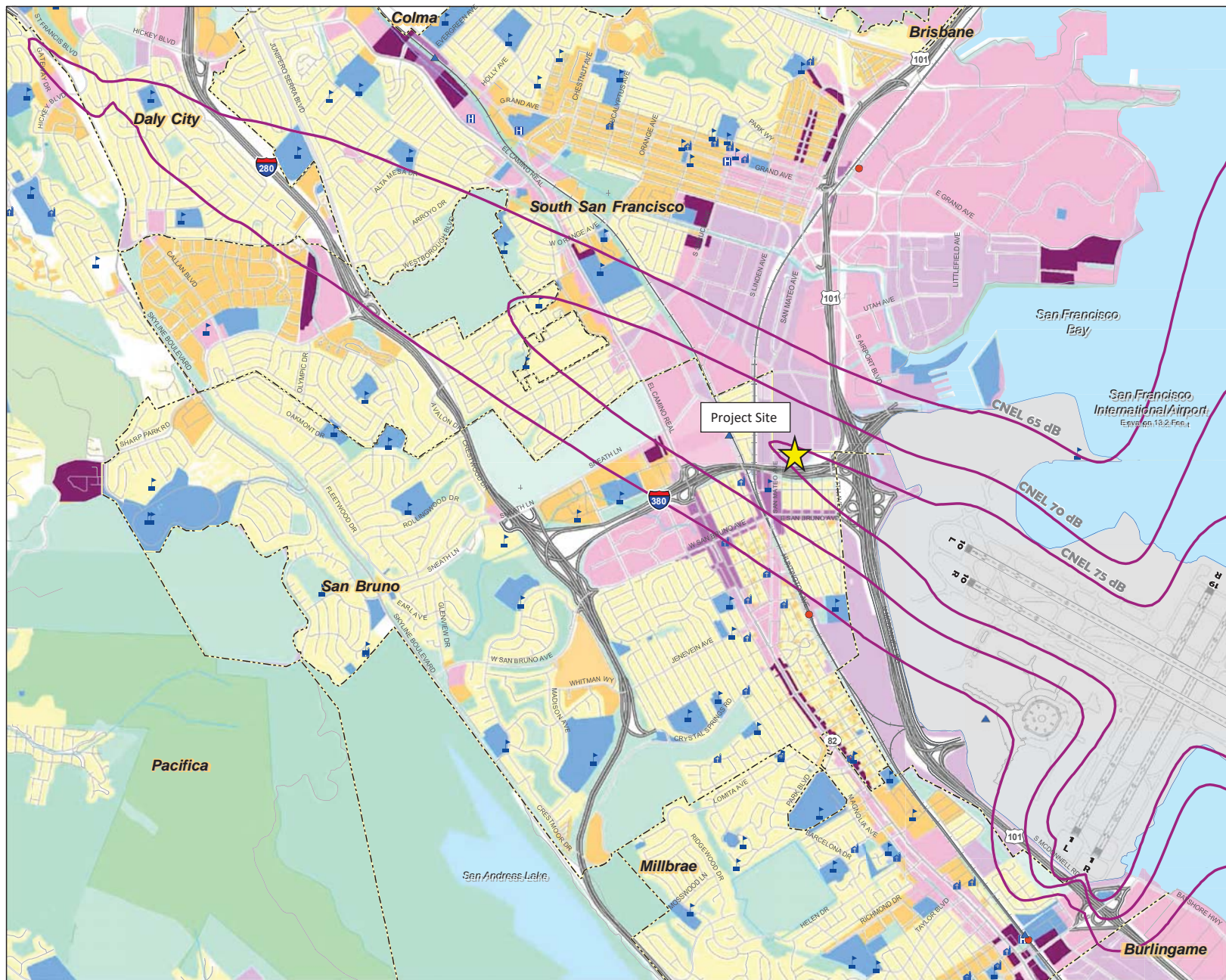
PROPOSED SITE SECTIONS



11

Scale Job No. Date 2022-824

ARCHITECTURAL REVIEW PERMIT + CONDITIONAL USE PERMIT INCOMPLETENESS LETTER 02 CORRECTIONS - AUGUST 29, 2024



LEGEND

- CNEL Contour, 2020 Forecast
- Airport Property
- ▲ BART Station
- CALTRAIN Station
- School
- ⛪ Place of Worship
- ⚪ Hospital
- Municipal Boundary
- Railroad
- Freeway
- Road

Planned Land Use Per General Plans:

- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space
- Planned use not mapped

- Sources:**
- Noise Contour Data:
 - Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport. URS Corporation and BridgeNet International, June 2011
- County Base Maps:
 - San Mateo County Planning & Building Department, 2007
- Local Plans:
 - Burlingame Bayfront Specific Area Plan, August 2006
 - Burlingame Downtown Specific Plan, January 2009
 - Burlingame General Map, September 1984
 - North Burlingame/Rollins Road Specific Plan, February 2007
 - Daly City General Plan Land Use Map, 1987
 - Hillsborough General Plan, March 2005
 - Millbrae Land Use Plan, November 1998
 - Pacifica General Plan, August 1996
 - San Bruno General Plan, December 2008
 - San Mateo City Land Use Plan, March 2007
 - San Mateo County Zoning Map, 1992
 - South San Francisco General Plan, 1998

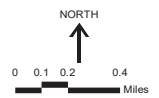
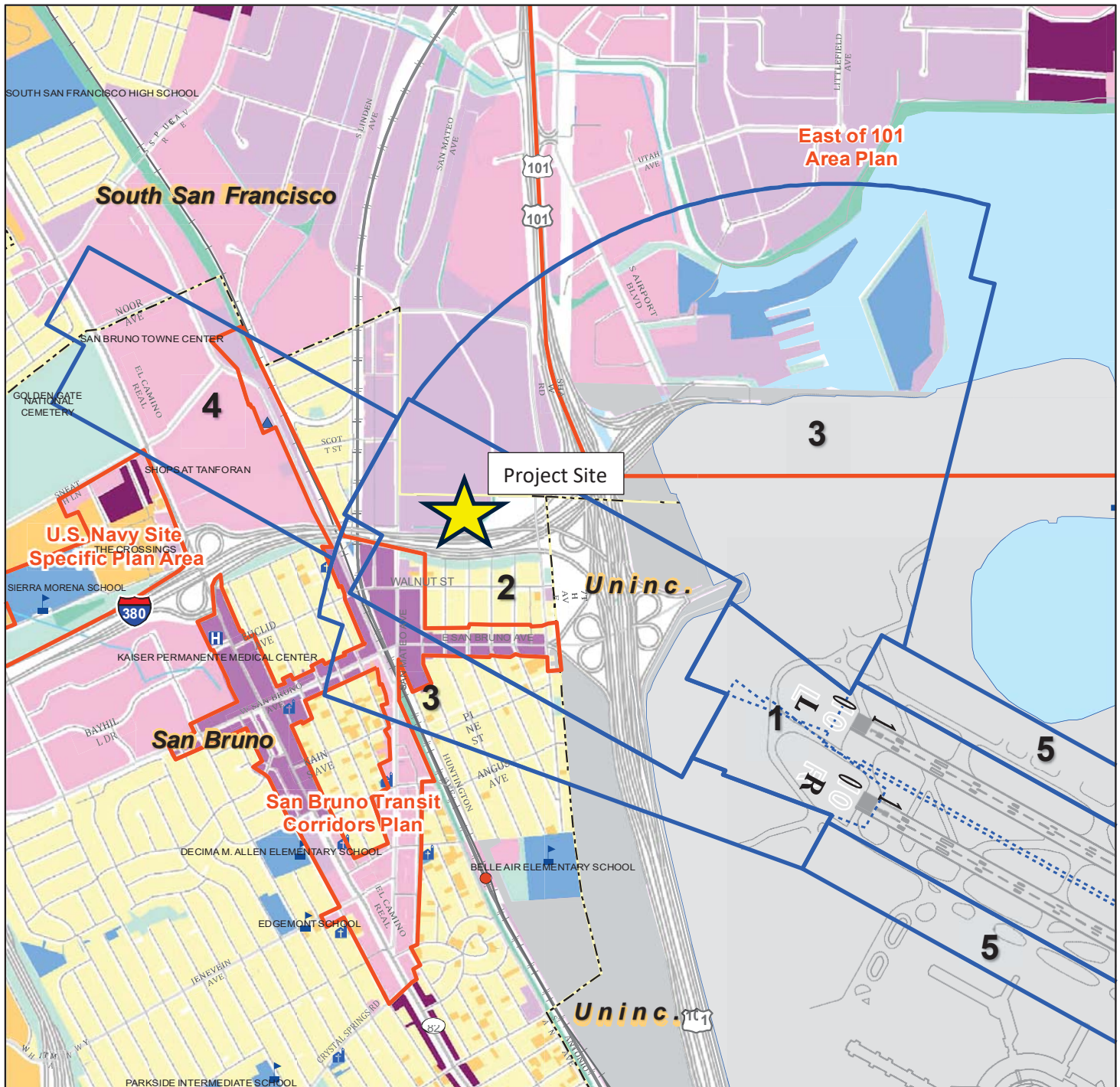


Exhibit IV-6
**NOISE COMPATIBILITY ZONES --
 DETAIL**
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport
C/CAAG
 City/County Association of Governments
 of San Mateo County, California



LEGEND

Safety Compatibility Zones

- 1 - Runway Protection Zone-Object Free Area
- 2 - Inner Approach/Departure Zone
- 3 - Inner Turning Zone
- 4 - Outer Approach/Departure Zone
- 5 - Sideline Zones
- Internal boundaries of ALP-defined areas
- Specific Plan Area
- Airport Property
- BART Station
- CALTRAIN Station
- School
- Place of Worship
- Hospital
- Municipal Boundary
- Railroad
- Freeway
- Major Road
- Road

Planned Land Use Per General Plans

- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space

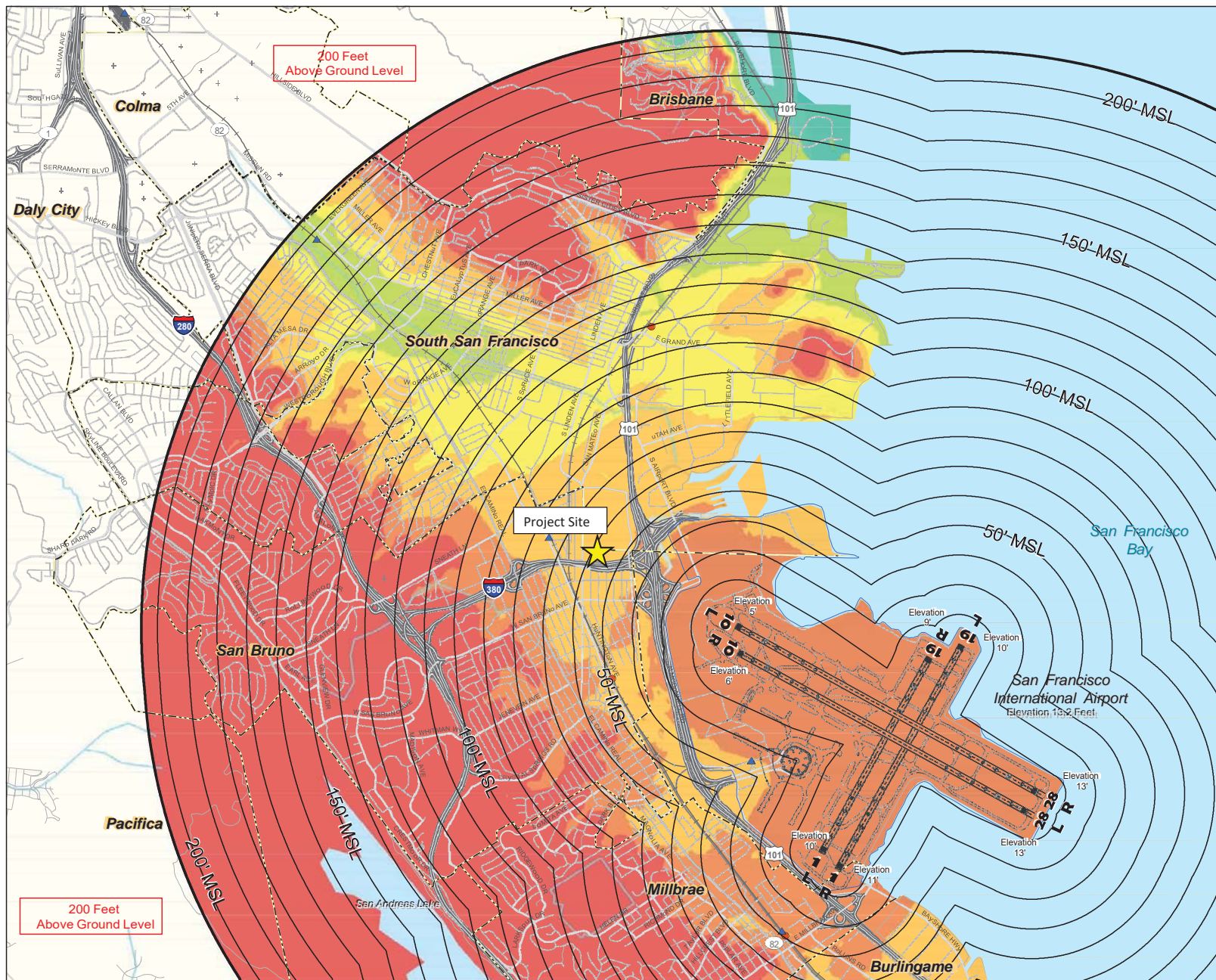
Sources:

