



To: San Francisco Board of Supervisors  
From: Monchamp Meldrum LLP  
Date: November 26, 2025  
RE: File No. 251094 – Appeal of CEQA Exemption from Environmental Review; Proposed 350 Amber Drive Project (Case No. 2024-0004318ENV)

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Our firm represents the applicant AT&T Wireless (AT&T) regarding the California Environmental Quality Act (CEQA) appeal by the Diamond Heights Community Association (DHCA) of the approval of the above-referenced project at 350 Amber Drive in San Francisco (Project). AT&T's opposition to the CEQA appeal is set out below.

#### I. INTRODUCTION

On September 25, 2025, the San Francisco (City) Planning Commission (Commission) approved a Conditional Use Authorization (CUA) and Shadow Findings for construction of an AT&T telecommunications facility to be located at 350 Amber Drive, San Francisco. That approval included the determination that the Project qualified for a CEQA Class 3 Exemption. DHCA, neighbors of the proposed Project, have appealed the CUA approval and the CEQA Category 3 Exemption to the Board of Supervisors (the Board). As set forth herein, the CEQA appeal has no merit and should be denied.<sup>1</sup>

DHCA argues that there is no substantial evidence in the record to support the Commission's application of a CEQA Class 3 Exemption for the Project. As set forth herein, however, applicable law contemplates application of the Class 3 Exemption to many industrial uses far larger in scope than the construction involved in the proposed Project. Moreover, the City, in 2025 alone, has approved the Exemption for at least three (3) similar wireless cell sites. DHCA also argues that the Commission failed to consider exceptions to the Class 3 Exemption, based on the Project's location and allegedly unusual circumstances. Specifically, DHCA argues (1) alleged seismic activity and supposed landslide risks warrant further site analysis and preclude approval of the Project; (2) there are purportedly fire risks, and (3) supposed adverse air quality issues presented by the Project's back-up generator; and (4) the Project may pose unspecified threats to the natural area of nearby Glen Canyon Park. Based on these non-specific, conjectural

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<sup>1</sup> The City initially rejected DHCA's appeal of the approved Conditional Use Authorization and Shadow Findings for failure to comply with the filing guidelines of Section 308.1(b), but reversed that decision on November 25, 2025, and set the CUA appeal for hearing on December 9, 2025, the same date as this CEQA appeal. This memorandum only addresses DHCA's CEQA allegations – AT&T will submit a separate memorandum in opposition to the CUA Approval.

risks, DHCA asks the Board to reverse the Commission’s approval and CEQA findings and require additional environmental review. As set out herein, none of these hypothetical concerns warrant reversal. The appeal should be denied and the Project’s CEQA Class 3 Exemption should be upheld.

## II. THE PROJECT

AT&T seeks to install, use, and maintain a new 104-foot wireless telecommunications facility monopole at the rear of the San Francisco Police Academy at 350 Amber Drive. The Project will include twelve (12) new antennas, nine (9) new remote radio units, three (3) tower mounted DC-9 surge suppressors, one (1) GPS unit mounted on proposed outdoor equipment cabinet, one (1) walk-up cabinet, and one (1) 30kw DC generator with a 150-gallon diesel fuel tank on a concrete pad (see Attachment A).<sup>2</sup> The ancillary equipment will be surrounded by an 8’ chain link fence. In total, the Project will cover a small ground footprint of approximately 550 square feet.

The Project is needed to close an existing service coverage gap in the AT&T wireless network caused by inadequate wireless infrastructure in the area bordered by the intersection of Amber Drive and Turquoise Way, O’Shaughnessy Blvd to the south and west, and Diamond Heights Blvd to the east. This area of poor service coverage includes numerous homes, businesses in the Diamond Heights Shopping Center, well-traveled roads, Glen Canyon Park, St. Nicholas Antiochian Orthodox Church and other nearby locations. The Project will also provide critical service on the FirstNet network, which is a special band of dedicated wireless service for use by first responders during potential emergencies.

## III. STANDARD OF REVIEW

### A. The Board Must Review the Appeal for Substantial Evidence.

Under San Francisco Municipal Code (SFMC) section 31.16(b)(6), the Board shall conduct “its own independent review of whether [a] CEQA decision adequately complies with the requirements of CEQA,” and may consider “anew all facts, evidence and issues related to the adequacy, accuracy and objectiveness of the CEQA decision, including, but not limited to, the sufficiency of the CEQA decision and the correctness of its conclusions.” The grounds for appeal of a CEQA exemption determination are limited to whether the challenged project conforms to the requirements of CEQA for an exemption.<sup>3</sup> The State Legislature has directed the California Natural Resources Agency to identify “classes of projects that are exempt from CEQA because, notwithstanding their potential effect on the environment, they already ‘have been determined

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<sup>2</sup> The tank was originally shown as 190-gallons, but the plans were later updated to reflect the current standard 150-gallon diesel fuel tank. Attachment A also removes and replaces the remnant references to the Project as a “monopine.” The Project is a monopole.

<sup>3</sup> SFMC § 31.16(e)(3).

not to have a significant effect on the environment.”<sup>4</sup> CEQA recognizes 33 categorical exemptions, which are classes of projects that the State has found do not adversely impact the environment.<sup>5</sup> If an exemption applies, “no further environmental review is necessary.”<sup>6</sup> When substantial evidence supports a finding that a project fits within a categorical exemption, the agency has met its CEQA burden.<sup>7</sup>

A finding of substantial evidence means that “enough relevant information and reasonable inferences [may be drawn from the proffered] information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached.”<sup>8</sup> Substantial evidence may be comprised of facts, reasonable assumptions predicated on facts, and expert opinions supported by facts.<sup>9</sup> What does *not* amount to substantial evidence, however, is “[a]rgument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment.”<sup>10</sup> Substantial evidence can also *not* consist of the “unsubstantiated fears . . . of project opponents.”<sup>11</sup> The appropriate administrative review of technical subjects requires expert evaluation and evidence.<sup>12</sup> Based on this, “speculative lay opinion on technical issues [cannot] qualify as “substantial evidence,” “no matter how many such comments [from project opponents] are submitted to the lead agency.”<sup>13</sup> “In the absence of a specific factual foundation in the record, dire predictions by nonexperts regarding the consequences of a project do not constitute substantial evidence.”<sup>14</sup>

As discussed further below, the CEQA Class 3 Exemption (State CEQA Guidelines section 15303) has appropriately and repeatedly been applied to wireless telecommunications sites. The Commission’s application of a Class 3 Exemption to the Project in this case was appropriate and should be upheld. The appeal presents no substantial evidence in opposition, is based solely on speculation, seeks to raise fear of unsubstantiated and remote risks, and fails to cite any expert

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<sup>4</sup> *Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086, 1102 (*Berkeley Hillside*), quoting Pub. Resources Code, § 21084 (italics in original).

<sup>5</sup> 14 CCR §§ 15300-15333, 15354 (State CEQA Guidelines).

<sup>6</sup> *Muzzy Ranch Co. v. Solano County Airport Land Use Comm.* (2007) 41 Cal.4th 372, 380.

<sup>7</sup> *Berkeley Hillside*, 60 Cal.4th at pp. 1092, 1122.

<sup>8</sup> State CEQA Guidelines § 15384, subd. (a).

<sup>9</sup> *Id.*

<sup>10</sup> *Id.*

<sup>11</sup> *Porterville Citizens for Responsible Hillside Dev. v. City of Porterville* (2007) 157 Ca1.App.4th 885, 901.

<sup>12</sup> *Newtown Preservation Society v. County of El Dorado* (2021) 65 Cal.App.5th 771, 791 (lay testimony on fire evacuation routes not substantial evidence); *Bowman v. City of Berkeley* (2004) 122 Cal.App.4th 572, 583 (“a complex scientific issue such as the migration of chemicals through land calls for expert evaluation, and the Neighbors do not profess any expertise that would qualify them to opine on that subject”).

<sup>13</sup> *Hilltop Group, Inc. v. County of San Diego* (2024) 99 Cal.App.5th 890, 922.

<sup>14</sup> *Joshua Tree Downtown Business Alliance v. County of San Bernardino* (2016) 1 Cal.App.5th 677, 691.

evaluation or actual evidence as a basis upon which the Board should overturn the exemption. As such, we ask that the Board deny the appeal.

#### IV. ARGUMENT

##### A. The Project Qualifies for a Class 3 CEQA Exemption.

The CEQA Class 3 Exemption exempts “construction and location of limited numbers of new, small facilities or structures [and] installation of small new equipment and facilities in small structures.”<sup>15</sup> Subsection (c) provides a nonexclusive list of the type of projects qualifying for the Class 3 Exemption, and contains examples of commercial uses, including:

“[a] store, motel, office, restaurant or similar structure ... not exceeding 2,500 square feet in floor area. In urbanized areas, the exemption also applies to up to four such commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use, if not involving the use of significant amounts of hazardous substances where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.”

The Project at issue here is proposed in an urbanized area and presents only a 550-square-foot footprint, 5.5% of the square footage contemplated in the Class 3 Exemption example. The Project represents an allowed use within the City’s Public Zoning District and does not involve the use of significant amounts of hazardous substances. Further, all necessary public services and facilities are available in the surrounding area, which is not environmentally sensitive. Substantial evidence clearly supports the Commission’s determination that the Project qualifies for the Class 3 Exemption.

Under SFMC section 31.08(b)(2), the City’s Environmental Review Officer must maintain a list of the project types that are categorically exempt under CEQA, and post that list to the Planning Department website.<sup>16</sup> This City list was revised and adopted by the Commission through Resolution No. 14952 on August 17, 2000. In its interpretation of the Class 3 Exemption examples, the Commission has stated that the Exemption is appropriately applied to projects that include:

“... both new construction and changes of use of all retail, service, and office uses of the types permitted in C-1 and C-2 zoning districts, within the size limitations stated. New construction and changes of use of industrial uses are also included when 10,000 square feet or less.”

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<sup>15</sup> State CEQA Guidelines § 15303.

<sup>16</sup> <https://sfplanning.org/list-ceqa-exemption-types>.



The City's Industrial Use Category contains the following uses: "Agricultural and Beverage Processing 1 and 2, Automobile Wrecking, Automobile Assembly, Grain Elevator, Hazardous Waste Facility, Junkyard, Livestock Processing 1 and 2, Heavy Manufacturing 1, 2, and 3, Light Manufacturing, Metal Working, Ship Yard, Storage Yard, Volatile Materials Storage, and Truck Terminal."<sup>17</sup> The impacts of the instant Project, including the proposed 150-gallon fuel tank, would be significantly less than the impacts that would be caused by 10,000 square feet of any of these potential industrial uses.

Moreover, the City has repeatedly determined that wireless telecommunications facilities appropriately fall within the Class 3 Exemption. In 2025 alone, the City approved the Exemption to the following wireless projects:

- 1400 John F. Kennedy Drive (approved 4/10/2025) – 60-foot monopole with a 30KW generator and 190-gallon fuel tank adjacent to the athletic fields in Golden Gate Park.
- 3301 Lyon Street (approved 4/9/2025) – 90-foot faux eucalyptus tree with a 30KW generator and 190-gallon fuel tank approximately 75 west of the Palace of Fine Arts.
- 1475 25<sup>th</sup> Street (approved 10/14/2025) – 40-foot monopole adjacent to residential area.