- Local Plans:**
- San Bruno General Plan, December 2008
 - South San Francisco General Plan, 1998



1000 San Mateo Avenue San Bruno

SURFACE INTERSECTION ANALYSIS INFORMATION - AIRPORT CODE "SFOP"								
Coordinate System: WGS84			Date: 10/16/24			Model: SFO_Composite_2012_11DEC12_R2		
Latitude	Longitude	Site El.(AMSL)	Struct Ht.(AGL)	Overall Ht.(AMSL)	Max Ht. (AMSL)	Exceeds By	Under By	Surface
37° 38' 5.5006"	122° 24' 35.5041"	21.6	50	71.6	115.9		44.3	SFO_RW28LR_OEI_Corridor_090309
Total penetrations above surfaces: 0								
Total penetrations below surfaces: 1								
Zone Analysis								
X	Y	Range	Safety Zones					
6008672.608	2059272.917	Over 75 db	2					



FAA NOTIFICATION REQUIREMENTS

A structure proponent must file FAA Form 7460-1, Notice of proposed Construction or Alteration, for any proposed construction or alteration that meets any of the following Notification Criteria described in 14 CFR part 77.9:

§77.9(a) - A height more than 200 feet above ground level (AGL) at its site;

§77.9(b) - Within 20,000 feet of a runway more than 3,200 feet in length, and exceeding a 100:1 slope imaginary surface (i.e., a surface rising 1 foot vertically for every 100 feet horizontally) from the nearest point of the nearest runway. The 100:1 surface is shown as follows:

- 20,000 Feet Limit From Nearest Runway
- 100 — Elevation Above Mean Sea Level

Heights of 100:1 Surface Above Ground (AGL)

- Terrain penetrations of Airspace Surface
- Less than 30
- 30-65
- 65-100
- 100-150
- 150-200
- 200 and more

§77.9(c) - Roadways, railroads, and waterways are evaluated based on heights above surface providing for vehicles; by specified amounts or by the height of the highest mobile object normally traversing the transportation corridor;

§77.9(d) - Any construction or alteration on any public-use or military airport (or heliport).

Structure proponents or their representatives may file via traditional paper forms via US mail, or online at the FAA's e/AAA website, <http://oeaaa.faa.gov>

LEGEND

- ▲ BART Station
- CALTRAIN Station
- Municipal Boundary
- Railroad
- Freeway
- Road

Note:

per 14 CFR part 77, developers proposing structures taller than the indicated elevations must file Form 7460-1 with the FAA at least 30 days before the proposed construction. However, due to local requirements for a favorable FAA determination as a contingency for project approval, it is advisable to file the Form 7460-1 as soon as possible because the FAA can take several months to undertake aeronautical reviews.

Source:

Ricondo & Associates, Inc. and Jacobs Consultancy, based on 14 CFR part 77, Subpart B, Section 77.9.

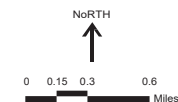


Exhibit IV-11
FAA NOTIFICATION FORM 7460-1
FILING REQUIREMENTS – NORTH SIDE
 Comprehensive Airport Land use plan
 for the Environs of San Francisco International Airport
C/CAG
 City/County Association of Governments
 of San Mateo County, California



October 2, 2024

Susy Kalkin
ALUC Staff
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, California 94063

TRANSMITTED VIA EMAIL ONLY

kkalkin@smcgov.org

Subject: Land Use Consistency Determination for 1000 San Mateo Avenue, City of San Bruno

Thank you for notifying the San Francisco International Airport (SFO or the Airport) of an Application for Land Use Consistency Determination for the 1000 San Mateo Avenue Project (Proposed Project) and the Airport Land Use Commission's (ALUC) pending land use consistency determination for the Proposed Project. We appreciate this opportunity to provide comments to the ALUC in evaluating potential land use compatibility issues for the Proposed Project.

According to the application materials, the Proposed Project is located on a 10.7-acre site that consists of four parcels (Assessor's Parcel Numbers 020-421-030, 020-421-020, 020-421-010, and 020-424-999). Most of the site is in the City of San Bruno and is developed with a former off-airport parking facility, a surface parking lot, and other ancillary site improvements. The northern 35 feet of the site is in the City of South San Francisco and contains a drive aisle and utilities.

The Proposed Project consists of demolishing all existing structures and uses on the site and constructing a 50-foot-tall building containing approximately 86,940 square feet of warehouse space and 9,510 square feet of office space with rooftop and grade-level parking for approximately 440 vehicles. Once completed, the building would operate as a warehouse and distribution center.

SFO ALUCP Airport Influence Areas

The Proposed Project site is within two Airport Influence Areas (AIAs): Area A – Real Estate Disclosure Area (all of San Mateo County) and Area B – Policy/Project Referral Area (a smaller subarea in the northern part of San Mateo County), as defined by the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP). Within Area A, the real estate disclosure requirements of state law apply (see **Attachment A**). A property owner offering a property for sale or lease must disclose the presence of planned or existing airports within two miles of the property. Within Area B, the Board of Directors of the City/County Association of Governments of San Mateo County, acting as the designated Airport Land Use Commission (ALUC), shall review proposed land use policy actions, including new general plans, specific plans, zoning ordinances, plan amendments and rezonings, and land development proposals (see **Attachment A**). The real estate disclosure requirements in Area A also apply in Area B.

While the proposed use is industrial, and therefore notice is not required, the Airport always recommends that any potential building users are made aware of their proximity to the Airport.

SFO ALUCP Noise Compatibility Policies

The western end of the Proposed Project site is within the Community Noise Equivalent Level (CNEL) 75 decibel (dB) contour, and the remainder of the Proposed Project site is within the CNEL 70 dB contour (see **Attachment B**). However, the Proposed Project does not include any land uses that are identified as conditionally compatible or not compatible in Table IV-1: Noise/Land Use Compatibility Criteria, of the SFO ALUCP (see **Attachment B**). Therefore, the Proposed Project would not appear to be inconsistent with the noise compatibility policies adopted in the SFO ALUCP.

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

LONDON N. BREED MAYOR **MALCOLM YEUNG** PRESIDENT **EVERETT A. HEWLETT, JR.** VICE PRESIDENT **JANE NATOLI** **JOSE F. ALMANZA** **MARK BUELL** **IVAR C. SATERO** AIRPORT DIRECTOR

POST OFFICE BOX 8097 SAN FRANCISCO, CA 94128 TEL 650.821.5000 FAX 650.821.5005 **FLYSFO.COM**

*Susy Kalkin, ALUC
October 2, 2024
Page 2 of 3*

The Proposed Project site is about one mile northwest of the departure ends of Runways 28L and 28R, which places it directly underneath the flights paths of aircraft departing on those runways. Future employees at the Proposed Project site would be exposed to persistent noise from aircraft operations. The design of the warehouse must account for this noise source to meet the California Building Code requirement that interior noise levels attributable to exterior sources not exceed 45 dB. While none are proposed in this submission, the design of any future outdoor break spaces should also account for the frequency and intensity of aircraft noise.

SFO ALUCP Safety Compatibility Policies

The Proposed Project site is within Safety Compatibility Zone 2: Inner Approach/Departure Zone, as shown on Exhibits IV-7 and IV-9 in the SFO ALUCP (see **Attachment C**). Safety Compatibility Policy SP-2 of the SFO ALUCP prohibits hazardous uses within Safety Compatibility Zone 2, with hazardous uses being defined as uses involving the manufacture, storage, or processing of flammable, explosive, or toxic materials that would substantially aggravate the consequences of an aircraft accident (see **Attachment C**). Provided that the warehouse and distribution center does not include the storage of such materials, the Proposed Project would not appear to be inconsistent with the safety compatibility policies adopted in the SFO ALUCP.

SFO ALUCP Airspace Protection Policies

As described in Exhibit IV-17 of the SFO ALUCP (see **Attachment D**), the critical aeronautical surfaces above the Proposed Project site are at an elevation of approximately 100 to 125 feet above mean sea level (AMSL).¹ The elevation of the Proposed Project site ranges from about 10 feet AMSL to about 23 feet AMSL, sloping up from east to west. The Proposed Project would be about 50 feet tall (an elevation of about 73 feet AMSL). Given that rooftop parking is proposed, the height of the tallest vehicle that could be parked on the roof must be added to the overall height measurement of the Proposed Project. Additionally, any lighting equipment used to illuminate the roof must be included in the building height calculation. As an example, assuming that there would be no vehicles taller than 15 feet on the roof, and assuming that no lighting for that rooftop parking would exceed 15 feet, the Proposed Project would be about 65 feet tall (an elevation of about 88 feet AMSL), which would be lower than the elevation of the lowest critical aeronautical surface. If these assumptions are true, the Proposed Project would not appear to be inconsistent with Airspace Protection Policy AP-3 (Maximum Compatible Building Height) of the SFO ALUCP, subject to the issuance of a Determination of No Hazard to Air Navigation from the Federal Aviation Administration (FAA) for any proposed structures (see below), and determinations from the City/County Association of Governments of San Mateo County as the designated ALUC.

This evaluation does not waive the requirement for the Proposed Project sponsor to undergo FAA airspace review as described in 14 Code of Federal Regulations (CFR) Part 77 for both (1) the permanent structures and (2) any equipment taller than the permanent structures required to construct those structures. 14 CFR

¹ The elevation above mean sea level is defined from the origin of the North American Vertical Datum of 1988.

Susy Kalkin, ALUC
October 2, 2024
Page 3 of 3

Part 77 includes specific requirements for traverse ways for mobile objects, including vehicles, which must be heeded in the project proponent's airspace review submission(s).

Because the Proposed Project lies approximately one mile northwest of the departure ends of Runways 28L and 28R, and along their extended centerlines, the temporary cranes used to construct the new building could penetrate critical aeronautical surfaces associated with those runways. While this is not an airport land use compatibility issue, the developer and prospective contractors should be aware of potential restrictions that the FAA may place on the use of cranes in this area and plan accordingly to minimize the height of such cranes.

* * *

The Airport appreciates your consideration of these comments for inclusion in the ALUC's Land Use Consistency Determination for the Proposed Project. If I can be of assistance, please do not hesitate to contact me at (650) 821-6678 or at nupur.sinha@flysf.com.

Sincerely,

DocuSigned by:
Nupur Sinha
7D552AE8A4CE495...