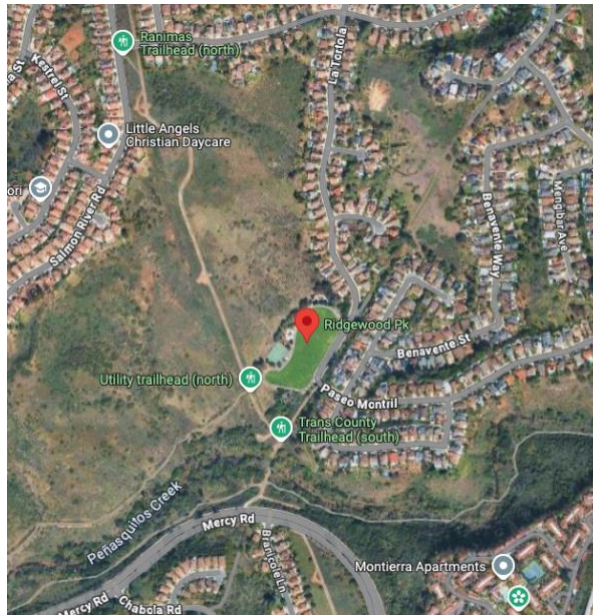
California case law also recognizes the application of the Class 3 Exemption to wireless communications towers. In *Don't Cell Our Parks v. City of San Diego* (2018) 21 Cal.App.5th 338, 346, 353 (*Don't Cell Our Parks*), the court upheld the use of the Class 3 Exemption for "an unmanned cell tower disguised as a 35-foot-high faux eucalyptus tree and a 250-square-foot landscaped equipment structure on the outskirts of the 8.53 acre Park" with a total footprint of 534 square feet. The wireless tower was proposed for the Ridgewood Neighborhood Park in San

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<sup>17</sup> SFMC § 102.I.

RE: File No. 251094 – Appeal of CEQA Exemption Determination  
Proposed 350 Amber Drive Project (Case No. 2024-0004318ENV)  
November 26, 2025  
Page 6

Diego, which, like Diamond Heights, includes an area of both residential homes and a vegetated canyon, as shown below.



The *Don't Cell Our Parks* court concluded that the Class 3 Exemption applied, and further stated:

[A]pplying the plain language of Guidelines section 15303, the Project consists of the construction and location of a new small facility or structure, which qualifies for a Class 3 exemption. The Project is a new small facility that will be 534 square feet, including the aboveground branch diameter of the faux tree. While none of the examples of the exemption are directly applicable [...], the Project is much smaller than a single-family residence, store, motel, office or restaurant. Accordingly, we hold that as a matter of law, the Project falls within the scope of the Class 3 categorical exemptions under the Guidelines.<sup>18</sup>

In its appeal letter, DHCA repeatedly focuses on the Exemption's use of the words "small" and "minor," in arguing that the Project does not qualify. But DHCA does not address the examples set forth in the language of the Exemption or address the law in *Don't Cell Our Parks*. There is no basis to conclude that the Project is not small under the language of the Exemption, the City's interpretation thereof, and the case law. DHCA also does not acknowledge or distinguish the clear examples of the City's past application of the Exemption to wireless towers in the City. The Project's footprint and its impact are well within the range of the City's earlier approved cell towers. DHCA has provided no substantial evidence to support its legally incorrect

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<sup>18</sup> *Id.* at p. 360.

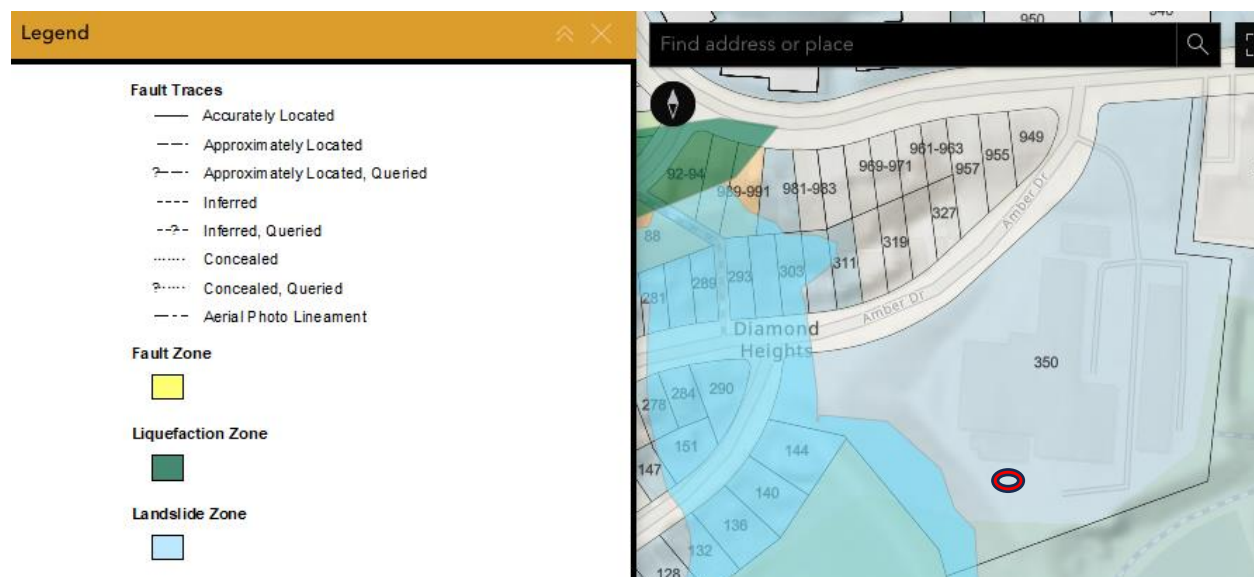
contention that the Exemption does not apply. The City's recent approval of cell towers, and the *Don't Cell Our Parks* case conclusions clearly demonstrate that wireless facilities adjacent to homes, are properly exempt under the Class 3 Exemption. Thus, the appeal should be denied.

B. The Project Will Not Impact an Environmental Resource of Hazardous or Critical Concern - The Location Exception to the Class 3 Exemption Does Not Apply.

The State CEQA Guidelines provide an exception to the Class 3 Exemption if “the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies” (Location Exception).<sup>19</sup> In its appeal letter, DHCA appears to allege that the Location Exception applies because the Project site is (1) within a known landslide zone, (2) within a Wildland Urban Interface risk area, and (3) adjacent to Glen Canyon Park. As explained further below, none of these supposed conditions justify application of the Location Exception.

1. The Project Site is Not Within a Landslide Zone.

According to the California Geologic Survey, the southwestern portion of the Police Academy parcel is within a landslide zone, but the Project site itself is *outside* this zone, as shown in the figure below.<sup>20</sup> The City's map likewise places the landslide zone on the southwestern portion of the Police Academy parcel outside of the Project site boundary.<sup>21</sup>



<sup>19</sup> State CEQA Guidelines § 15300.2(a).

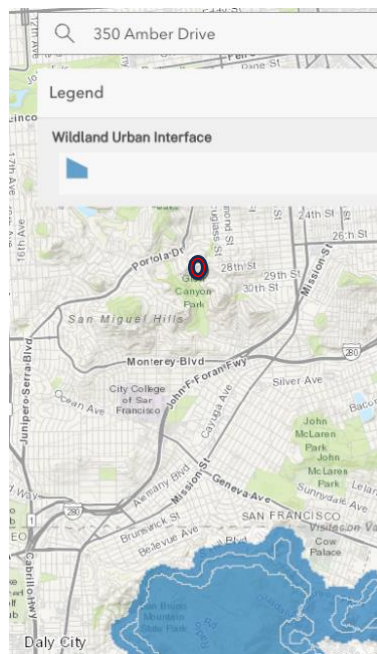
<sup>20</sup> <https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/>. Accessed November 17, 2025.

<sup>21</sup> <https://data.sfgov.org/-/San-Francisco-Seismic-Hazard-Zones/7ahv-68ap>.

Moreover, the Location Exception does not apply to designated earthquake and landslide hazard zones because earthquakes and landslides are geologic events, not environmental resources.<sup>22</sup> In *Berkeley Hills Watershed*, petitioners argued the Location Exception prohibited application of the Class 3 Exemption to construction of 3 single-family homes because the project was “within the Alquist-Priolo Earthquake Fault Zone (APEFZ) established by the State of California along the Hayward fault and in a potential earthquake-induced landslide area mapped by the California Geologic Survey on their Seismic Hazard Mapping Act map for this area.”<sup>23</sup> The *Berkeley Hills Watershed* court noted that a “resource is ‘a natural source of wealth or revenue,’ or a ‘natural feature or phenomenon that enhances the quality of human life[.]. . . and while [earthquakes and landslides] are indeed hazardous, they are not ‘resources.’”<sup>24</sup> Here, as in *Berkeley Hills Watershed*, landslides are not an environmental resource and thus their alleged presence here cannot trigger the Location Exception .

2. The Project Site is Not Within the Wildland Urban Interface Risk Area.

According to the California Department of Forestry and Fire Protection, and as shown in the figure below, neither the Project site nor the surrounding area is located within the Wildland Urban Interface.<sup>25</sup>



<sup>22</sup> *Berkeley Hills Watershed Coalition v. City of Berkeley* (2019) 31 Cal.App.5th 880, 891 (*Berkeley Hills Watershed*).

<sup>23</sup> *Id.* at 890 (internal quotes removed).

<sup>24</sup> *Id.* at 891 (quoting Merriam-Webster's Collegiate Dict. (11th ed. 2014) p. 1061).

<sup>25</sup> <https://gis.data.ca.gov/datasets/CALFIRE-Forestry:wildland-urban-interface/explore?location=37.731871%2C-122.444809%2C12.99>. Accessed November 17, 2025.

Additionally, using the rationale set forth in *Berkeley Hills Watershed* for landslides, wildfire is not an environmental resource and the Location Exception would not apply, in any case.

3. Glen Canyon Park Is Not an Environmental Resource of Hazardous or Critical Concern, and the Project Will Not Impact Glen Canyon Park.

The 2006 Significant Natural Resource Areas Management Plan (SNRAM Plan) identifies 60 acres of Glen Canyon Park as a “Significant Natural Area.” Each Natural Area in the Plan was broken down into 3 types of Management Areas, which represent differing levels of sensitivity, species presence, and habitat complexity as follows:<sup>26</sup>

- MA-1 – most sensitive to human-generated disturbance. These areas support listed or special-status species, support habitat for significant number of sensitive species, contain relatively high portion of native plants or plant richness, etc. The Project site does not meet this description.
- MA-2 – these areas are comparatively more resilient to human disturbance than MA-1, and can be buffer zones between MA-1 and MA-3 areas. MA-2 areas include important habitats, remnant native vegetation of otherwise widespread plant communities, habitat for local native wildlife species, etc. The Project site does not meet this description.
- MA-3 – least sensitive to human-generated disturbance and can include a buffer zone for MA-1 and MA-2 from surrounding developed recreational and other land uses. MA-3 areas may feature a predominance of non-native vegetation, an absence of sensitive species, and can support a complement of native plants and wildlife habitat, etc.

According to Figure 6.3-5 of the SNRAM Plan, the Policy Academy site is adjacent to an MA-3 area of Glen Canyon Park, an area designated as least sensitive to human-generated disturbance, and not an environmental resource of critical concern. The Project site is approximately 150 feet away from this MA-3 area of Glen Canyon Park. The Project will not interfere with any of the Glen Canyon Park site improvements, vegetation management, or wildlife recommendations in the SNRAM Plan. Nor will the Project impact the utilization of Glen Canyon Park for any recreational purposes. DHCA provides no substantial evidence supporting its contentions that the Project would impact Glen Canyon Park at all, let alone impact an environmental resource of critical concern. For these reasons, the Project’s location in the vicinity of Glen Canyon Park does not trigger the Location Exception.

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<sup>26</sup> SNRAM Plan, pp. 1-4 through 1-6.

C. Neither the Project nor its Surroundings are Particularly Unique - The Unusual Circumstances Exception to the Class 3 Exemption Does Not Apply.

State CEQA Guidelines provide an exception to the Class 3 Exemption if “there is a reasonable possibility that the activity will have a significant effect on the environment *due to unusual circumstances*” (Unusual Circumstances Exception).<sup>27</sup> This involves a two-part test:<sup>28</sup> (1) Whether a particular project presents circumstances that are unusual for projects in an exempt class; and (2) Whether there is a reasonable possibility of a significant effect due to those unusual circumstances.

In determining whether unusual circumstances exist, an “apples-to-apples comparison” should be used to consider whether the project is distinguishable from other similar projects subject to the exemption.<sup>29</sup> Circumstances do not become unusual “merely because a fair argument can be made that they might have a significant effect.”<sup>30</sup> As discussed below, the DHCA appeal letter presents no substantial evidence of any unusual circumstances.