Nupur Sinha
Director of Planning and Environmental Affairs
San Francisco International Airport

Attachments

- Attachment A – SFO ALUCP Airport Influence Areas
- Attachment B – SFO ALUCP Noise Compatibility Policies
- Attachment C – SFO ALUCP Safety Compatibility Policies
- Attachment D – SFO ALUCP Airspace Protection Policies

cc: Sean Charpentier, C/CAG
Audrey Park, SFO
Chris DiPrima, SFO

C/CAG AGENDA REPORT

Date: October 24, 2024

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed office/life science campus, including related rezoning, at 1301 Shoreway Road, Belmont.

(For further information or response to questions, contact Susy Kalkin at kkalkin@smcgov.org)

RECOMMENDATION

That the Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the proposed office/life science campus, including related rezoning, at 1301 Shoreway Road, Belmont., is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following condition:

- *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of Belmont an FAA “Determination of No Hazard” for each structure.*

BACKGROUND

Belmont has received an application for an office/life science development on a 6.9-acre site located at 1301 Shoreway Road, (east of US-101, south of Marine Pkwy). The project includes demolition of an existing multi-tenant office building, and construction of two office/life science buildings, one 7-story and one 8-story, and a 9-level parking garage. The project also includes a request to rezone the site to Planned Development to allow for increased height.

The project falls within Airport Influence Area (AIA) B, the Project Referral Area for San Carlos Airport and is subject to ALUC review pursuant to California Public Utilities Code (PUC) Section 21676.5(a), as Belmont has not brought its General Plan and Zoning Ordinance fully into compliance with the ALUCP. Accordingly, Belmont has referred the subject project for a determination of consistency with the San Carlos ALUCP.

DISCUSSION

I. ALUCP Consistency Evaluation

Four sets of airport/land use compatibility policies in the San Carlos ALUCP relate to the proposed project: (a) noise compatibility policies and criteria, (b) safety policies and criteria, (c) airspace protection policies and (d) overflight compatibility. The following sections address each issue.

(a) Noise Policy Consistency

The 60 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the San Carlos ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the ALUCP.

As shown on San Carlos ALUCP Exhibit 4-2, **Attachment 2**, the subject property lies outside the bounds of the 60 dB CNEL contour and, therefore, the project is consistent with the San Carlos ALUCP noise policies and criteria.

(b) Safety Policy Consistency

Runway Safety Zones - The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. As shown on San Carlos ALUCP Exhibit 4-3, **Attachment 3**, the project site is located within Safety Zone 6. Per San Carlos ALUCP Table 4-4, Safety Compatibility Criteria, the proposed uses (office and research and development) are identified as compatible in Safety Zone 6 and are not restricted for safety reasons, so the proposed project is consistent with the Safety Compatibility Criteria of the ALUCP.

(c) Airspace Protection Policy Consistency

Structures Heights

The San Carlos ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), “Objects Affecting Navigable Airspace,” as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77 airspace boundaries for San Carlos Airport.

Pursuant to Airspace Protection Policy 5, in order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height of the controlling airspace protection surface shown on Exhibit 4-4, or 2) the maximum height determined to not be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

The 8-story building, the tallest proposed structure, would have a height of 144 ft. to the top of the mechanical screen. With a ground elevation of approximately 9 feet above mean sea level (AMSL), the overall maximum structure height would therefore be approximately 153 feet AMSL, below the Part 77 Airspace Protection Surface, as shown on San Carlos ALUCP Exhibit 4-4, **Attachment 4**, which is at 155 feet. As shown on San Carlos on ALUCP Exhibit 4-4a, **Attachment 5**, the proposed project is also located in an area that requires filing of Form 7460-1 with the FAA for its review and hazard determination for structures exceeding 65-100 feet. To ensure compliance with ALUCP Airspace Protection Policies, the following condition is included:

- Prior to issuance of building permits, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of Belmont an FAA “Determination of No Hazard” for each structure.

Note that the project sponsor has already received initial FAA Determinations of No Hazard, **Attachment 6**, which may need to be renewed or extended as they otherwise expire on Dec. 1, 2024. Additionally, the project sponsor will need to secure specific FAA clearance for construction equipment that would exceed these heights, as noted in the FAA determination.

Other Flight Hazards

Within AIA B, certain land use characteristics are recognized as hazards to air navigation and, per Airspace Protection Policy 6, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:

- Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight;
- Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting;
- Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of and aircraft in flight;
- Sources of electrical/electronic interference with aircraft communications/navigation equipment; or
- Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including but not limited to *FAA Order 5200.5A, Waste Disposal Site On or Near Airports* and *FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports* and any successor or replacement orders or advisory circulars.

The proposed project does not include any features that would present unusual hazards to air navigation and therefore is determined to be compatible with Airspace Protection Policy 6.

(d) Overflight Compatibility Consistency

The San Carlos ALUCP contains two policies regarding overflight compatibility which are generally “buyer awareness” measures focused on informing prospective buyers and/or tenants of property within the vicinity of an airport about the airport’s impact on the property. Overflight Policy 1 – *Real Estate Transfer Disclosure*, requires that a notice of potential for overflights be included among the disclosures made during real estate transactions. Overflight Policy 2 – *Overflight Notification Zone 2* requires that all new residential development projects, other than additions and accessory dwelling units (ADUs), within Overflight Notification Zone 2 (AIA B) incorporate a recorded overflight notification requirement as a condition of approval.

As the project is commercial/industrial it would not be subject to the real estate disclosure requirements.

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 1301 Shoreway Rd., Belmont

Date: October 24, 2024

Page 4

ATTACHMENTS

1. ALUCP application, together with related project description and exhibits.
2. San Carlos ALUCP Exh. 4-2 – Future Conditions (2035) Aircraft Noise Contours
3. San Carlos ALUCP Exh. 4-3 – Safety Zones.
4. San Carlos ALUCP Exh. 4-4 – Airspace Protection Surfaces
5. San Carlos ALUCP Exh. 4-4b – FAA Notification Reqs.
6. FAA No Hazard Determination letters



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

APPLICANT INFORMATION

Agency: City of Belmont

Project Name: 1301 Shoreway Road

Address: 1301 Shoreway Road

APN: 043-371-110

City: Belmont

State: CA

ZIP Code: 94002

Staff Contact: Christopher Dacumos, Consultant
Senior Planner

Phone: 707-655-0370

Email: cdacumos@goodcityco.com

PROJECT DESCRIPTION

The project proposes construction of two office and/or life-science buildings and a parking garage at the southeast corner of the Sem Lane/Shoreway Road intersection in Belmont. It includes construction of a total of 542,035 square feet of general office and/or research/technology uses located in two buildings, Building 1 reaching 8 stories at approximately 144' in height (including rooftop screening), and Building 2 reaching 7 stories at approximately 128 feet in height (including rooftop screening). Building 1 would be located on the western portion of the project site adjacent to Shoreway Road and Building 2 would be on the northeastern portion of the project site along Sem Lane. The Belmont Creek trail runs along the property's eastern edge, providing outdoor amenities to the public and future employees. The project proposes 1,692 parking spaces provided through a 9-level 442,690 square-foot garage providing 1,432 spaces, and surface lots providing 194 spaces. at grade parking spaces. The project requests a rezoning from Regional Commercial (R-C) to Planned Development (PD) to allow for greater building height and to allow for life science use. The site is 301,130.28 square feet and is currently occupied by a medical/office building.

REQUIRED PROJECT INFORMATION **PLEASE SEE ENCLOSED SUPPLEMENTAL MATERIALS AND ATTACHMENTS**

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.
- If applicable, identify how property owners are advised of the need to submit Form 7460-1, *Notice of Proposed /Construction or Alteration* with the FAA.

2. Real Estate Disclosure requirements related to airport proximity
3. Any related environmental documentation (electronic copy preferred)
4. Other documentation as may be required (ex. related staff reports, etc.)

Additional information For Development Projects:

1. 25 sets of scaled plans, no larger than 11" x 17"
2. Latitude and longitude of development site
3. Building heights relative to mean sea level (MSL)

ALUCP Plans can be accessed at <http://ccag.ca.gov/plansreportslibrary/airport-land-use/>

Please contact C/CAG staff at 650 599-1467 with any questions.

C/CAG Application for Land Use Consistency Determination:

C/CAG Application for Land Use Consistency Determination: Supplemental Information

Agency Name: City of Belmont

Project Name: 1301 Shoreway Road

PRROPERTY AND PROJECT DESCRIPTION

An application was submitted to the City of Belmont for 542,035 square feet of general office and/or research/technology uses located in two buildings project at 1301 Shoreway Road. The subject site is a 6.9-acre lot east of US Highway 101 and located at 1301 Shoreway Road at the northeast intersection of Shoreway Road and Sem Lane. The site consists of one parcel (Assessor Parcel Number [APN] 040-371-110) and is bounded by Shoreway Road to the west, Sem Lane to the north, Belmont Creek to the east, and a PG&E electrical substation to the south. Shoreway Road serves as a frontage road for US Highway 101. The project is within the city limits of Belmont in San Mateo County, CA.

The project applicant is proposing a general office and/or life-science campus with a parking garage for the subject property. The development includes 542,035 square feet (sf) of employment uses (e.g. office space), a 442,690sf parking garage, and landscape. A series of outdoor amenities open to the public are proposed along the rear of the property, accessible from the slough and adjacent trail along Belmont Creek.

The proposed project would include two buildings: Building 1 would be located on the western portion of the project site adjacent to Shoreway Road and Building 2 would be on the northeastern portion of the project site along Sem Lane. Building 1 would be 8 stories and would extend to approximately 128 to the rooftop, 133 feet to the parapet, and 144 feet to the top of the mechanical screen. Building 2 would be 7 stories and extend to approximately 112 feet to the rooftop, 117 feet to the parapet, and 128 feet to the top of the mechanical screen. The office buildings would include a mixture of solid and glazed panels on the exterior of the buildings.

The site is located outside of the San Carlos Airport Aircraft Noise Contour. Additionally, the site is within Safety Zone 6 of the Airport Land Use Compatibility Plan for the San Carlos Airport.

The proposed project would require approval of rezoning the site to Planned Development, Planned Development Permit, Design Review, Conceptual Design Permit, Detailed Design Permit, Sign Permit, Development Agreement, Demolition, Grading, Building, and other permits required for occupancy, and California Environmental Quality Act (CEQA) clearance. An Environmental Impact Report is being prepared by the City.

See enclosed **Attachment** for project site plan, rendering and elevations.

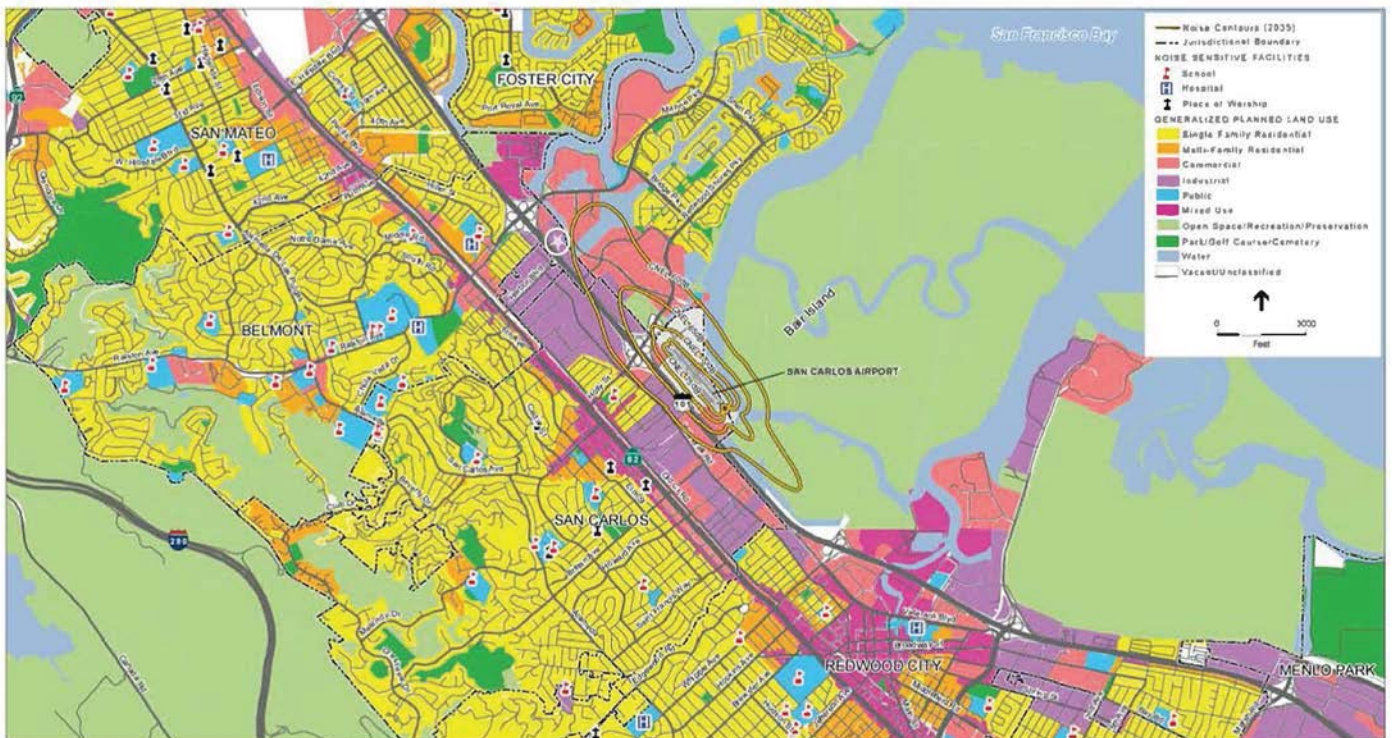
As discussed below, the project is **consistent** with the noise, safety and airspace protection policies of the Airport Land Use Compatibility Plan (ALUCP) for the San Carlos Airport.

The project is located in the Regional Commercial Zoning District and complies with the underlying zoning regulations with the exception of height and as such, requests a zoning map amendment to designate Planned Development to allow such changes.



SOURCE: ESRI, 2014; ESA Airports, 2014

San Carlos Airport ALUCP - 130753
Exhibit 4-3
 San Carlos Airport Safety Zones



SOURCE: Belmont, 1962; San Mateo County, 1966; Foster City, 1963; Menlo Park, 1964; San Carlos, 2009; City of San Mateo, 2010; Redwood City, 2010; ESRI, 2014; ESA Airports, 2015

San Carlos Airport ALUCP - 130753
Exhibit 4-1
 Future Conditions (2035) Aircraft Noise Contours

DISCUSSION OF RELATIONSHIP TO AIRPORT LAND USE COMPATIBILITY

Noise

The 1301 Shoreway Road project site is located outside of the airport's 60dB CNEL noise contour (ALUCP Exhibit 4-2 "Future Conditions (2035) Aircraft Noise Contours map). The proposed general office and/or research/technology campus and parking garage are considered compatible if outside of the 60 dB CNEL noise contour and is consistent with Noise Policy 1 and Noise Policy 4.

Existing Noise Levels

The project is currently occupied with a multi-tenant office building surrounded by surface parking. The project site is primarily surrounded by industrial and commercial uses. The existing mobile noise in the project area is generated along Shoreway Road, which is west of the project site, Marine Parkway, which is north of the project site, Cormorant Drive, which is southeast of the project site, and Holly Street which is southeast of the project site.

Safety

The California Airport Land Use Planning Handbook requires ALUCPs to include safety zones for each runway end. The San Carlos Airport ALUCP includes six safety zones and related land use compatibility criteria. The proposed project site is located inside Safety Zone 6 which allows max residential densities (no limit), max nonresidential intensities (no limit) and max single acre (no limit) (Safety Compatibility Criteria for San Carlos Airport are listed on Table 4-4 of the San Carlos ALUCP). Safety Zone 6 does not have limits or restrictions for medical/biological research facilities handling highly toxic or infectious agents.

Airspace Protection

The proposed project includes two buildings, Building 1 reaching 8 stories at approximately 144' in height (including rooftop screening), and Building 2 reaching 7 stories at approximately 128 feet in height (including rooftop screening) and is less than the 155' maximum allowable height set by the Airport Land Use Commission for the San Carlos Airport. Reviewing Table 4-4 Safety Compatibility Criteria, Zone 6 the project will not create height hazard obstruction, smoke, glare, electronic, wildlife attractants, or other airspace hazards. Therefore, the proposed project would be consistent with the airspace policies as established in the adopted 2016 San Carlos ALUCP.

Attachments:

- 1301 Shoreway Road Project Sheets:
 - Site Plan
 - Renderings
 - Elevations

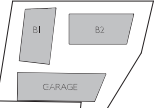
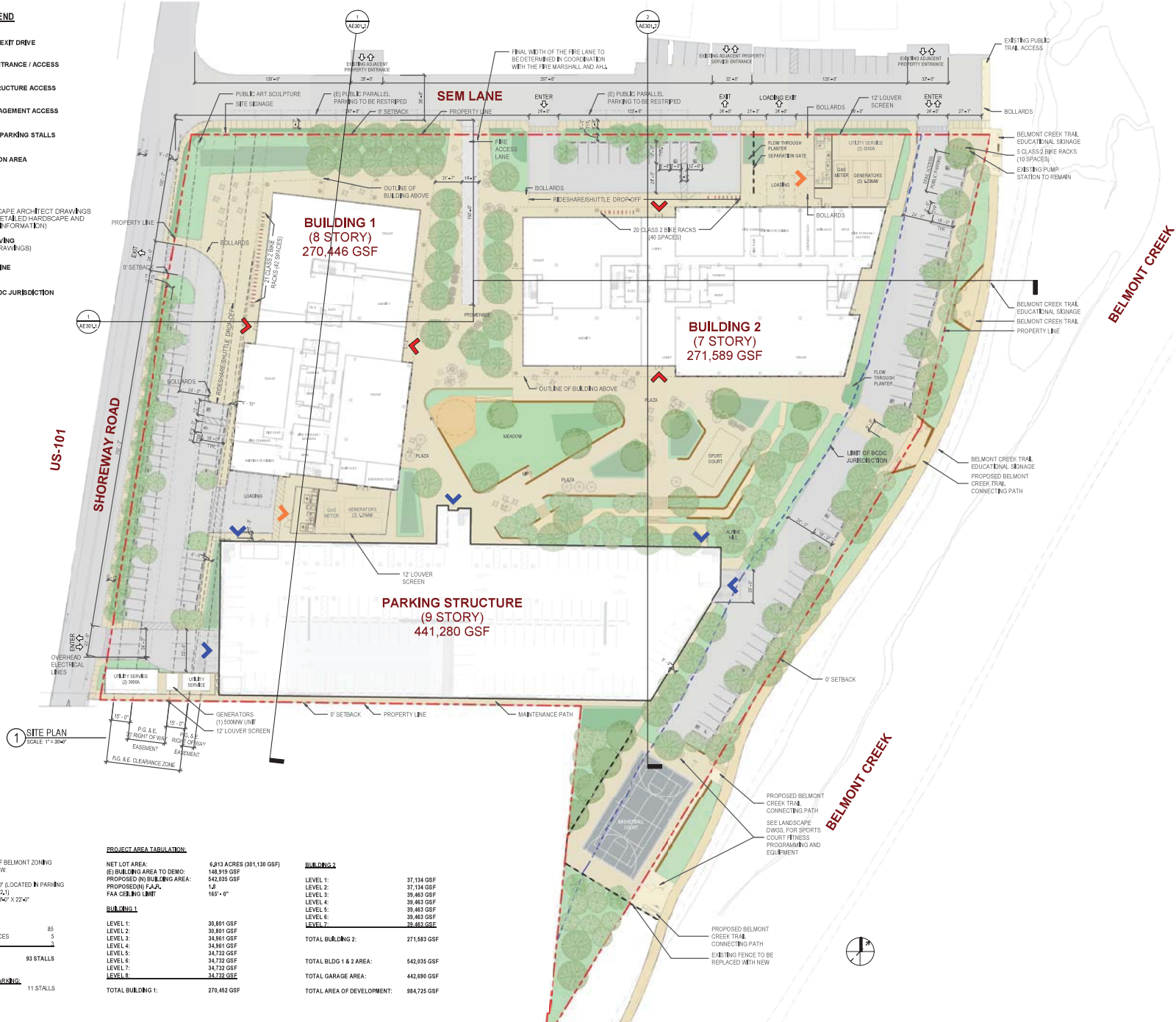


Table with 2 columns: NO. and DESCRIPTION, and DATE. Row 1: PD APPLICATION, 06.07.24

SITE PLAN LEGEND

- ENTRANCE / EXIT DRIVE
BUILDING ENTRANCE / ACCESS
GARAGE STRUCTURE ACCESS
WASTE MANAGEMENT ACCESS
NUMBER OF PARKING STALLS
BIORETENTION AREA
LANDSCAPE
HARDSCAPE
ASPHALT PAVING
PROPERTY LINE
LIMIT OF BCDC JURISDICTION



1 SITE PLAN SCALE 1" = 30'-0"

GENERAL NOTE

PARKING STALLS PER CITY OF BELMONT ZONING ORDINANCE (AZ) 8 AS BELOW:
UNINSTALL 84" X 164"
COMPACT STALL 84" X 164" (LOCATED IN PARKING STRUCTURE - SEE SHEET PKA2.1)
PARALLEL PARKING STALL 164" X 224"

SUBSURFACE PARKING COUNT

Table with 2 columns: CATEGORY and COUNT. Includes UNINSTALL SPACES (85), STANDARD ACCESSIBLE SPACES (5), and TOTAL (93 STALLS).

OFFSITE SURFACE PUBLIC PARKING

Table with 2 columns: TYPE and COUNT. Includes PARALLEL PARKING (11 STALLS).

PROJECT AREA TABULATION

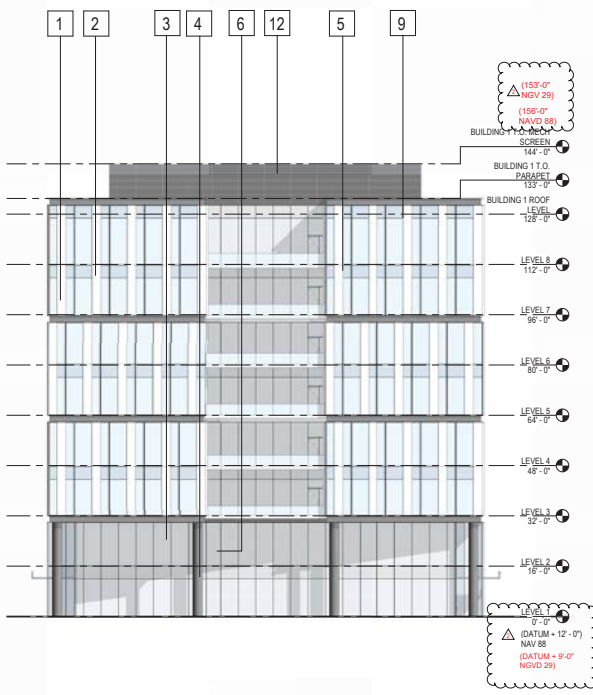
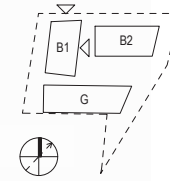
Table with 2 columns: CATEGORY and VALUE. Includes NET LOT AREA (6,810 ACRES), PROPOSED IN BUILDING AREA (542,035 GSF), and BUILDING 1 details (TOTAL BUILDING 1: 270,492 GSF).