1. The Project Site’s Geologic Conditions Are Comparable to the Surrounding Area.

As discussed above, while the southwestern portion of the Police Academy parcel is within a landslide zone, the Project site is not. Evaluation of geologic conditions is a technical subject and lay opinion unsupported by an adequate factual foundation cannot constitute substantial evidence. As explained in the attached letter from SALEM Engineering Group, Inc. (SALEM), Engineering Geologist Dean Ledgerwood (CEG #2613) visited the Police Academy property, including the Project site and adjacent slope, and observed no visible evidence of previous slope movement/landslides (see Attachment B). Further, SALEM reviewed a 1999 Geotechnical Investigation Report for the parcel and concluded “documented distress to the existing buildings has been attributed to settlement of the underlying fill soils and was not caused by slope instability.” SALEM further concluded:

The planned tower is anticipated to be supported using a CIDH pile foundation. Cellular tower monopole foundation loads are generally considered to be light to moderate. The cellular tower vertical loads supported on CIDH pile foundations would evenly distribute the load stresses and therefore, would not be anticipated to impart significant increased stresses to the existing fills. Thus, the tower structure would not be anticipated to result in an increased

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<sup>27</sup> State CEQA Guidelines § 15300.2(c) (Emphasis added).

<sup>28</sup> *Berkeley Hillside*, 60 Cal.4th at 1115.

<sup>29</sup> See *Citizens for Environmental Responsibility v. State ex rel. 14th Dist. Ag. Assn.* (2015) 242 Cal.App.4th 555, 577 [rodeo must be compared to other similar activities on fairground and not at other public facilities]; *Fairbank v. City of Mill Valley* (1999) 75 Cal.App.4th 1243, 1260 [unusual circumstances exception did not apply because substantial evidence showed commercial project was not unusual, despite impact claims].

<sup>30</sup> *Id.*

potential for additional static settlements to occur outside the tower lease area.

Construction of the proposed tower improvements would not be anticipated to increase surface water drainage over or into the existing western slope area. Also, the tower construction would not result in a potential for increased saturation of the fills.

There is nothing unique or unusual about the Project site or the Project in relation to geologic conditions or hazards. DHCA does not have the technical expertise to opine regarding the likelihood the Project would cause a landslide and the speculation in its appeal letter does not amount to constitute substantial evidence, cannot contradict expert opinion, and must be disregarded.

2. The Project's Fire Risks Are Comparable to Other Area Wireless Facilities.

Without citing any actual (let alone substantial) evidence, the DHCA appeal letter alleges that “[w]ireless monopoles are known to carry significant fire risks” and then lists the Project’s fuel tank, the surrounding vegetation, and the “Urban Wildfire Interface” [sic] as additional risk factors. As discussed above, the Project site is not located in or near any designated Wildland Urban Interface areas. According to the Wireless Infrastructure Association, there were 142,100 cell towers (defined as free-standing structures over 50 feet in height) in the United States as of 2022.<sup>31</sup> Fires ignited by cell towers is not a frequent or expected occurrence. Further, DHCA does not have the technical expertise to opine regarding the likelihood the Project would catch fire, nor has DHCA provided evidence that there is a likelihood of fire ignition, and the speculation in its appeal letter does not constitute substantial evidence.

3. The Project's Air Quality Impacts Are Comparable to Other Area Wireless Facilities.

Again without evidence, the DHCA appeal letter alleges that diesel fuel tanks “are well known for their potential to leak air pollutants that can pose significant threats to human health and the environment.” The Project fuel tank size (150 gallons) is the current standard to support a 30 KW generator. This tank size will provide approximately 48 hours of continuous operation at full load and will ensure backup power for the cell site during extended utility outages. The generator will undergo routine operational testing once per month to ensure reliability. Each such test includes a full system start-up, load simulation, and functional checks of all alarms and safety systems. The generator is monitored with automatic alarms for low fuel, high temperature, oil pressure, leaks, and unauthorized access. These alarms are integrated into the site’s remote

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<sup>31</sup> [https://www.benton.org/headlines/us-cell-towers-and-small-cells-numbers#:~:text=The%20Wireless%20Infrastructure%20Association%20\(WIA,at%20the%20end%20of%202022.](https://www.benton.org/headlines/us-cell-towers-and-small-cells-numbers#:~:text=The%20Wireless%20Infrastructure%20Association%20(WIA,at%20the%20end%20of%202022.)

monitoring system for immediate response. Again, DHCA does not have the technical expertise to opine regarding the alleged risk of a leak from the Project's fuel tank, and offers only inappropriate speculation of the likelihood and supposed health impacts from such an event. This speculation does not constitute substantial evidence and should be disregarded.

4. The Surrounding Area is Not Unusual for the Location of the Project.

The DHCA appeal letter baldly states, without evidence or actual explanation, that the nearby residences, historic church, Glen Canyon Park, and George Christopher Park constitute unusual circumstances under CEQA. While it is a fact that the Project site is near these locations, DHCA provides no substantial evidence as to how this amounts to unusual circumstances. These are simply common urban uses located in any populous city, including San Francisco as is clear from the City's map of wireless facilities.<sup>32</sup> As discussed above, other cell towers with approved Class 3 Exemptions exist in the City and are adjacent to parks, residences, and a historic landmark. The wireless tower in *Don't Cell Our Parks* was proposed in the Ridgewood Neighborhood Park in San Diego, which is adjacent to both residential homes and a vegetated canyon. The surrounding area is not unusual for the location of the Project.

V. CONCLUSION

Based on the foregoing, the Project qualifies for the Class 3 Exemption, none of the exceptions to the application of the Class 3 Exemption apply, and DHCA has provided no substantial evidence to support its speculative arguments to the contrary. AT&T requests the Board deny the appeal and uphold the Project's CEQA exemption.

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<sup>32</sup> <https://sfplanninggis.org/wireless/>



RE: File No. 251094 – Appeal of CEQA Exemption Determination  
Proposed 350 Amber Drive Project (Case No. 2024-0004318ENV)  
November 26, 2025  
Page 13

ATTACHMENT A  
Updated Site Plans



350 AMBER DRIVE  
SAN FRANCISCO, CALIFORNIA 94131  
JURISDICTION: CITY OF SAN FRANCISCO  
APN: 7521005

## SITE TYPE: OUTDOOR / MONOPOLE

A (N) AT&T UNMANNED TELECOMMUNICATION FACILITY CONSISTING OF INSTALLING:

- INSTALLATION OF A 20'-0" X 27'-6" AT&T TELECOMMUNICATIONS FACILITY (~550 SQ. FT.)
- INSTALLATION OF A AT&T 103'-0" MONOPOLE
- INSTALLATION OF A AT&T 8' CHAIN LINK FENCE
- INSTALLATION OF (2) AT&T 6' WIDE AND (1) 4' WIDE CHAIN LINK GATES
- INSTALLATION OF AT&T ANTENNA MOUNTING ASSEMBLIES AT A 100'-0" CENTERLINE
- INSTALLATION OF (12) AT&T PANEL ANTENNAS MOUNTED AT A 100'-0" CENTERLINE ((4) PER SECTOR)
- INSTALLATION OF (9) AT&T REMOTE RADIO UNITS (RRUS) ((3) PER SECTOR)
- INSTALLATION OF (3) AT&T TOWER MOUNTED DC-9 SURGE SUPPRESSORS
- INSTALLATION OF (1) FIRSTNET BY AT&T GPS UNIT MOUNTED ON PROPOSED OUTDOOR EQUIPMENT CABINET
- INSTALLATION OF (1) WALK-UP CABINET (WUC) EQUIPMENT CABINET
- INSTALLATION OF A NEW AT&T 30KW COMPACT GENERATOR WITH 150 GALLON FUEL TANK MOUNTED TO NEW 4'-0" X 6'-0" CONCRETE PAD
- NEW FIBER CONDUIT RUN TO FIBER CABINET
- INSTALLATION OF (1) AT&T CIENA AND (1) HOFFMAN BOX MOUNTED TO A NEW H-FRAME

SITE NAME:	SF POLICE ACADEMY	SITE ACQUISITION COMPANY:	NEXTEDGE NETWORKS 240 STOCKTON STREET SAN FRANCISCO, CALIFORNIA 94108
SITE #:	CCL05350		
COUNTY:	SAN FRANCISCO COUNTY	LEASING CONTACT:	ATTN: LORRIE BILLALON (510) 825-8889 LBILLALON@MODUSLLC.COM
JURISDICTION:	CITY OF SAN FRANCISCO		
APN :	7521005	ZONING CONTACT:	ATTN: CAROLINE STYC (916) 801-3585 CSTYC@MODUSLLC.COM
SITE ADDRESS:	350 AMBER DRIVE SAN FRANCISCO, CALIFORNIA 94112	CONSTRUCTION CONTACT:	ATTN: KEITH CONNER (408) 306-3801 GKCONNER@BECHTEL.COM
CURRENT ZONING:	PUBLIC (P)		
CONSTRUCTION TYPE:	V-B		
OCCUPANCY TYPE:	U, (UNMANNED COMMUNICATIONS FACILITY)		
POWER:	PG&E		
LATITUDE:	N 37° 44' 37.8" NAD 83 N 37.743820° NAD 83		
LONGITUDE:	W 122° 26' 19.7" NAD 83 W -122.441591° NAD 83		
GROUND ELEVATION:	±554.0' AMSL		
PROPERTY OWNER:	CITY & COUNTY OF SAN FRANCISCO 25 VAN NESS AVENUE, STE. 400 SAN FRANCISCO, CALIFORNIA 94102		
APPLICANT:	AT&T MOBILITY 5001 EXECUTIVE PARKWAY SAN RAMON, CALIFORNIA 94583		

A detailed map of the project location in Midtown Terrace. The map shows a network of streets including Cityview Way, Longview Ct, Midcrest Way, Glenview Dr, Dawnview Way, Sunview Dr, Portola Dr, Amethyst Way, Turquoise Way, Amber Dr, Camino Way, Duncan St, and Diamond Heights Blvd. The project location is marked with a black dot and an arrow pointing to it from the label 'SITE LOCATION'. Surrounding areas include MIDTOWN TERRACE, DIAMOND HEIGHTS, and GOLD MINE HILL. A north arrow and a scale indicator 'SCALE: N/A' are located in the bottom right corner.