BUILDING 2

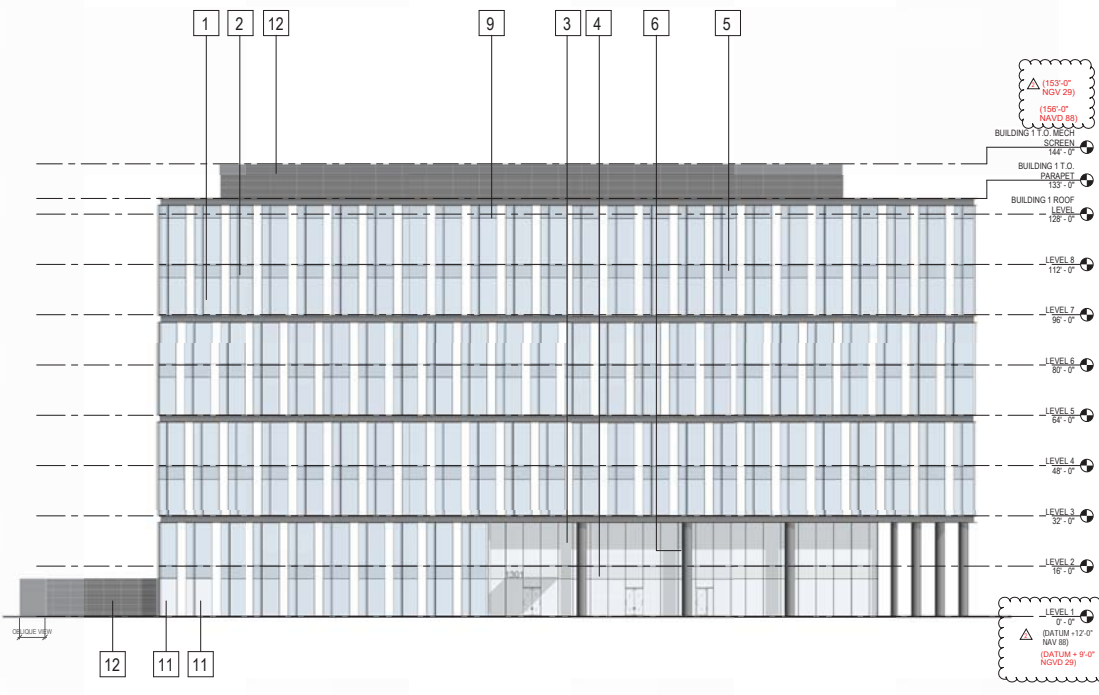
Table with 2 columns: LEVEL and GSF. Includes LEVEL 1 (37,134 GSF), LEVEL 2 (37,134 GSF), LEVEL 3 (39,463 GSF), LEVEL 4 (39,463 GSF), LEVEL 5 (39,463 GSF), LEVEL 6 (39,463 GSF), LEVEL 7 (39,463 GSF), and TOTAL BUILDING 2 (271,589 GSF).

TOTAL BLDG 1 & 2 AREA

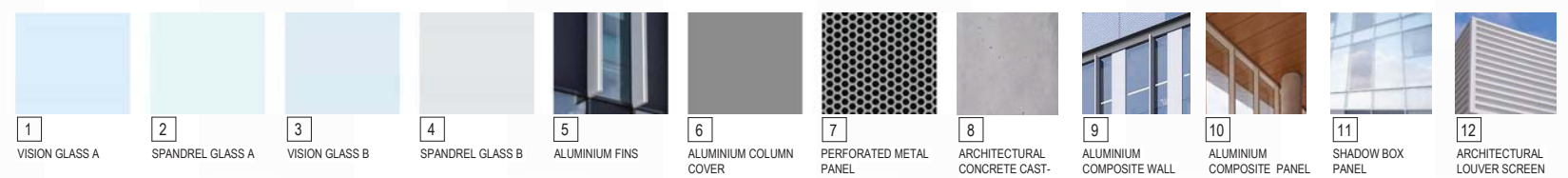
Table with 2 columns: CATEGORY and VALUE. Includes TOTAL BLDG 1 & 2 AREA (542,035 GSF), TOTAL GARAGE AREA (442,690 GSF), and TOTAL AREA OF DEVELOPMENT (984,725 GSF).



1 BUILDING 1 - NORTH ELEVATION
SCALE: 1/8" = 1'-0"



2 BUILDING 1 - EAST ELEVATION
SCALE: 1/8" = 1'-0"



BIRD-SAFE BUILDING TREATMENTS

1. EXTERIOR GLAZING IS COMPOSED OF 45% OPAQUE GLAZING, NON REFLECTIVE GLAZING IS HIGH-PERFORMANCE TO MEET T24 ENERGY REQUIREMENTS.
2. EXTERIOR GLAZING SYSTEM UTILIZES SPANDREL GLAZING TO VAREGATE EXTERIOR APPEARANCE.
3. MILLION EXTENSIONS ARE INCLUDED TO CREATE PATTERNS THAT BREAK UP THE EXTERIOR EXPANSE OF GLASS.
4. EXTERNAL LIGHTING WILL BE MINIMIZED AND SHIELDED.
5. LEVELS ONE AND TWO ARE RECESSED FROM THE UPPER FLOORS.

CONSULTANTS

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BMF ENGINEERS
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 908.314.6541

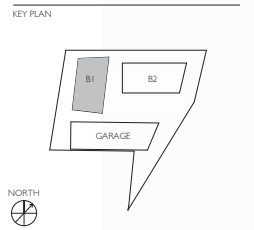
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KPFF Consulting Engineers
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STAMP



NO.	DESCRIPTION	DATE
2	ALUC SUBMISSION	09.23.24
1	PD APPLICATION	06.07.24



CLIENT I SHOREWAY OWNER, LLC db FOUR CORNER PROPERTIES

PROJECT 1301 SHOREWAY, BELMONT

ADDRESS 1301 SHOREWAY ROAD, BELMONT, CA 94002

PROJECT NO. 21198

SCALE As indicated

TITLE







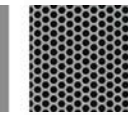


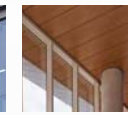

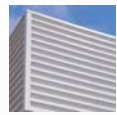
BUILDING I ELEVATIONS





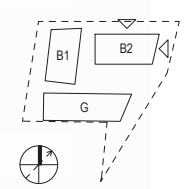
1 BUILDING 2 - EAST ELEVATION
SCALE: 1/8" = 1'-0"

2 BUILDING 2 - NORTH ELEVATION
SCALE: 1/8" = 1'-0"

- 
 1 VISION GLASS A
- 
 2 SPANDREL GLASS A
- 
 3 VISION GLASS B
- 
 4 SPANDREL GLASS B
- 
 5 ALUMINIUM FINNS
- 
 6 ALUMINIUM COLUMN COVER
- 
 7 PERFORATED METAL PANEL
- 
 8 ARCHITECTURAL CONCRETE CAST-IN-PLACE
- 
 9 ALUMINIUM COMPOSITE WALL PANEL-ANODIZED FINISH
- 
 10 ALUMINIUM COMPOSITE PANEL SOFFIT
- 
 11 SHADOW BOX PANEL
- 
 12 ARCHITECTURAL LOUVER SCREEN

BIRD-SAFE BUILDING TREATMENTS

1. EXTERIOR GLAZING IS COMPOSED OF 45% OPAQUE GLAZING, NON REFLECTIVE GLAZING IS HIGH-PERFORMANCE TO MEET T24 ENERGY REQUIREMENTS.
2. EXTERIOR GLAZING SYSTEM UTILIZES SPANDREL GLAZING TO VAREGATE EXTERIOR APPEARANCE.
3. MILLION EXTENSIONS ARE INCLUDED TO CREATE PATTERNS THAT BREAK UP THE EXTERIOR EXPANSE OF GLASS.
4. EXTERNAL LIGHTING WILL BE MINIMIZED AND SHIELDED.
5. LEVELS ONE AND TWO ARE RECESSED FROM THE UPPER FLOORS.



DGA planning | architecture | interiors

550 Ellis Street, Mountain View, CA 94043 450-943-1648
 201 Filbert Street, 3rd Floor, San Francisco, CA 94133 415-477-2700
 2350 Fifth Avenue, Suite 115, San Diego, CA 92103 619-445-3996
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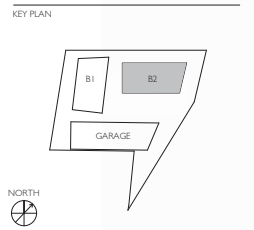
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KPFF Consulting Engineers
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STAMP

NO.	DESCRIPTION	DATE
2	ALUC SUBMISSION	09.23.24
1	PD APPLICATION	06.07.24

FOUR CORNERS properties

CLIENT I SHOREWAY OWNER, LLC db FOUR CORNER PROPERTIES

PROJECT 1301 SHOREWAY, BELMONT

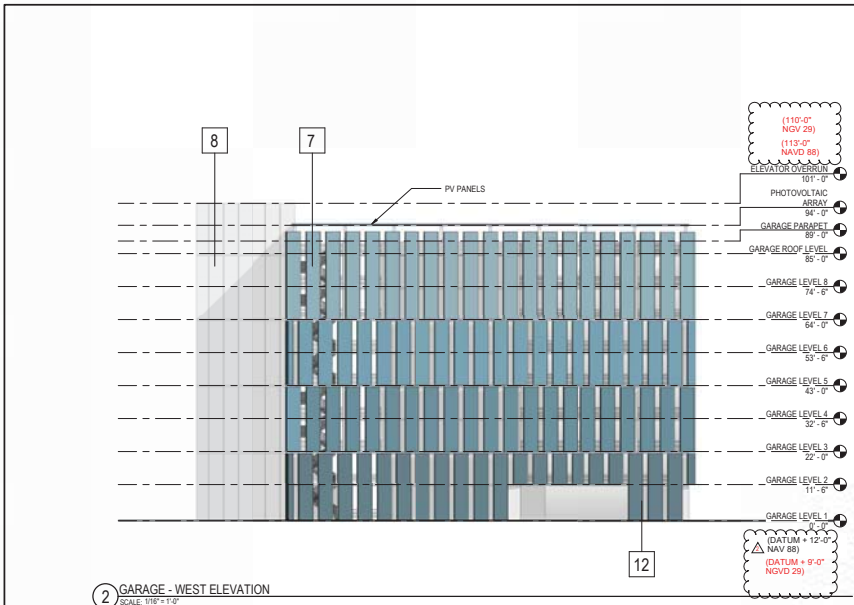
ADDRESS 1301 SHOREWAY ROAD, BELMONT, CA 94002

PROJECT NO. 21198

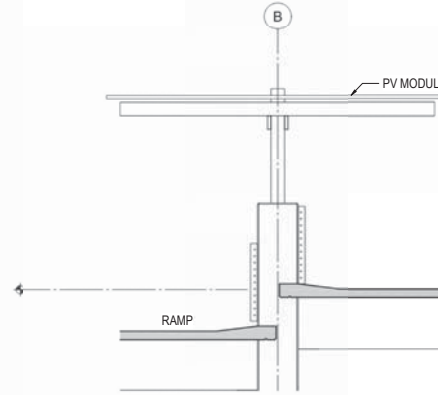
SCALE As indicated

BUILDING 2 ELEVATIONS

AE211.3



2 GARAGE - WEST ELEVATION
SCALE: 1/8" = 1'-0"



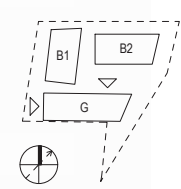
PV DETAIL

General Note:
PV's manufacturer and attachment details to be developed during documentation.