FROM:	1500S EXECUTIVE PARKWAY, SAN RAMON, CALIFORNIA 94583
TO:	350 AMBER DRIVE SAN FRANCISCO, CALIFORNIA 94131
HEAD NORTH	82 FT
TURN RIGHT	0.2 MI
TURN RIGHT TOWARD EXECUTIVE PKWY	295 FT
TURN RIGHT ONTO EXECUTIVE PKWY	0.2 MI
TURN LEFT ONTO CAMINO RAMON	0.8 MI
USE THE LEFT 2 LANES TO TURN LEFT ONTO CROW CANYON RD	0.2 MI
USE THE RIGHT 2 LANES TO MERGE ONTO I-680 N VIA THE RAMP TO SACRAMENTO	0.4 MI
MERGE ONTO I-680 N	9.2 MI
USE THE RIGHT 2 LANES TO TAKE EXIT 46A FOR STATE ROUTE 24 TOWARD OAKLAND/LAFAYETTE	1.1 MI
CONTINUE ONTO CA-24 W	8.1 MI
KEEP LEFT AT THE FORK TO STAY ON CA-24 W	4.3 MI
USE THE RIGHT 2 LANES TO TAKE EXIT 2B TO MERGE ONTO I-580 W TOWARD SAN FRANCISCO	1.5 MI
USE THE LEFT 3 LANES TO TAKE EXIT 19A TO MERGE ONTO I-80 W TOWARD SAN FRANCISCO	8.5 MI
MERGE ONTO US-101 S	2.0 MI
USE THE RIGHT 2 LANES TO TAKE EXIT 431 TO MERGE ONTO I-280 S TOWARD DALY CITY	1.6 MI
TAKE EXIT 52 FOR MONTEREY BLVD	0.2 MI
TURN RIGHT ONTO MONTEREY BLVD	0.1 MI
CONTINUE ONTO DIAMOND ST	0.4 MI
TURN LEFT TO STAY ON DIAMOND ST	0.2 MI
TURN RIGHT TO STAY ON DIAMOND ST	226 FT
TURN RIGHT ONTO DIAMOND HEIGHTS BLVD	0.6 MI
TURN LEFT ONTO DUNCAN ST	344 FT
TURN LEFT ONTO AMBER DR	72 FT
TURN LEFT	184 FT
TURN LEFT	23 FT
TURN RIGHT	279 FT
TURN RIGHT	161 FT
DESTINATION WILL BE ON THE LEFT	
ESTIMATED TIME: 1 HOUR 2 MINUTES	ESTIMATED DISTANCE: 40.1 MILES

ALL WORK & MATERIALS SHALL BE PERFORMED & INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THESE CODES:











































2022 CALIFORNIA ADMINISTRATIVE CODE, PART 1, TITLE 24 C.C.R.  
2022 CALIFORNIA BUILDING CODE (CBC), PART 2, VOLUME 182, TITLE 24 C.C.R.  
(2021 INTERNATIONAL BUILDING CODE AND 2022 CALIFORNIA AMENDMENTS)  
2022 CALIFORNIA ELECTRICAL CODE (CEC), PART 3, TITLE 24 C.C.R.  
(2020 NATIONAL ELECTRICAL CODE AND 2022 CALIFORNIA AMENDMENTS)  
2022 CALIFORNIA MECHANICAL CODE (CMC) PART 4, TITLE 24 C.C.R.  
(2021 UNIFORM MECHANICAL CODE AND 2022 CALIFORNIA AMENDMENTS)  
2022 CALIFORNIA PLUMBING CODE (CPC), PART 5, TITLE 24 C.C.R.  
2021 UNIFORM PLUMBING CODE AND 2022 CALIFORNIA AMENDMENTS)  
2022 CALIFORNIA ENERGY CODE (CEC), PART 6, TITLE 24 C.C.R.  
2022 CALIFORNIA FIRE CODE, PART 9, TITLE 24 C.C.R.  
(2021 INTERNATIONAL FIRE CODE AND 2022 CALIFORNIA AMENDMENTS)  
2022 CALIFORNIA GREEN BUILDING STANDARDS CODE, PART 11, TITLE 24 C.C.R.  
2022 CALIFORNIA REFERENCE STANDARDS, PART 12 TITLE 24 C.C.R.  
ANSI/AIA-TIA-222-H  
ALONG WITH ANY OTHER APPLICABLE LOCAL & STATE LAWS AND REGULATIONS

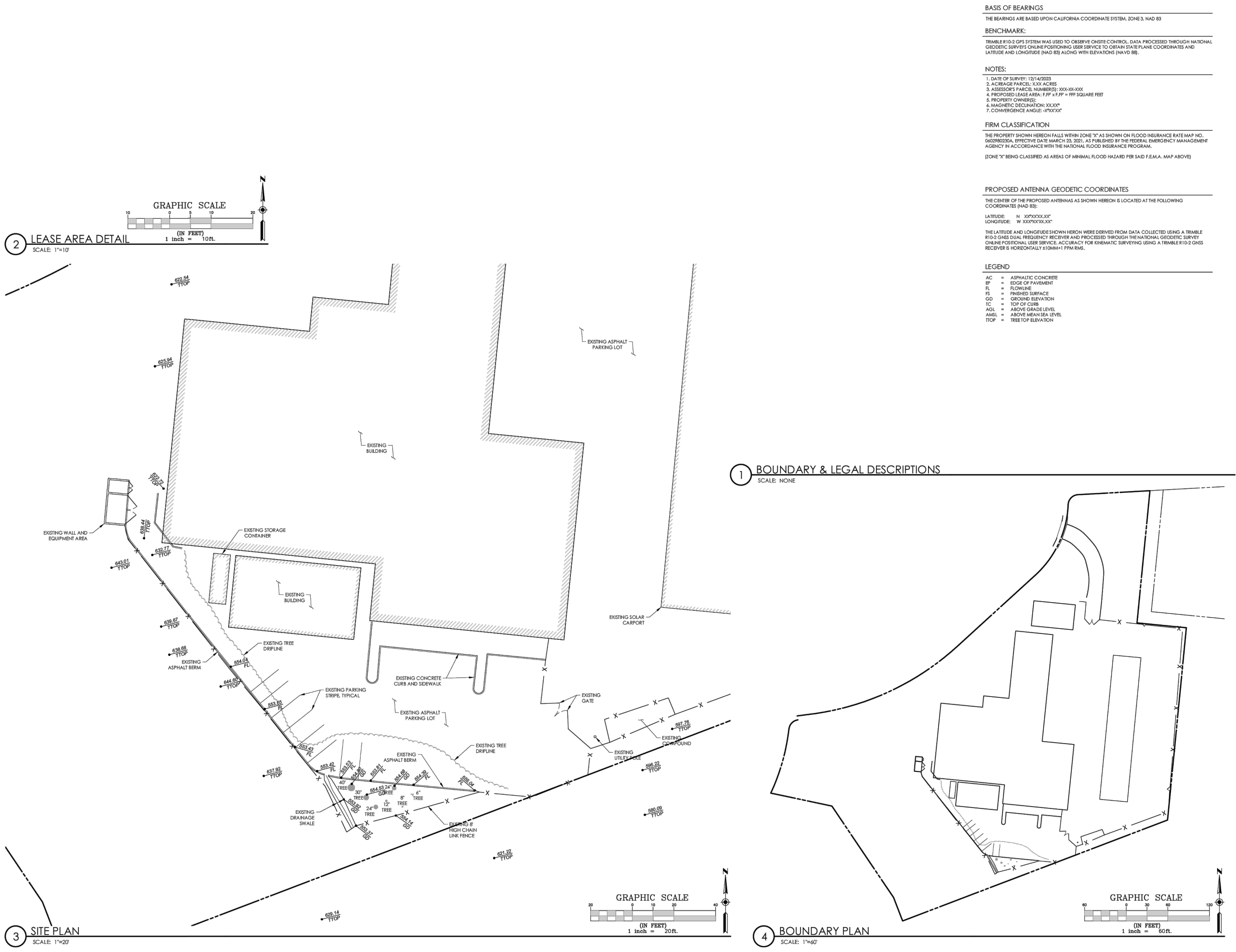
THIS FACILITY IS UNMANNED & NOT FOR HUMAN HABITATION. DISABLED ACCESS & REQUIREMENTS ARE NOT REQUIRED IN ACCORDANCE WITH CALIFORNIA STATE BUILDING CODE, TITLE 24 PART 2, SECTION 11B-203.5

SHEET NO.	DESCRIPTION	REV
T-1	TITLE SHEET	0
T-2	SITE SIGNAGE	0
C-1	SITE SURVEY	0
A-1	OVERALL SITE PLAN	0
A-1.1	ENLARGED SITE PLAN	0
A-2	SITE DETAIL	0
A-2.1	SITE DETAIL WITH DIMENSIONS	0
A-3	ANTENNA LAYOUT AND EQUIPMENT SCHEDULE	0
A-4	NORTHEAST AND SOUTHEAST ELEVATIONS	0
A-5	SOUTHWEST AND NORTHWEST ELEVATIONS	0
D-1	EQUIPMENT DETAILS	0
D-2	EQUIPMENT DETAILS	0
D-3	GENERATOR DETAILS	0
E-1	UTILITY ROUTING, PANEL SCHEDULE, SINGLE LINE DIAGRAM AND NOTES	0

[illegible]

**T-1**

<div><div></div><div>This Site Operated by: <b>AT&amp;T MOBILITY</b> 5001 EXECUTIVE PARKWAY SAN RAMON, CA 94583 IN CASE OF FIRE AND THE NEED FOR SHUTDOWN TO ACTIVATE ANTENNAS CALL THE FOLLOWING NUMBER: For 24 Hour Emergency Contact and Access Please Call: (800) 638-2822  Reference Site#: <u>CCL05350</u> Site Address: <u>350 AMBER DRIVE, SAN FRANCISCO, CA 94131</u></div></div>			<div><div>FOR FUEL &amp; OTHER ENVIRONMENTAL EMERGENCIES CALL EH&amp;S 1-800-566-9347 1-800-KNOW-EHS</div></div>			<div><div><div><div></div><div>WARNING</div></div><div>CANCER AND REPRODUCTIVE HARM WWW.P65WARNINGS.CA.GOV</div><div><div></div><div>AVERTISSEMENT</div></div><div>CANCER ET EFFET NOCIF SUR IS REPRODUCTION WWW.P65WARNINGS.CA.GOV</div><div><div></div><div>AVERTISSEMENT</div></div><div>PRODUCE CANDER Y DANCS REPRODUCTIVOS WWW.P65WARNINGS.CA.GOV</div></div></div>			<div>SIGNAGE AND STRIPING INFORMATION</div> <div><div>1. THE FOLLOWING INFORMATION IS A GUIDELINE WITH RESPECT TO PREVAILING STANDARDS LIMITING HUMAN EXPOSURE TO RADIO FREQUENCY ENERGY AND SHOULD BE USED AS SUCH. IF THE SITE'S EMF REPORT OR ANY LOCAL, STATE OR FEDERAL GUIDELINES OR REGULATIONS SHOULD BE IN CONNECT WITH ANY PART OF THESE NOTES OR PLANS, THE MORE RESTRICTIVE GUIDELINE OR REGULATION SHALL BE FOLLOWED AND OVERRIDE THE LESSER.</div><div>2. THE PUBLIC LIMIT OF RF EXPOSURE ALLOWED BT AT&amp;T IS 1mWcm<sup>2</sup> AND THE OCCUPATIONAL LIMIT OF RF EXPOSURE ALLOWED BY AT&amp;T IS 5mWcm<sup>2</sup>.</div><div>3. IF THE BOTTOM OF THE ANTENNA IS MOUNTED (8) EIGHT FEET ABOVE THE GROUND OR WORKING PLATFORM LINE OF THE PERSONAL COMMUNICATION SYSTEM (PCS) AND DOES NOT EXCEED THE PUBLIC LIMIT OF RF EXPOSURE LIMIT THEN NO STRIPING OR BARRICADES SHOULD BE NEEDED.</div><div>4. IF THE PUBLIC LIMIT OF RF EXPOSURE ON THE SITE IS EXCEEDED AND THE AREA IS PUBLICLY ACCESSIBLE (e.g. ROOF ACCESS DOOR THAT CANNOT BE LOCKED, OR FIRE EGRESS) THEN BOTH BARRICADES AND STRIPING SHALL BE PLACED AROUND THE ANTENNAS. THE EXACT EXTENT OF THE BARRICADES AND STRIPING SHALL BE DETERMINED BY THE EMF REPORT FOR THE SITE DONE BEFORE OR SHORTLY AFTER COMPLETION OF THE SITE CONSTRUCTION. USE THE PLANS AS A GUIDELINE FOR PLACEMENT OF SUCH BARRICADES AND STRIPING.</div><div>5. IF THE PUBLIC LIMIT OF RF EXPOSURE ON THE SITE IS EXCEEDED AND THE AREA IS PUBLICLY ACCESSIBLE (e.g. ROOF ACCESS DOOR THAT CANNOT BE LOCKED, OR FIRE EGRESS) THEN BOTH BARRICADES AND STRIPING SHALL BE PLACED AROUND THE ANTENNAS. THE EXACT EXTENT OF THE BARRICADES AND STRIPING SHALL BE PLACED AROUND THE ANTENNAS, THE EXACT EXTENT OF THE BARRICADES &amp; STRIPING SHALL BE DETERMINED BY THE EMF REPORT FOR THE SITE DONE BEFORE OR SHORTLY AFTER COMPLETION OF SITE CONSTRUCTION. USE THE PLANS AS A GUIDELINES FOR PLACEMENT OF SUCH BARRICADES AND STRIPING.</div><div>6. ALL TRANSMIT ANTENNAS REQUIRE A THREE LANGUAGE WARNING SIGN WRITTEN IN ENGLISH, SPANISH, AND CHINESE. THIS SIGN SHALL BE PROVIDED TO THE CONTRACTOR Y THE AT&amp;T CONSTRUCTION PROJECT MANAGER AT THE TIME OF CONSTRUCTION. THE LARGER SIGN SHALL BE PLACED IN PLAIN SIGHT AT ALL ROOF ACCESS LOCATIONS AND ON ALL BARRICADES. THE SMALLER SIGN SHALL BE PLACED ON THE ANTENNA ENCLOSURES IN A MANNER THAT IS EASILY SEEN BY ANY PERSON ON THE ROOF. WARNING SIGNS SHALL COMPLY WITH ANSI C95.2 COLOR, SYMBOL, AND CONTENT CONVENTIONS. ALL SIGNS SHALL HAVE AT&amp;T'S NAME AND THE COMPANY CONTACT INFORMATION (e.g. TELEPHONE NUMBER) TO ARRANGE FOR ACCESS TO THE RESTRICTED AREAS. THIS TELEPHONE NUMBER SHALL BE PROVIDED TO THE CONTRACTOR BY THE AT&amp;T CONSTRUCTION PROJECT MANAGER AT THE TIME OF CONSTRUCTION.</div><div>7. PHOTOS OF ALL STRIPING, BARRICADES AND SIGNAGE SHALL BE PART OF THE CONTRACTORS CLOSE OUT PACKAGE &amp; SHALL BE TURNED INTO THE AT&amp;T CONSTRUCTION PACKAGE &amp; SHALL BE TURNED INTO THE AT&amp;T CONSTRUCTION MANAGER AT THE END OF CONSTRUCTION. STRIPING SHALL BE DONE WITH FADE RESISTANT YELLOW SAFETY PAINT IN A CROSS-HATCH PATTERN AS DETAILED BY THE CONSTRUCTION DRAWINGS. ALL BARRICADES SHALL BE MADE OF AN RF FRIENDLY MATERIAL SO AS NOT TO BLOCK OR INTERFERE WITH THE OPERATION OF THE ANTENNAS. BARRICADES SHALL BE PAINTED WITH FADE RESISTANT YELLOW SAFETY PAINT. THE CONTRACTOR SHALL PROVIDE WITH ALL RF FRIENDLY BARRICADES NEEDED, &amp; SHALL PROVIDE THE AT&amp;T CONSTRUCTION PROJECT MANAGER WITH A DETAILED SHOP DRAWING OF EACH BARRICADES. UPON CONSTRUCTION COMPLETION.</div></div>		
FENCE COMPOUND SIGNAGE			SCALE: NONE 11	YELLOW EH&S SIGN			SCALE: NONE 7	PROP 65			SCALE: NONE 5
<div><div><div>DANGER</div><div>NO TRESPASSING</div></div></div>			<div><div><div>INFORMATION</div><div>Federal Communications Communication Tower Registration Number</div><div>1 2 3 4 5 6 7</div><div>Posted in accordance with Federal Communications Commission rules and antenna tower registration 47CFR 17.4 (g).</div></div></div>			<div><div><div>DIESEL FUEL</div><div>COMBUSTIBLE NO SMOKING NO OPEN FLAMES</div><div>FUEL TANK CAPACITY 150 GALS</div></div></div>			<div><div><div>15"</div><div>15"</div><div>2</div><div>1</div><div>0</div></div></div>		
FENCED COMPOUND SIGNAGE			SCALE: NONE 14	FCC ASR SIGNAGE			SCALE: NONE 10	FUEL TYPE SIGN			SCALE: NONE 6
<div><div><div>NOTICE</div><div>AUTHORIZED PERSONNEL ONLY</div></div></div>			<div><div>Property of AT&amp;T</div><div>AUTHORIZED PERSONNEL ONLY</div><div>No Trespassing Violators will be prosecuted</div><div>In case of emergency, or prior to performing maintenance on this site, call (800) 638-2822 and reference cell site number <u>CCL05350</u></div></div>			<div><div>NOTE:</div><div>1. CONTRACTOR SHALL INSTALL ALL INFORMATION SIGNAGE IN ACCORDANCE W/ AT&amp;T WIRELESS DOCUMENT #03-0074, RF EXPOSURE POLICY AND RF SAFETY COMPLIANCE PROGRAM, LATEST EDITION.</div><div>2. CONTRACTOR SHALL CONTACT AT&amp;T R-RFSC FOR INFORMATION ON MPE LEVELS AND INSTRUCTIONS ON LEVEL AND LOCATION OF SIGNAGE.</div></div>			<div><div><div>4</div><div>7</div><div>0</div></div></div>		
NFPA 704 HAZARD DIAMOND SIGN			SCALE: NONE 4	GENERAL NOTES			SCALE: NONE 2				
<div><div><div>0</div><div>3</div><div>2</div><div>ACID</div></div></div>			<div><div><div>Property of AT&amp;T</div><div>AUTHORIZED PERSONNEL ONLY</div><div>In case of emergency, or prior to performing maintenance on this site, call (800) 638-2822 and reference cell site number <u>CCL05350</u></div></div></div>			<div><div><div>8"</div><div>12"</div><div>CAUTION</div><div></div><div>On this tower: Beyond This Point you are entering an area where radio frequency (RF) fields may exceed the FCC General Population Exposure Limits. Contact AT&amp;T at 800-638-2822 and follow their instructions prior to performing any maintenance or repairs above this point. Personal climbing this tower should be trained for working in RF environment and used a personal RF monitoring if working near active antennas.</div></div></div>			<div><div><div>8"</div><div>12"</div><div>CAUTION</div><div></div><div>AT&amp;T operates antennas at this site. Beyond This Point you are entering an area where radio frequency (RF) fields may exceed the FCC General Population Exposure Limits. Follow safety guidelines for working in an RF environment. Contact AT&amp;T at 800-638-2822 and follow their instructions prior to performing any maintenance or repairs above this point.</div></div></div>		
DOOR / EQUIPMENT SIGN			SCALE: NONE 13	GATE SIGNAGE			SCALE: NONE 9	<div><div><div>8"</div><div>12"</div><div>NOTICE</div><div></div><div>AT&amp;T operates antennas at this site. Beyond This Point you are entering an area where radio frequency (RF) fields may exceed the FCC General Population Exposure Limits. Follow safety guidelines for working in an RF environment. Contact AT&amp;T at 800-638-2822 and follow their instructions prior to performing any maintenance or repairs above this point.</div></div></div>			
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<div><div><div>0</div><div>3</div><div>2</div><div>ACID</div></div></div>			<div><div><div>Property of AT&amp;T</div><div>AUTHORIZED PERSONNEL ONLY</div><div>In case of emergency, or prior to performing maintenance on this site, call (800) 638-2822 and reference cell site number <u>CCL05350</u></div></div></div>			<div><div><div>8"</div><div>12"</div><div>CAUTION</div><div></div><div>AT&amp;T operates antennas at this site. Beyond This Point you are entering an area where radio frequency (RF) fields may exceed the FCC General Population Exposure Limits. Follow safety guidelines for working in an RF environment. Contact AT&amp;T at 800-638-2822 and follow their instructions prior to performing any maintenance or repairs above this point.</div></div></div>			<div><div><div>8"</div><div>12"</div><div>NOTICE</div><div></div><div>AT&amp;T operates antennas at this site. Beyond This Point you are entering an area where radio frequency (RF) fields may exceed the FCC General Population Exposure Limits. Follow safety guidelines for working in an RF environment. Contact AT&amp;T at 800-638-2822 and follow their instructions prior to performing any maintenance or repairs above this point.</div></div></div>		
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5001 EXECUTIVE PARKWAY  
SAN RAMON, CA 94583

PROJECT INFORMATION:  
CCL05350  
350 AMBER DR  
SAN FRANCISCO, CA

CURRENT ISSUE DATE:  
01/05/2024

ISSUED FOR:  
90% SURVEY

REV.: -DATE: -DESCRIPTION: -BY:

COORDINATING ARCHITECT:  
ODI OMNI DESIGN  
INCORPORATED  
ARCHITECTURE | ENGINEERING | SURVEYING  
1326 Chorro Street, San Luis Obispo, CA 93401  
Office: 805.544.9700 www.omnidesign.us

SEAL:  


CONSULTANT:

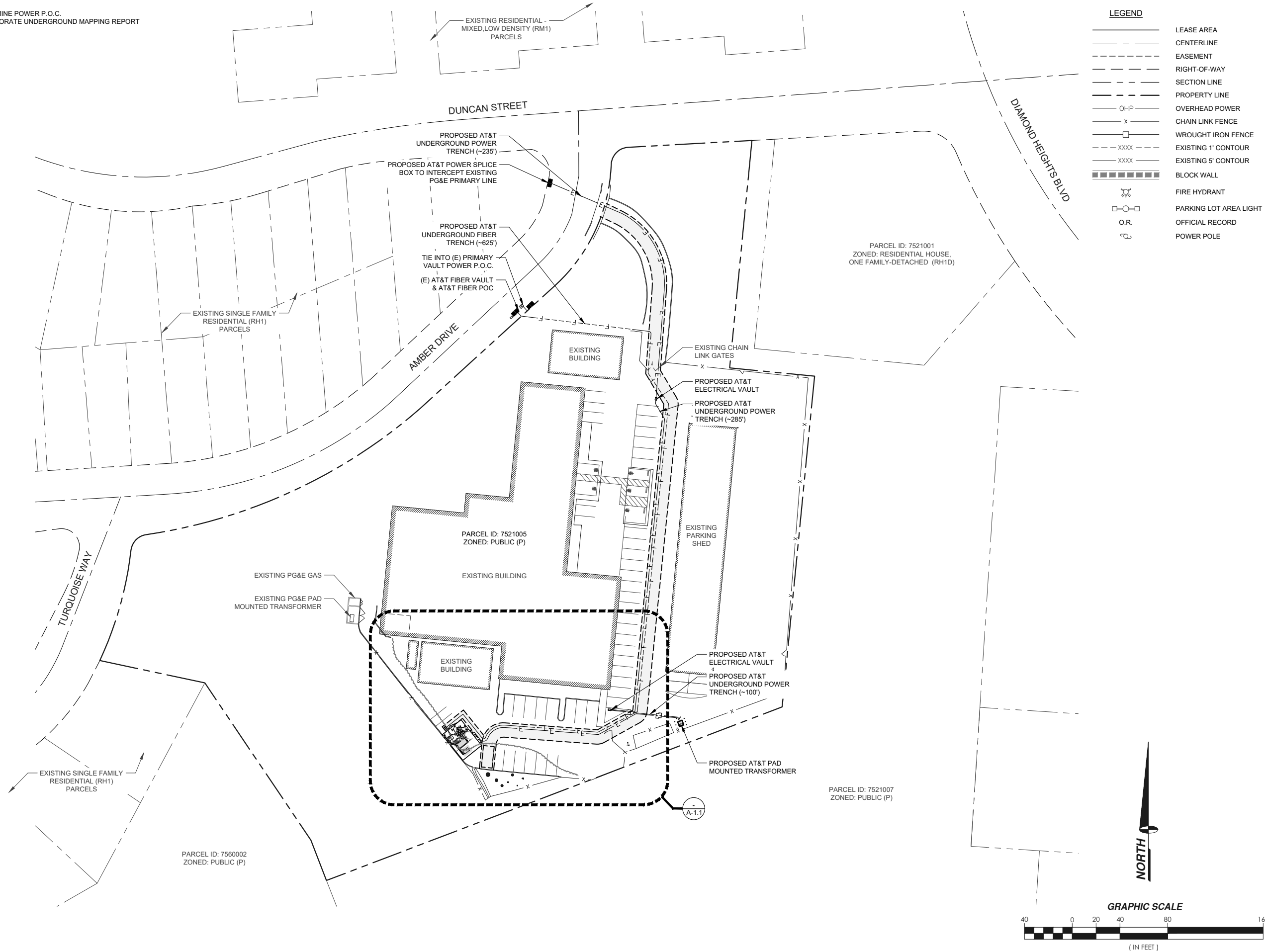
DRAWN BY: -CHK.: -APV.:  
MWM MWM MWM

SHEET TITLE:  
LEASE AREA DETAIL  
SITE & BOUNDARY PLAN

SHEET NUMBER: -REVISION:  
C-1 1180-10XX



NOTE:  
1. PG&E TO DETERMINE POWER P.O.C.  
2. NEED TO INCORPORATE UNDERGROUND MAPPING REPORT



OVERALL SITE PLAN

PROJECT INFORMATION:

CCL05350  
SF POLICE ACADEMY

350 AMBER DRIVE  
SAN FRANCISCO, CALIFORNIA 94131

PREPARED FOR



5005 EXECUTIVE PARKWAY  
SAN RAMON, CALIFORNIA 94583

VENDOR:



NEXTEGE NETWORKS  
1355 WINDWARD CONCOURSE, SUITE 410  
ALPHARETTA, GEORGIA 30005

AT&T SITE NO: CCL05350

PROJECT NO: \_\_\_\_\_

DRAWN BY: R. CRUZ

CHECKED BY: R. MARTINEZ

APPROVED BY: C. WENER

ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
0	01/30/24	90% ZONING	R.C.
0	11/18/25	100% ZONING	R.C.