1 GARAGE - NORTH ELEVATION
SCALE: 1/8" = 1'-0"

- | | | | | | | | | | | | |
|----------------|------------------|----------------|------------------|-----------------|------------------------|------------------------|--------------------------------------|--|----------------------------------|------------------|-----------------------------|
| | | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| VISION GLASS A | SPANDREL GLASS A | VISION GLASS B | SPANDREL GLASS B | ALUMINIUM FINIS | ALUMINIUM COLUMN COVER | PERFORATED METAL PANEL | ARCHITECTURAL CONCRETE CAST-IN-PLACE | ALUMINIUM COMPOSITE WALL PANEL-ANODIZED FINISH | ALUMINIUM COMPOSITE PANEL SOFFIT | SHADOW BOX PANEL | ARCHITECTURAL LOUVER SCREEN |



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- | | |
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415.989.1004 |
- Parting**
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STAMP

KEY PLAN

NORTH

2	ALUC SUBMISSION	09.23.24
1	PD APPLICATION	06.07.24
NO.	DESCRIPTION	DATE

CLIENT I SHOREWAY OWNER, LLC db FOUR CORNER PROPERTIES

PROJECT 1301 SHOREWAY, BELMONT

ADDRESS 1301 SHOREWAY ROAD, BELMONT, CA 94002

PROJECT NO. 21198

SCALE As indicated

TITLE

GARAGE ELEVATIONS



DGA | planning | architecture | interiors

550 Elm Street, Mountain View, CA 94043 415-943-1660
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2550 16th Avenue, Suite 115, San Diego, CA 92108 619-465-3990
1720 8th Street, Sacramento, CA 95811 916-441-6800

CONSULTANTS

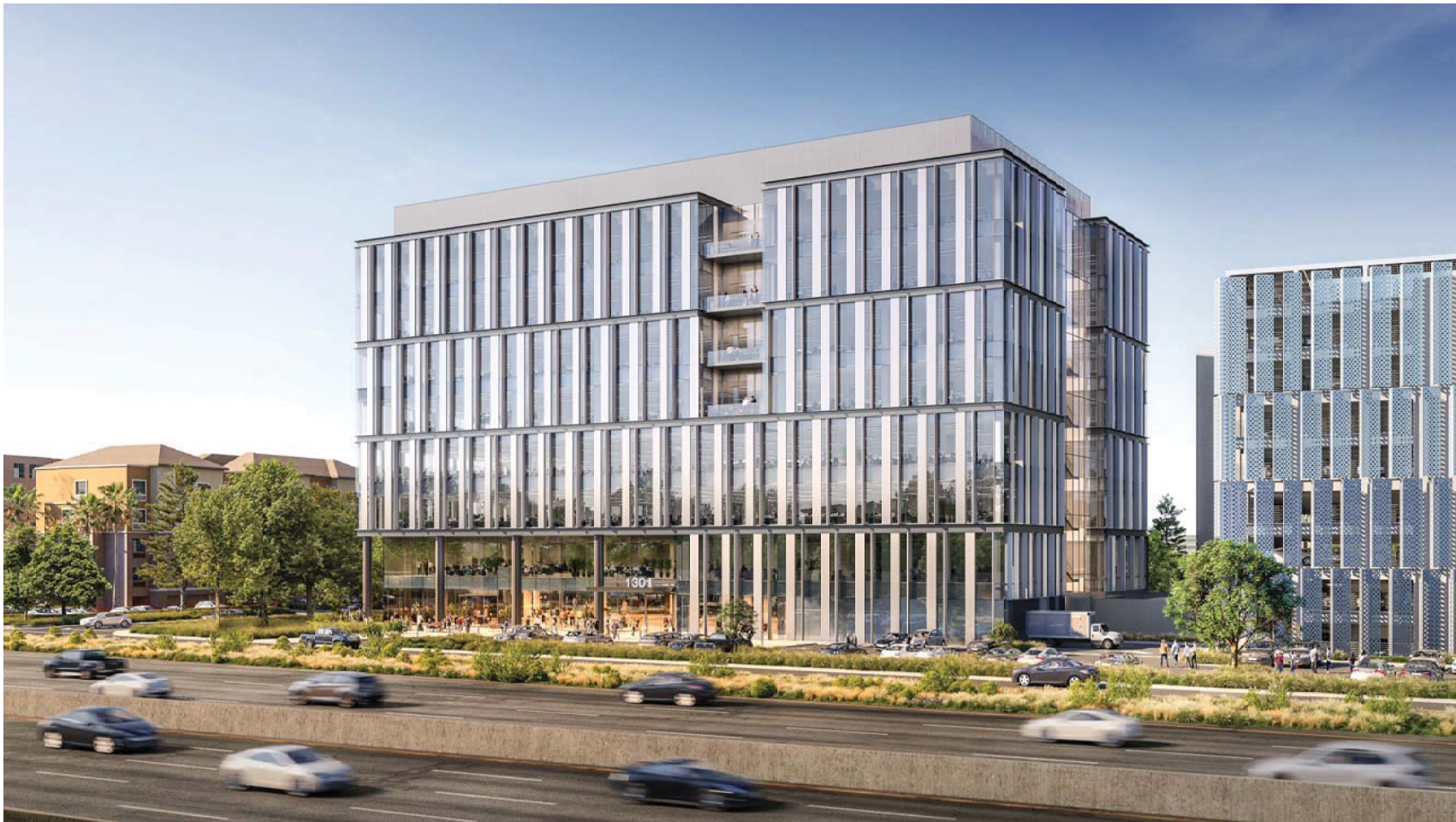
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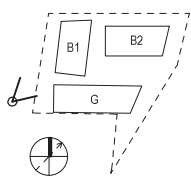
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MEP / Lighting / T24
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KFF Consulting Engineers
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SAN FRANCISCO, CA 94103
415.399.1004



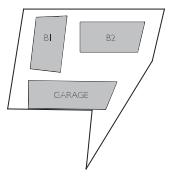
VIEW FROM US-101 LOOKING NORTH



STAMP



KEY PLAN



NORTH

Table with 2 columns: NO., DESCRIPTION, DATE. Row 1: 1 PD APPLICATION 06.07.24



CLIENT | SHOREWAY OWNER, LLC, OF FOUR CORNER PROPERTIES

PROJECT | 1301 SHOREWAY, BELMONT

ADDRESS | 1301 SHOREWAY ROAD, BELMONT, CA 94002

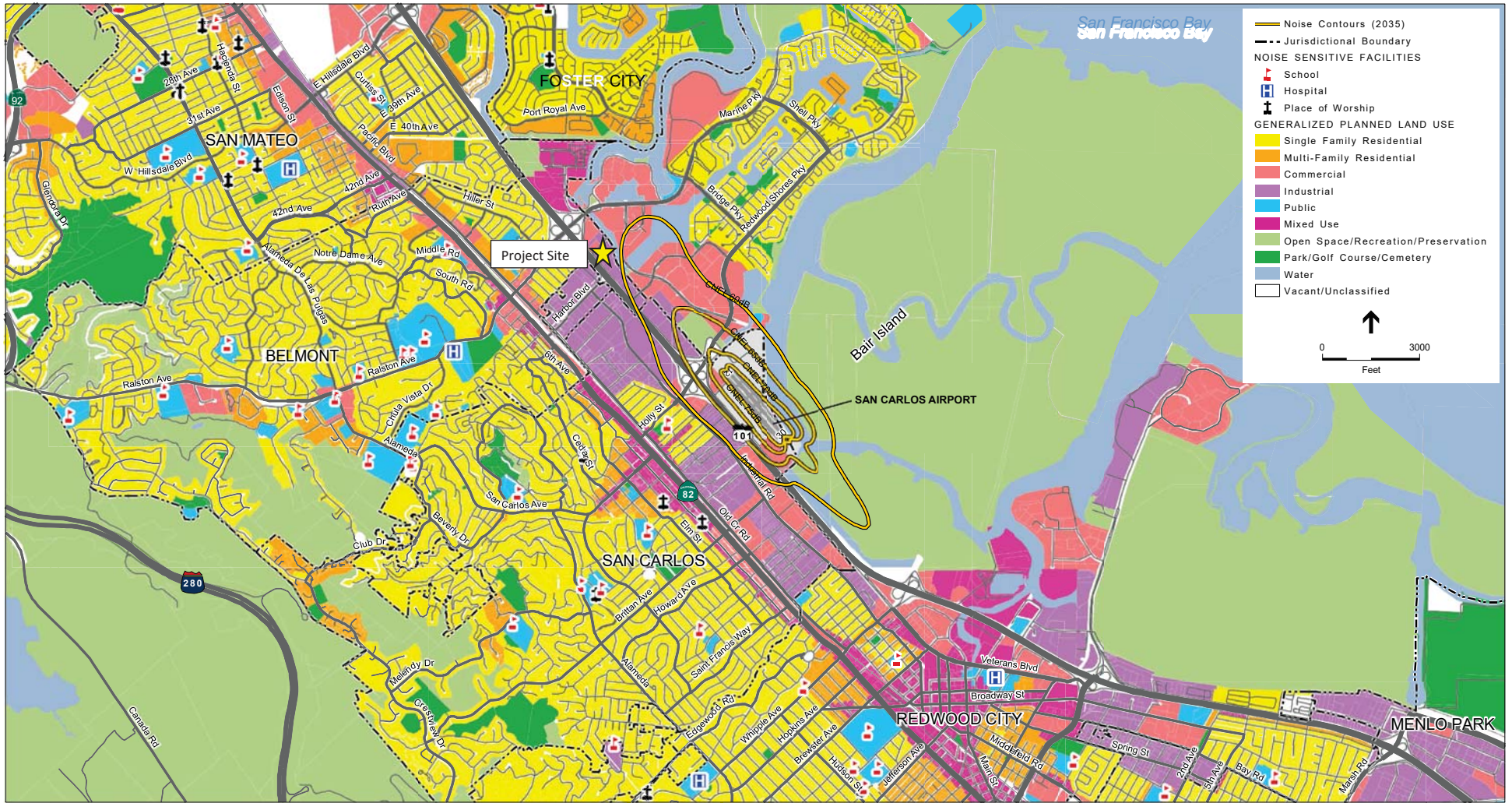
PROJECT NO. | 21198

SCALE

TITLE

PERSPECTIVE RENDERING

AE601.I



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

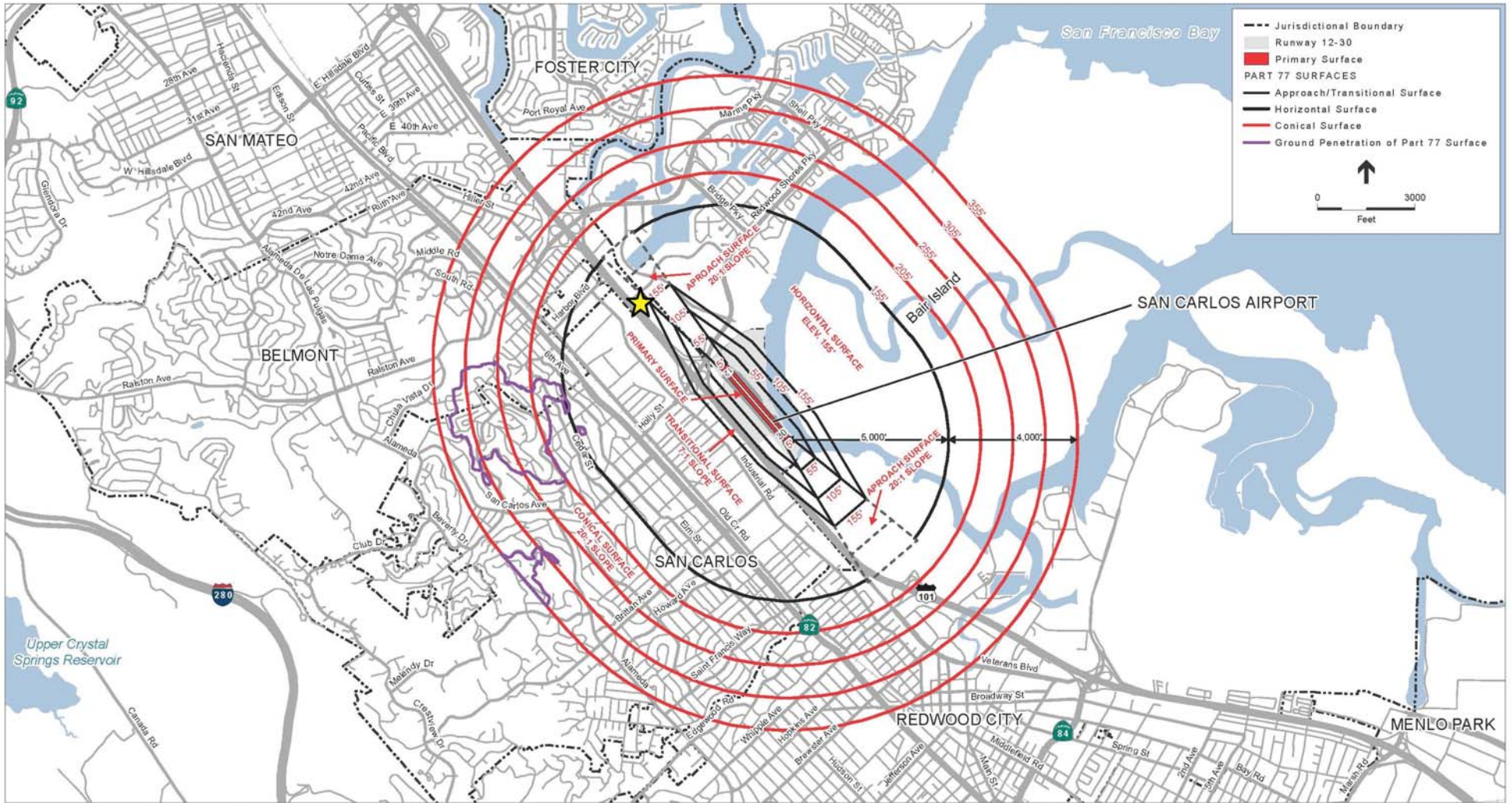
San Carlos Airport ALUCP . 130753

Exhibit 4-2
Future Conditions (2035) Aircraft Noise Contours



SOURCE: ESRI, 2014; ESA Airports, 2014

San Carlos Airport ALUCP . 130753
Exhibit 4-3
 San Carlos Airport Safety Zones



SOURCE: ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2014

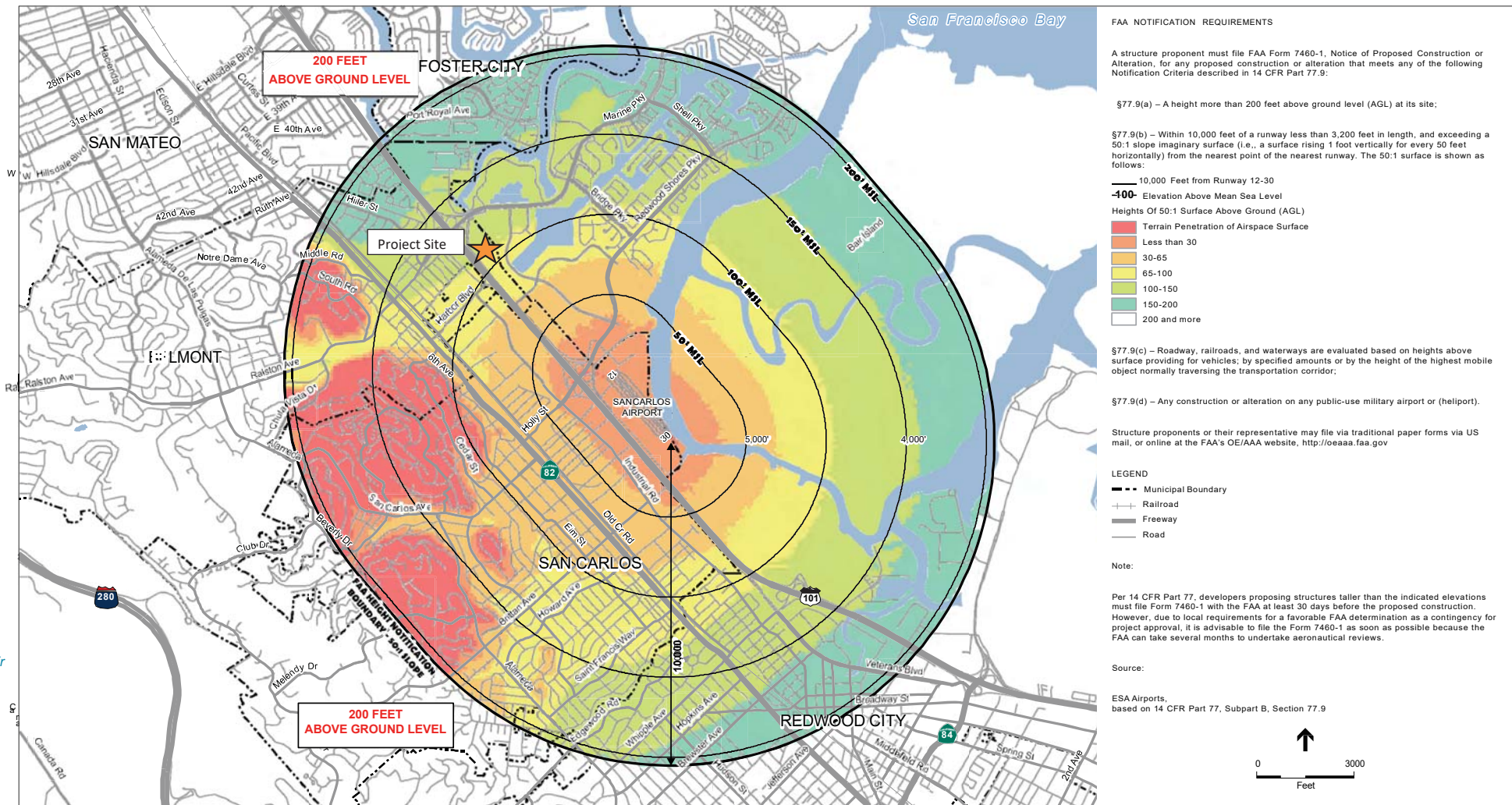
NOTE 1: All elevations on this exhibit are expressed in feet above mean sea level (MSL). The elevation of San Carlos Airport is 5 feet MSL.

NOTE 2: Locations where the ground/terrain penetrates the FAR Part 77 airspace surfaces are approximate and were developed using ground elevation contours provided by the San Mateo County Planning and Building Department, 2014.

San Carlos Airport ALUCP . 130753

Exhibit 4-4

San Carlos Airport Part 77 Airspace Protection Surfaces



SOURCE: USGS, 1999-2013; ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2014

San Carlos Airport ALUCP . 130753

Exhibit 4-4a
FAA Notification Form 7460-1 Filing Requirements



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

Aeronautical Study No.
2022-AWP-17067-OE

Issued Date: 06/01/2023

Ryan Payne
Four Corners Properties
339 S. San Antonio Road, Suite 2B
Los Altos, CA 94022

**** 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 Building 1
Location: Belmont, CA
Latitude: 37-31-39.00N NAD 83
Longitude: 122-15-59.00W
Heights: 11 feet site elevation (SE)
151 feet above ground level (AGL)
162 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)
- 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.

Any height exceeding 151 feet above ground level (162 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 12/01/2024 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, 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 Justin Hetland, at (847) 294-8084, or justin.hetland@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-17067-OE.

Signature Control No: 552294433-588701487

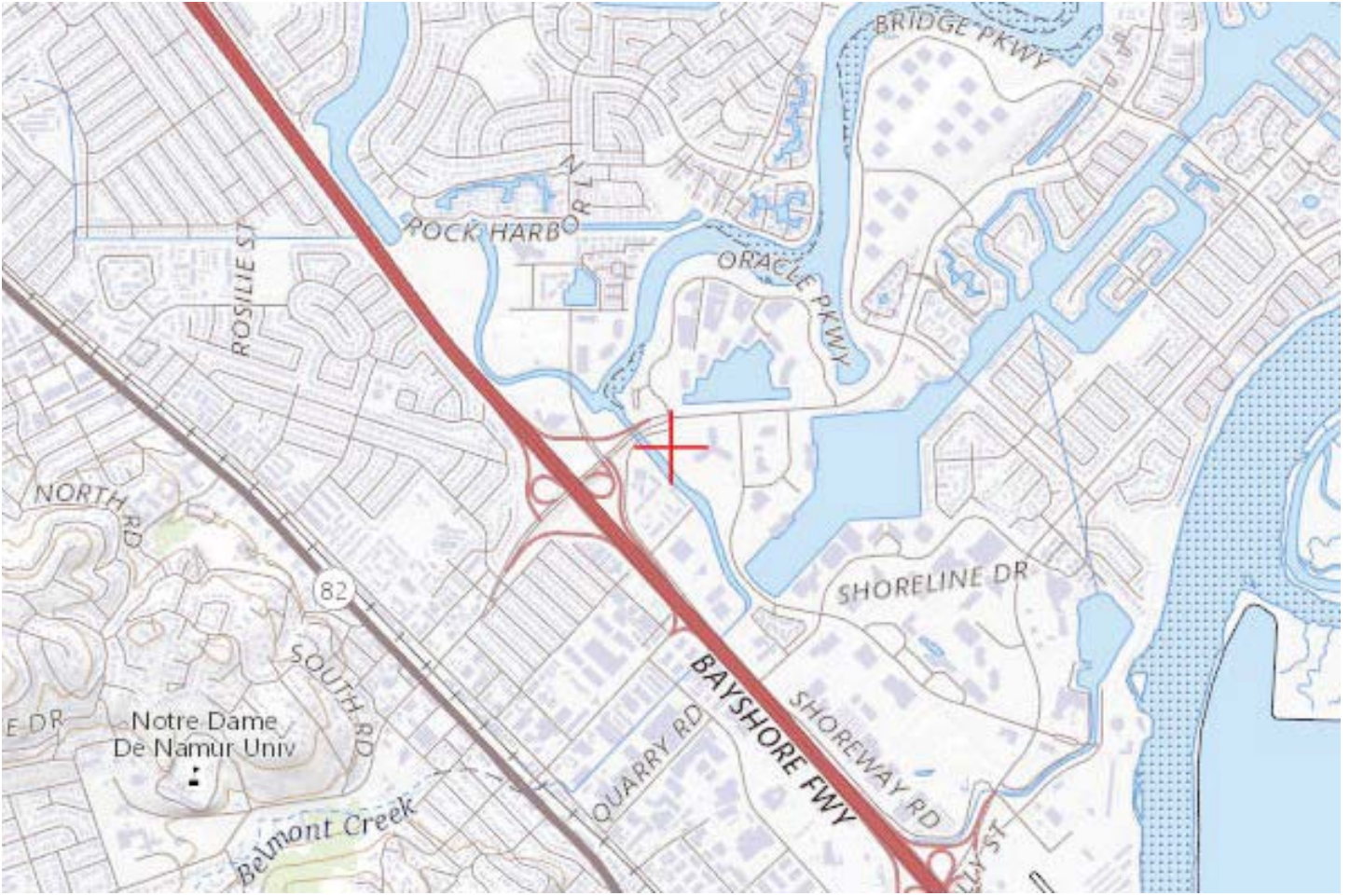
(DNE)

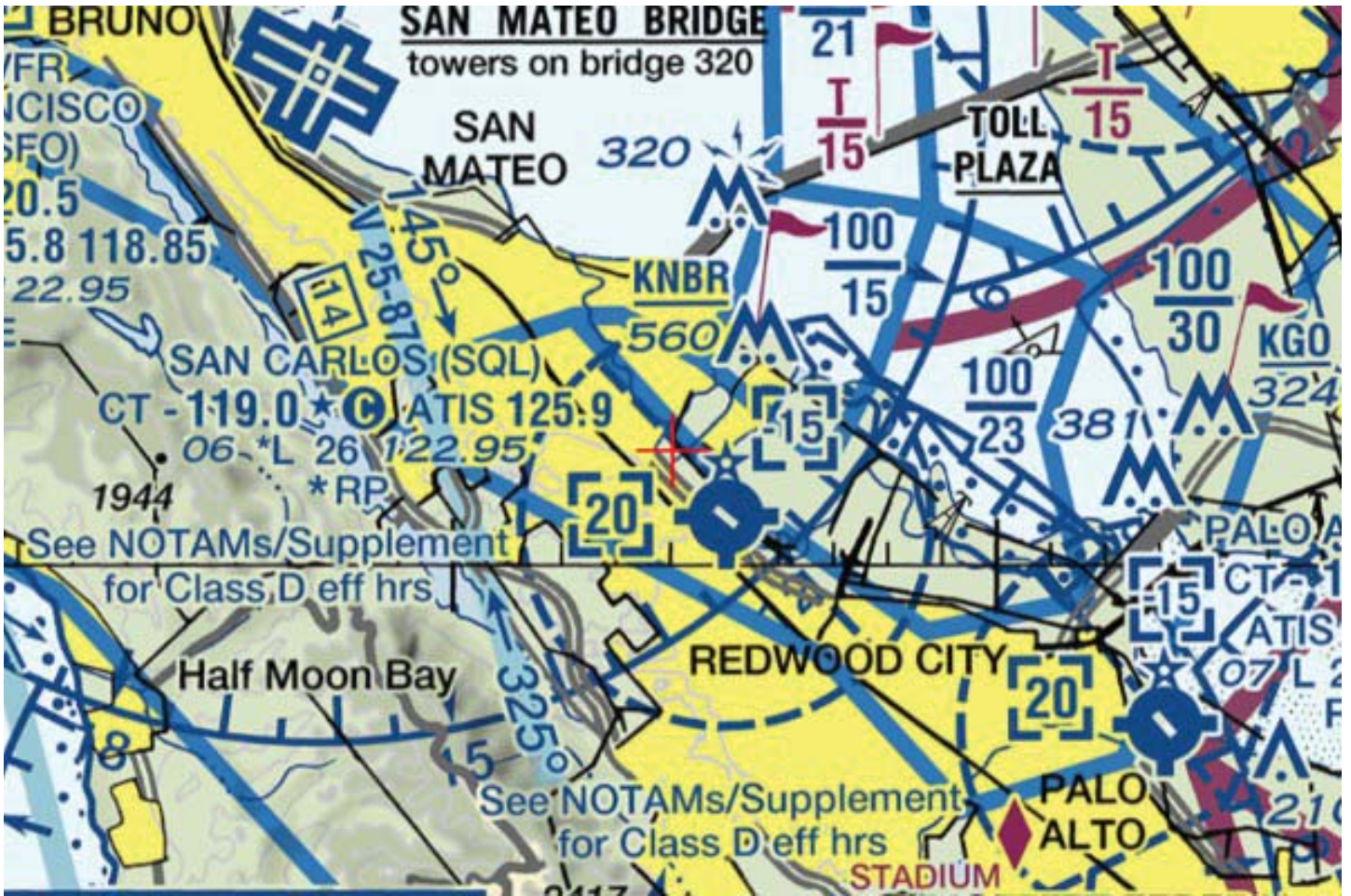
Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Map(s)







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

Aeronautical Study No.
 2022-AWP-17068-OE

Issued Date: 06/01/2023

Ryan Payne
 Four Corners Properties
 339 S. San Antonio Road, Suite 2B
 Los Altos, CA 94022

**** 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 Building 2
Location:	Belmont, CA
Latitude:	37-31-41.00N NAD 83
Longitude:	122-15-57.00W
Heights:	11 feet site elevation (SE)
	135 feet above ground level (AGL)
	146 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)
- 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.

Any height exceeding 135 feet above ground level (146 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 12/01/2024 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, 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 Justin Hetland, at (847) 294-8084, or justin.hetland@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-17068-OE.

Signature Control No: 552297005-588701828

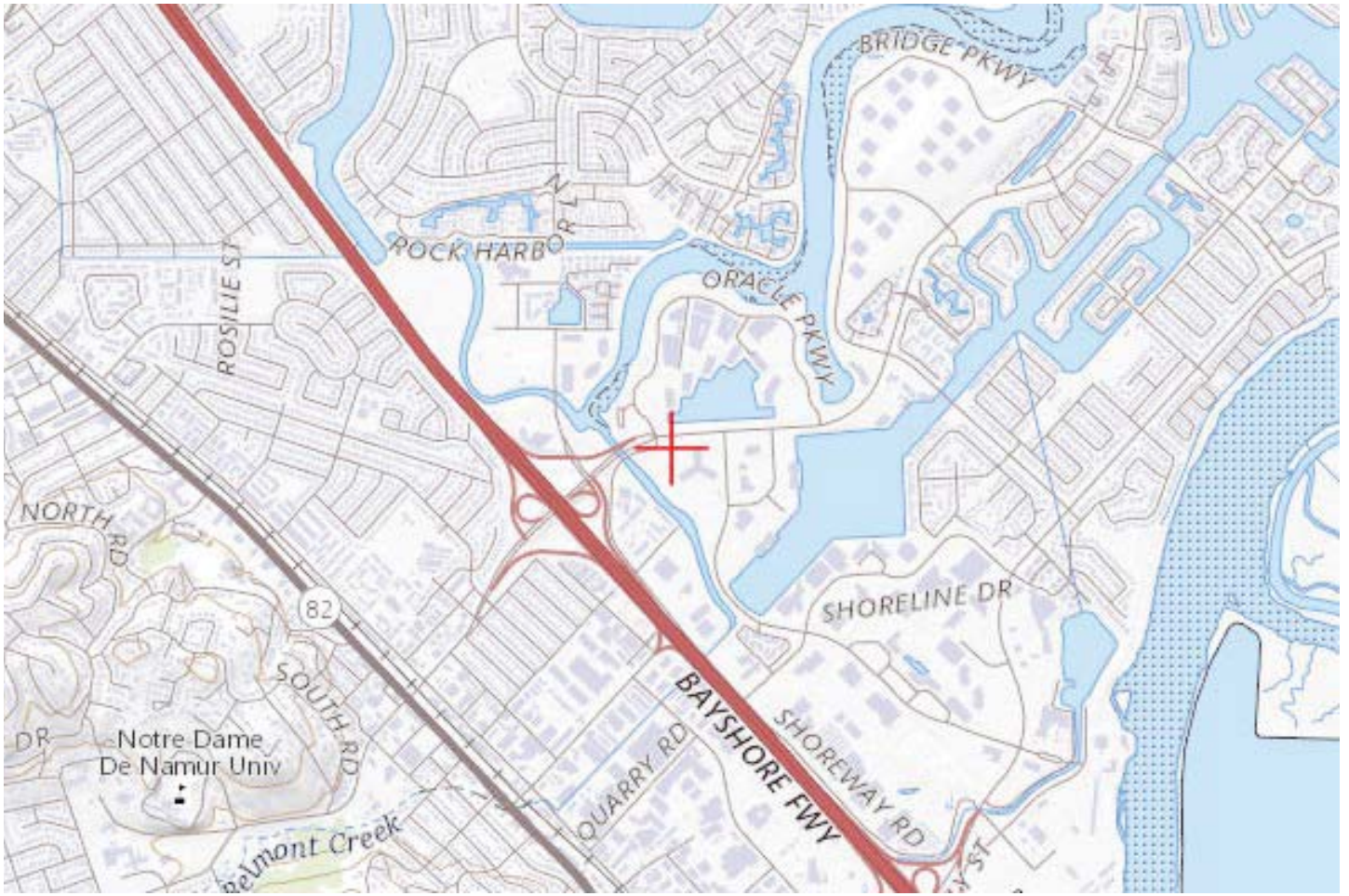
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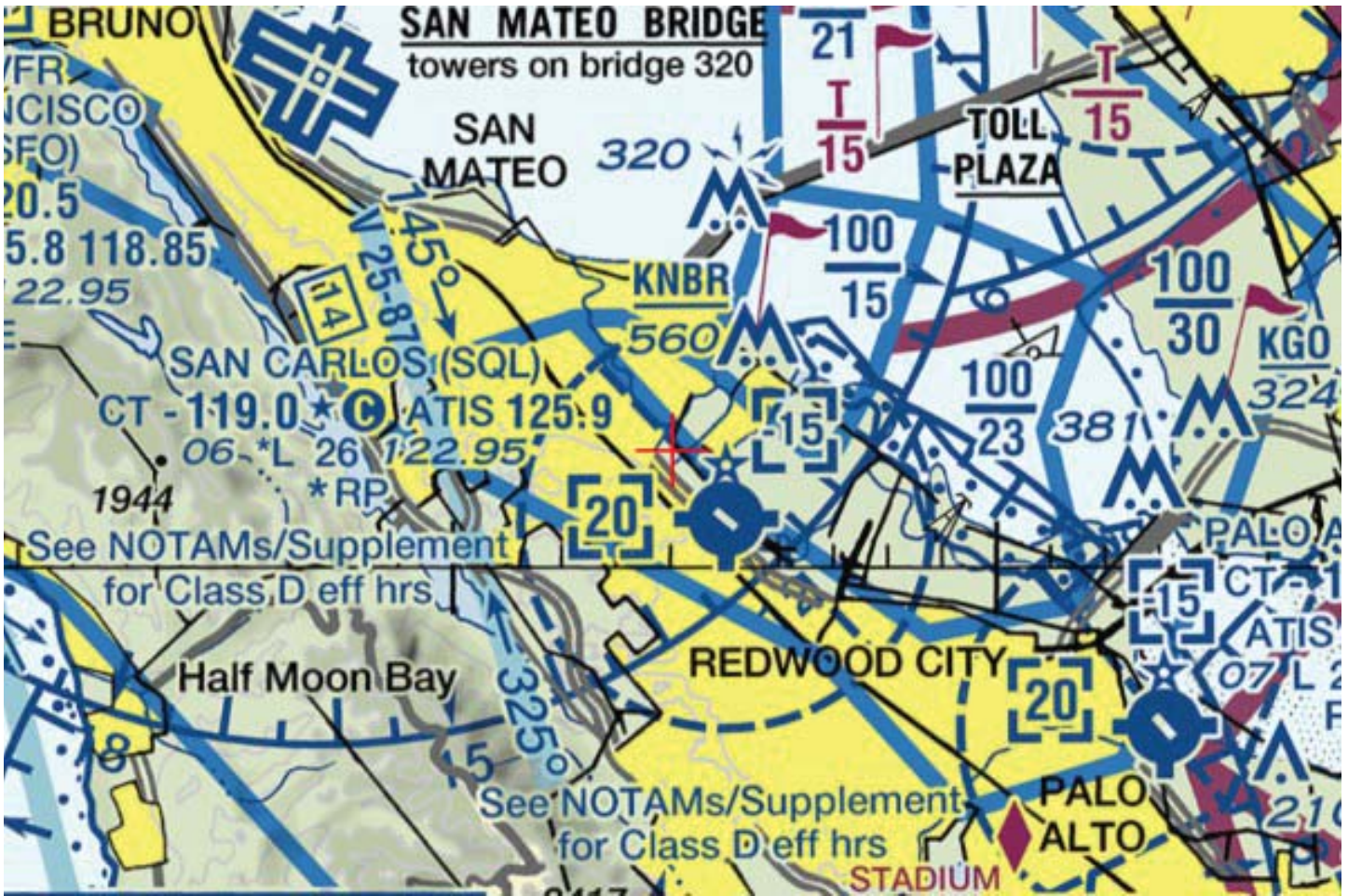
Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Map(s)







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

Aeronautical Study No.
 2022-AWP-17071-OE

Issued Date: 06/01/2023

Ryan Payne
 Four Corners Properties
 339 S. San Antonio Road, Suite 2B
 Los Altos, CA 94022

**** 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 Shoreway Parking Structure
Location:	Belmont, CA
Latitude:	37-31-38.00N NAD 83
Longitude:	122-15-56.00W
Heights:	11 feet site elevation (SE)
	110 feet above ground level (AGL)
	121 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)
- 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.

Any height exceeding 110 feet above ground level (121 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 12/01/2024 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, 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.

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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 Justin Hetland, at (847) 294-8084, or justin.hetland@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-17071-OE.

Signature Control No: 552313001-588702152

(DNE)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Map(s)