LICENSURE:

IT IS A VIOLATION OF LAW FOR ANY PERSON,  
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ENGINEER, TO ALTER THIS DOCUMENT.

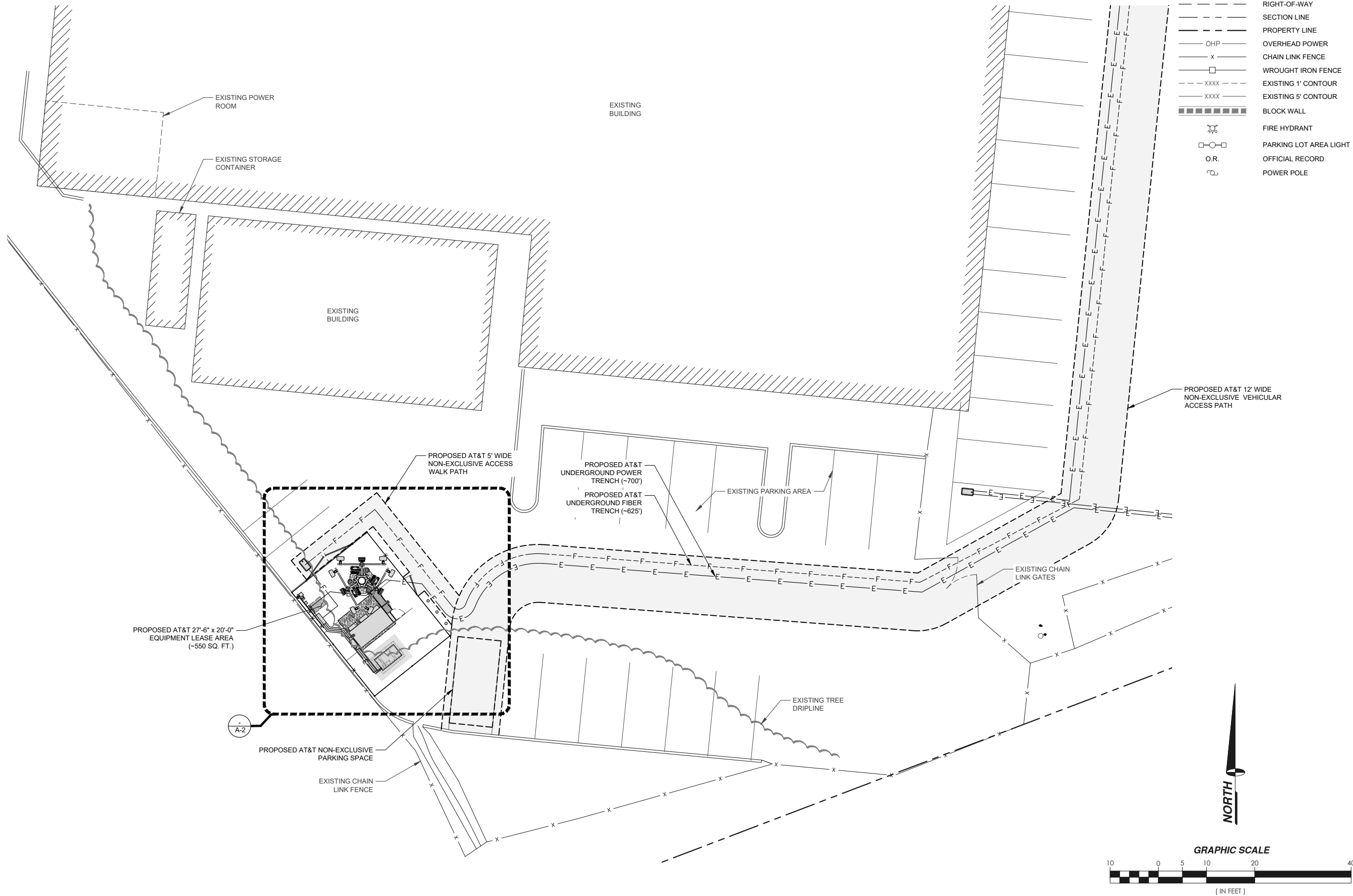
SHEET TITLE:

OVERALL SITE  
PLAN

SHEET NUMBER

A-1

NOTE:  
1. PG&E TO DETERMINE POWER P.O.C.  
2. NEED TO INCORPORATE UNDERGROUND MAPPING REPORT



ENLARGED SITE PLAN

PROJECT INFORMATION:

CCL05350  
SF POLICE ACADEMY

350 AMBER DRIVE  
SAN FRANCISCO, CALIFORNIA 94131

PREPARED FOR



5005 EXECUTIVE PARKWAY  
SAN RAMON, CALIFORNIA 94583

VENDOR:



NEXTEDGE NETWORKS  
1355 WINDWARD CONCOURSE, SUITE 410  
ALPHARETTA, GEORGIA 30005

AT&T SITE NO: CCL05350

PROJECT NO: \_\_\_\_\_

DRAWN BY: R. CRUZ

CHECKED BY: R. MARTINEZ

APPROVED BY: C. WENER

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0	01/30/24	90% ZONING	R.C.
0	11/18/25	100% ZONING	R.C.

LICENSURE:

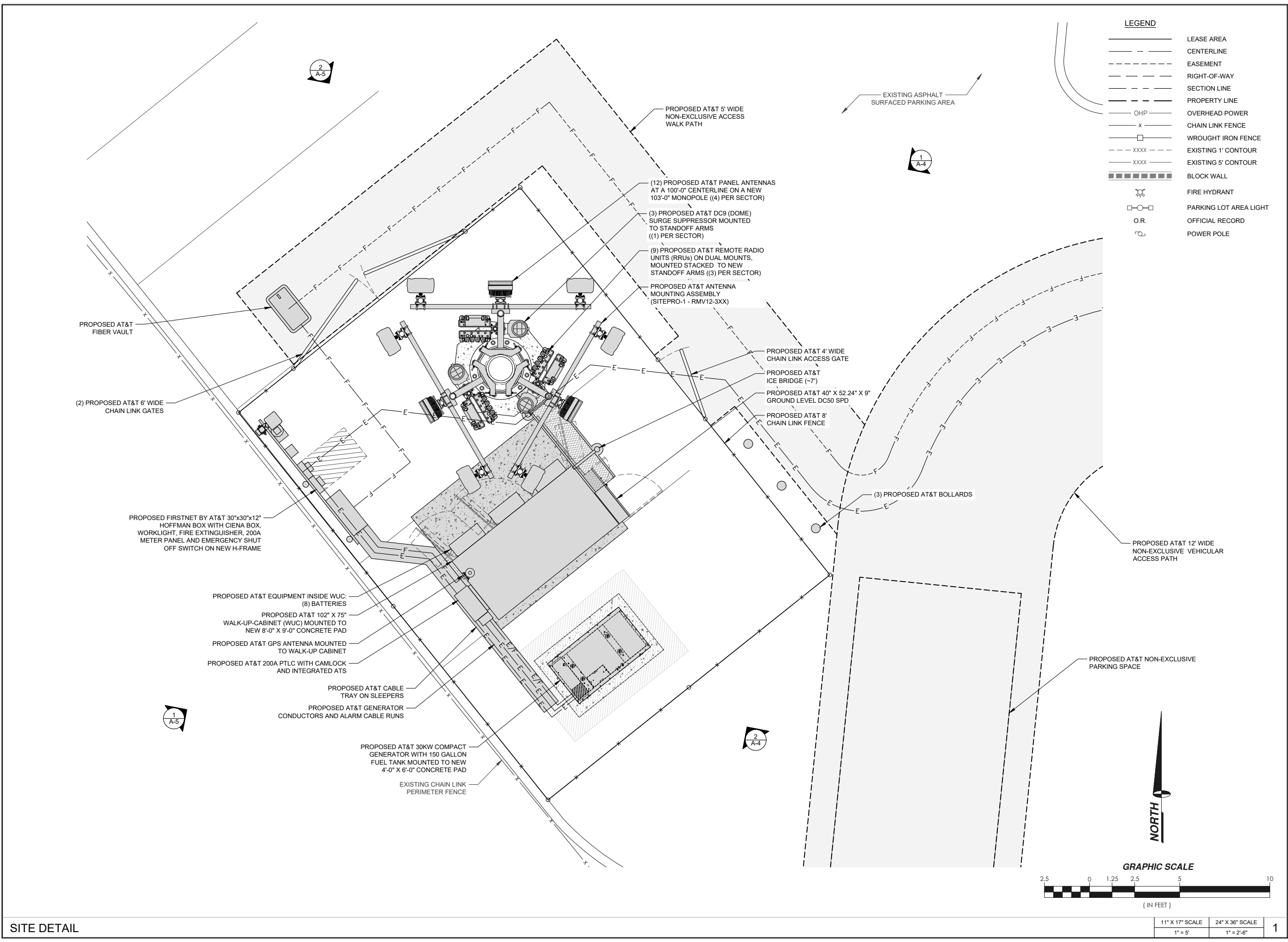
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SHEET TITLE:

ENLARGED SITE  
PLAN

SHEET NUMBER

A-1.1



SITE DETAIL

PROJECT INFORMATION:

CCL05350  
SF POLICE ACADEMY

350 AMBER DRIVE  
SAN FRANCISCO, CALIFORNIA 94131

PREPARED FOR

at&t

5005 EXECUTIVE PARKWAY  
SAN RAMON, CALIFORNIA 94583

VENDOR:

NextEdge

NEXTEGE NETWORKS  
1355 WINDWARD CONCOURSE, SUITE 410  
ALPHARETTA, GEORGIA 30005

AT&T SITE NO: CCL05350

PROJECT NO: \_\_\_\_\_

DRAWN BY: R. CRUZ

CHECKED BY: R. MARTINEZ

APPROVED BY: C. WENER

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SHEET TITLE:

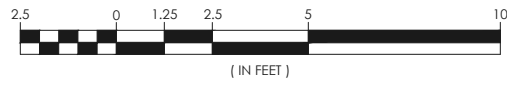
SITE DETAIL

SHEET NUMBER

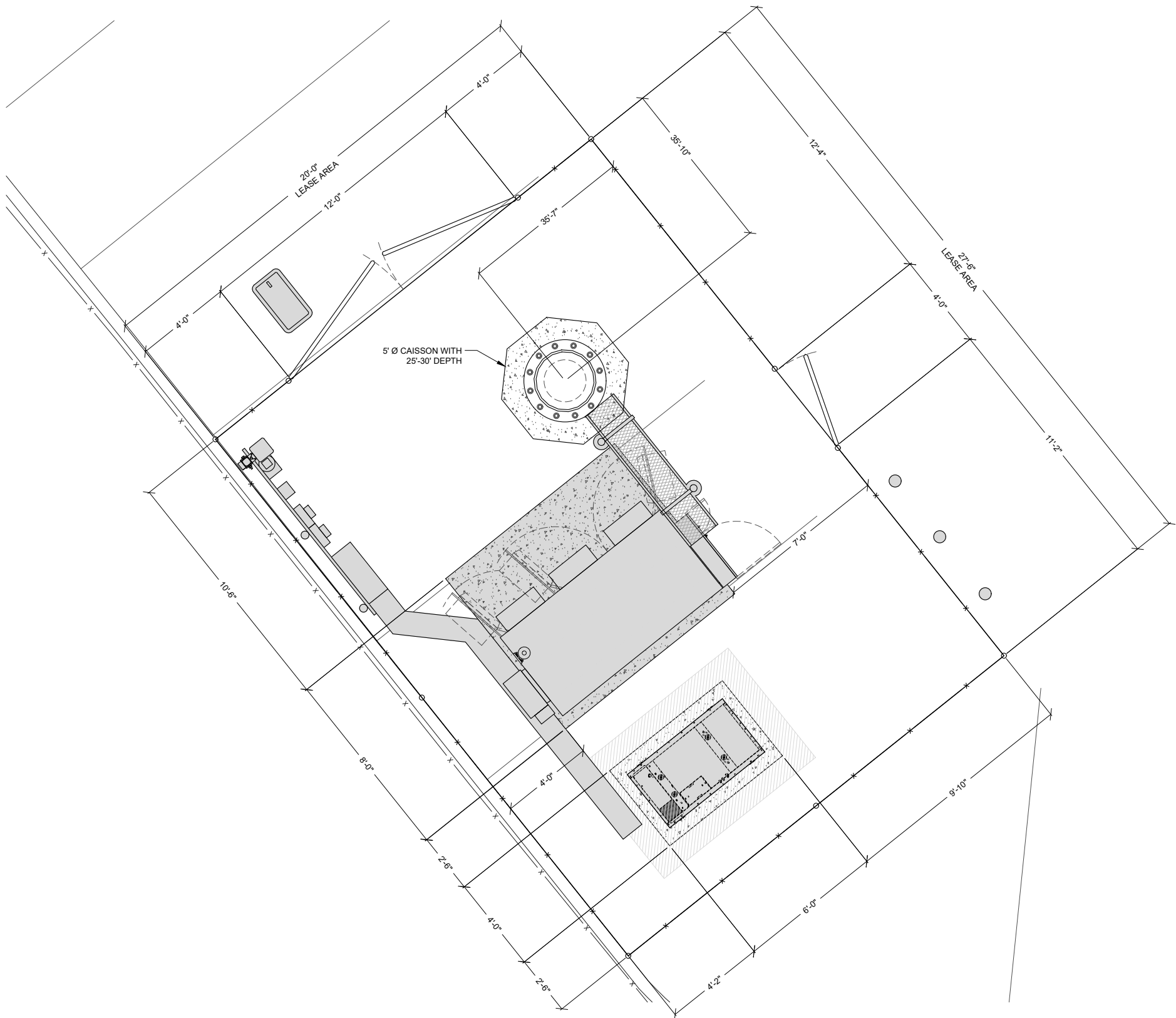
A-2

NORTH

GRAPHIC SCALE

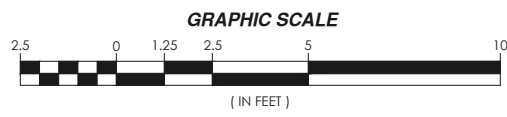


11" X 17" SCALE	24" X 36" SCALE	1
1" = 5'	1" = 2'-6"	



- LEGEND**
- LEASE AREA
  - CENTERLINE
  - EASEMENT
  - RIGHT-OF-WAY
  - SECTION LINE
  - PROPERTY LINE
  - OHP OVERHEAD POWER
  - X CHAIN LINK FENCE
  - WROUGHT IRON FENCE
  - XXXX EXISTING 1' CONTOUR
  - XXXX EXISTING 5' CONTOUR
  - BLOCK WALL
  - FIRE HYDRANT
  - PARKING LOT AREA LIGHT
  - O.R. OFFICIAL RECORD
  - POWER POLE

NOTE:  
PROPOSED ANTENNAS AND TOWER  
MOUNTED APPURTENANCES NOT  
SHOWN FOR CLARITY



SITE DETAIL WITH DIMENSIONS

11" X 17" SCALE	24" X 36" SCALE
1" = 5'	1" = 2'-6"

PROJECT INFORMATION:

**CCL05350**  
**SF POLICE ACADEMY**

350 AMBER DRIVE  
SAN FRANCISCO, CALIFORNIA 94131

PREPARED FOR

5005 EXECUTIVE PARKWAY  
SAN RAMON, CALIFORNIA 94583

VENDOR:

NEXTEGE NETWORKS  
1355 WINDWARD CONCOURSE, SUITE 410  
ALPHARETTA, GEORGIA 30005

AT&T SITE NO: CCL05350

PROJECT NO: \_\_\_\_\_

DRAWN BY: R. CRUZ

CHECKED BY: R. MARTINEZ

APPROVED BY: C. WENER

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SHEET TITLE:

**SITE DETAIL WITH DIMENSIONS**

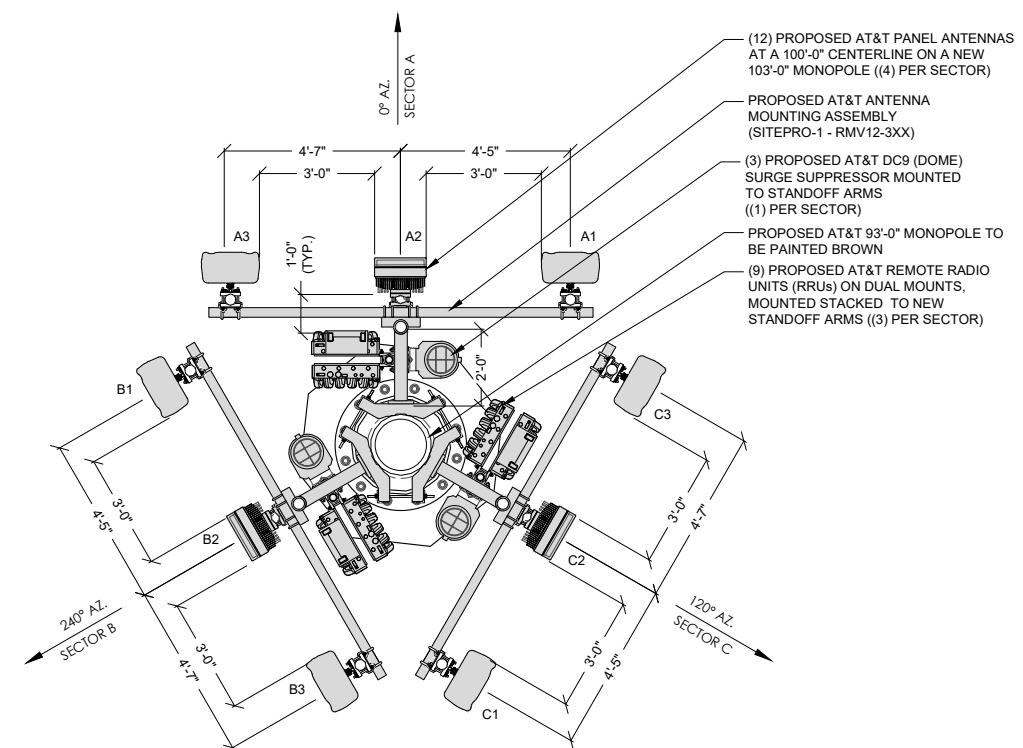
SHEET NUMBER

**A-2.1**

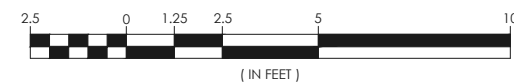


		ANTENNA AND EQUIPMENT SCHEDULE							
		POSITION	ANTENNA AZIMUTH	ANTENNA MAKE	ANTENNA MODEL	RRUs	EQUIPMENT CENTERLINE	CABLE TYPE	CABLE LENGTH
ALPHA SECTOR	1	0°	QUINTEL	QD668-2	(1) RADIO 4490 B5/B12A	100'-0"	(18) FIBER JUMPERS	135'	
	2 (TOP)		ERICSSON	AIR6419 B77G (TOP)	INTEGRATED WITHIN AIR6419				
	2 (BOTTOM)		ERICSSON	AIR6419 B77D (BOTTOM)	INTEGRATED WITHIN AIR6449				
	3		QUINTEL	QD6612-2	(1) RADIO 4478 B14 (1) RADIO 4890 B25/B66				
BETA SECTOR	1	240°	QUINTEL	QD668-2	(1) RADIO 4490 B5/B12A	100'-0"	(18) FIBER JUMPERS	135'	
	2 (TOP)		ERICSSON	AIR6419 B77G (TOP)	INTEGRATED WITHIN AIR6419				
	2 (BOTTOM)		ERICSSON	AIR6419 B77D (BOTTOM)	INTEGRATED WITHIN AIR6449				
	3		QUINTEL	QD6612-2	(1) RADIO 4478 B14 (1) RADIO 4890 B25/B66				
GAMMA SECTOR	1	120°	QUINTEL	QD668-2	(1) RADIO 4490 B5/B12A	100'-0"	(18) FIBER JUMPERS	135'	
	2 (TOP)		ERICSSON	AIR6419 B77G (TOP)	INTEGRATED WITHIN AIR6419				
	2 (BOTTOM)		ERICSSON	AIR6419 B77D (BOTTOM)	INTEGRATED WITHIN AIR6449				
	3		QUINTEL	QD6612-2	(1) RADIO 4478 B14 (1) RADIO 4890 B25/B66				
RFDS ID		RFDS-1702		NOTE: 1. ANTENNA POSITION ARE LEFT TO RIGHT FROM FRONT OF ANTENNA					
RFDS DATE		01/26/2024							
RFDS VERSION		1.00							

NOTE:  
1. ANTENNA POSITION ARE LEFT TO RIGHT  
FROM FRONT OF ANTENNA



**GRAPHIC SCALE**



## ANTENNA & EQUIPMENT SCHEDULE

SCALE:
NONE

2

## ANTENNA LAYOUT

11" X 17" SCALE
1" = 5'

24" X 36" SCALE
1" = 2'-6"

1

PROJECT INFORMATION:

CCL05350  
SF POLICE ACADEMY

350 AMBER DRIVE  
SAN FRANCISCO, CALIFORNIA 94131

PREPARED FOR



5005 EXECUTIVE PARKWAY  
SAN RAMON, CALIFORNIA 94583

VENDOR:



NEXTEDGE NETWORKS  
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ALPHARETTA, GEORGIA 30005

AT&T SITE NO: CCL05350

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CHECKED BY: R. MARTINEZ

APPROVED BY: C. WENER

### ISSUE STATUS

[illegible]

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SHEET TITLE:

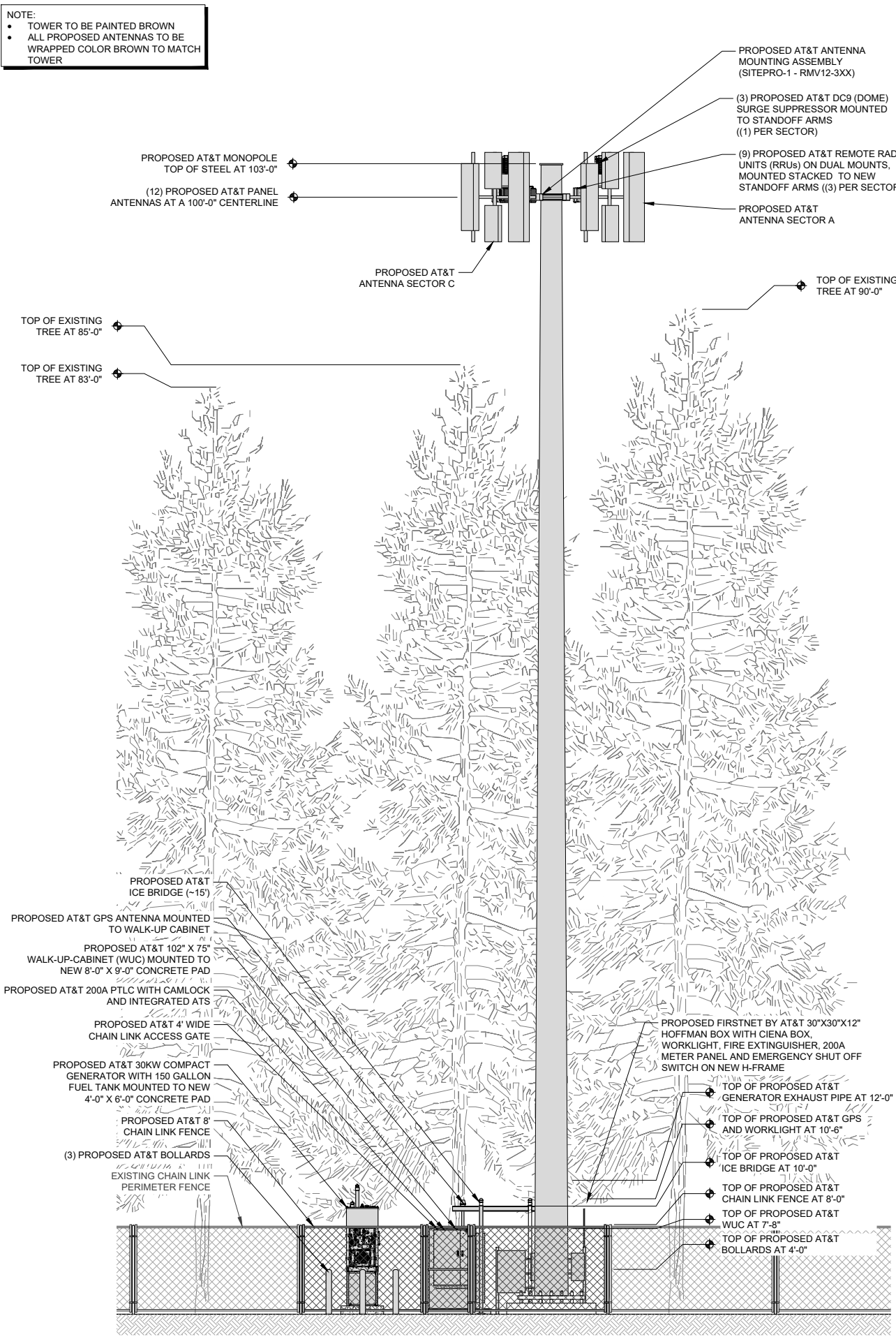
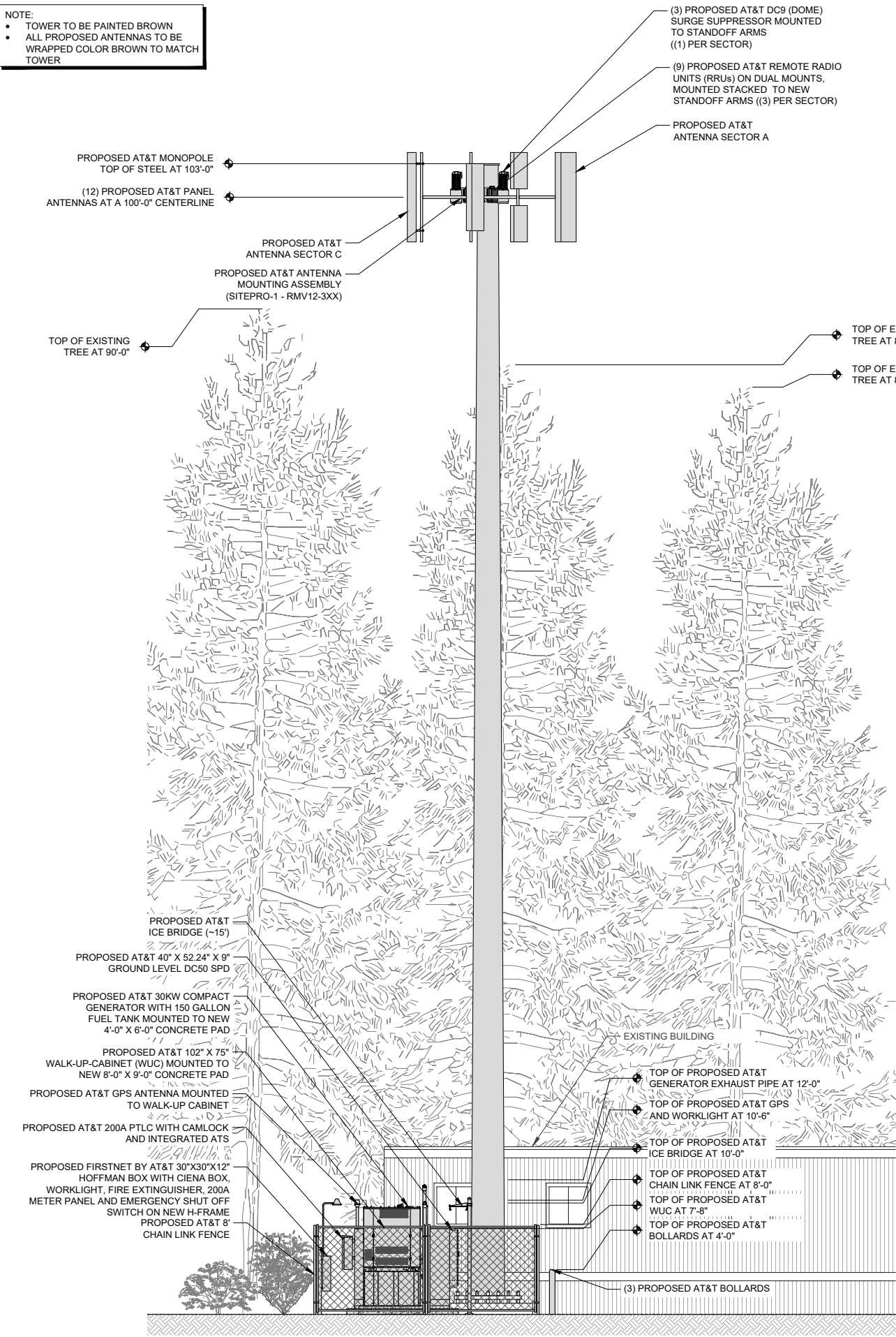
SHEET TITLE:  
ANTENNA LAYOUTS AND  
ANTENNA & EQUIPMENT  
SCHEDULE

SHEET NUMBER

**A-3**

NOTE:  
• TOWER TO BE PAINTED BROWN  
• ALL PROPOSED ANTENNAS TO BE WRAPPED COLOR BROWN TO MATCH TOWER

NOTE:  
• TOWER TO BE PAINTED BROWN  
• ALL PROPOSED ANTENNAS TO BE WRAPPED COLOR BROWN TO MATCH TOWER



PROJECT INFORMATION:

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SF POLICE ACADEMY

350 AMBER DRIVE  
SAN FRANCISCO, CALIFORNIA 94131

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SAN RAMON, CALIFORNIA 94583

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AT&T SITE NO: CCL05350

PROJECT NO: \_\_\_\_\_

DRAWN BY: R. CRUZ

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SHEET TITLE:

NORTHEAST AND  
SOUTHEAST  
ELEVATIONS

SHEET NUMBER

A-4

SOUTHEAST ELEVATION

11" X 17" SCALE  
1" = 12'

24" X 36" SCALE  
1" = 6'

2

NORTHEAST ELEVATION

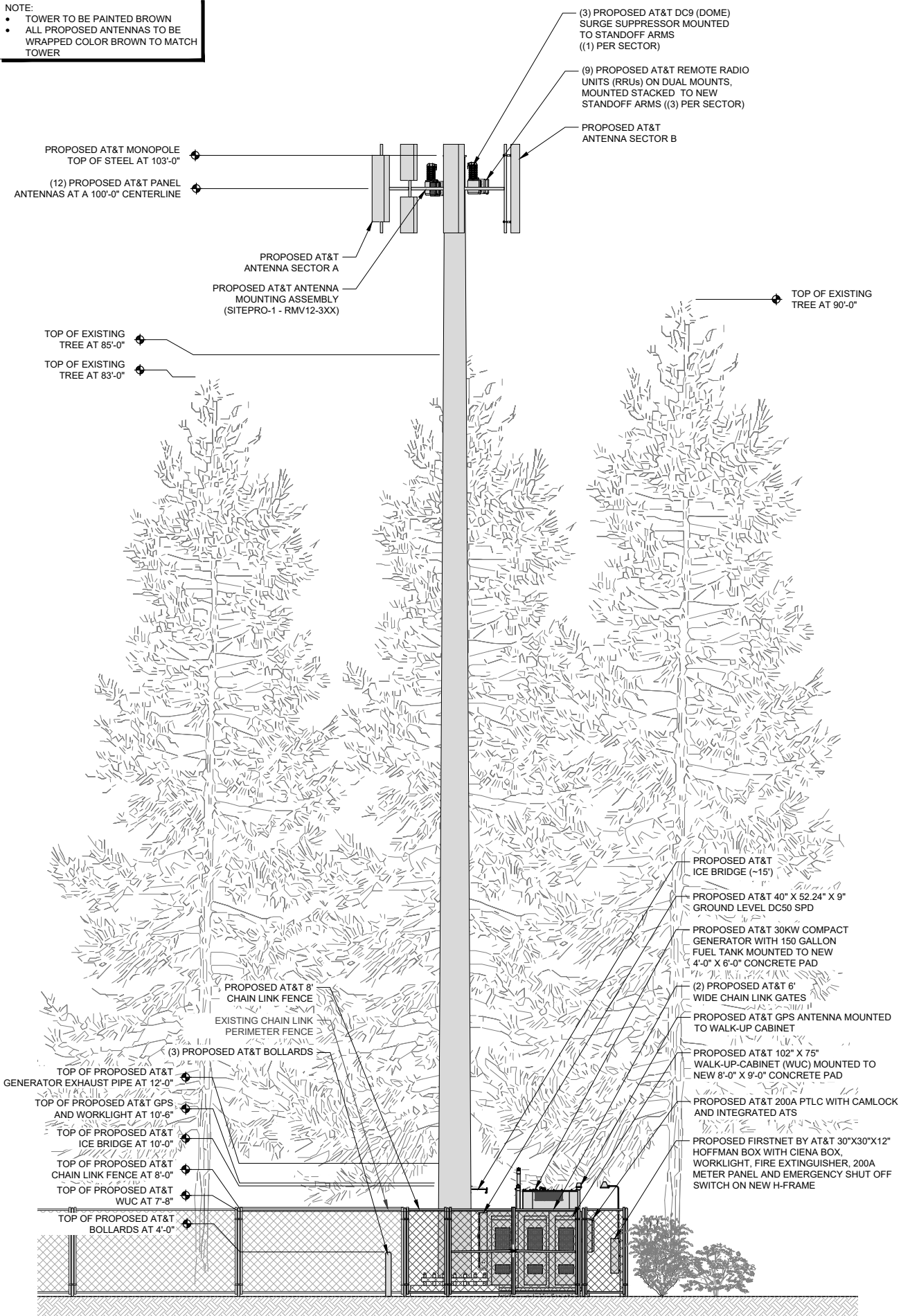
11" X 17" SCALE  
1" = 12'

24" X 36" SCALE  
1" = 6'

1



- NOTE:
- TOWER TO BE PAINTED BROWN
  - ALL PROPOSED ANTENNAS TO BE WRAPPED COLOR BROWN TO MATCH TOWER



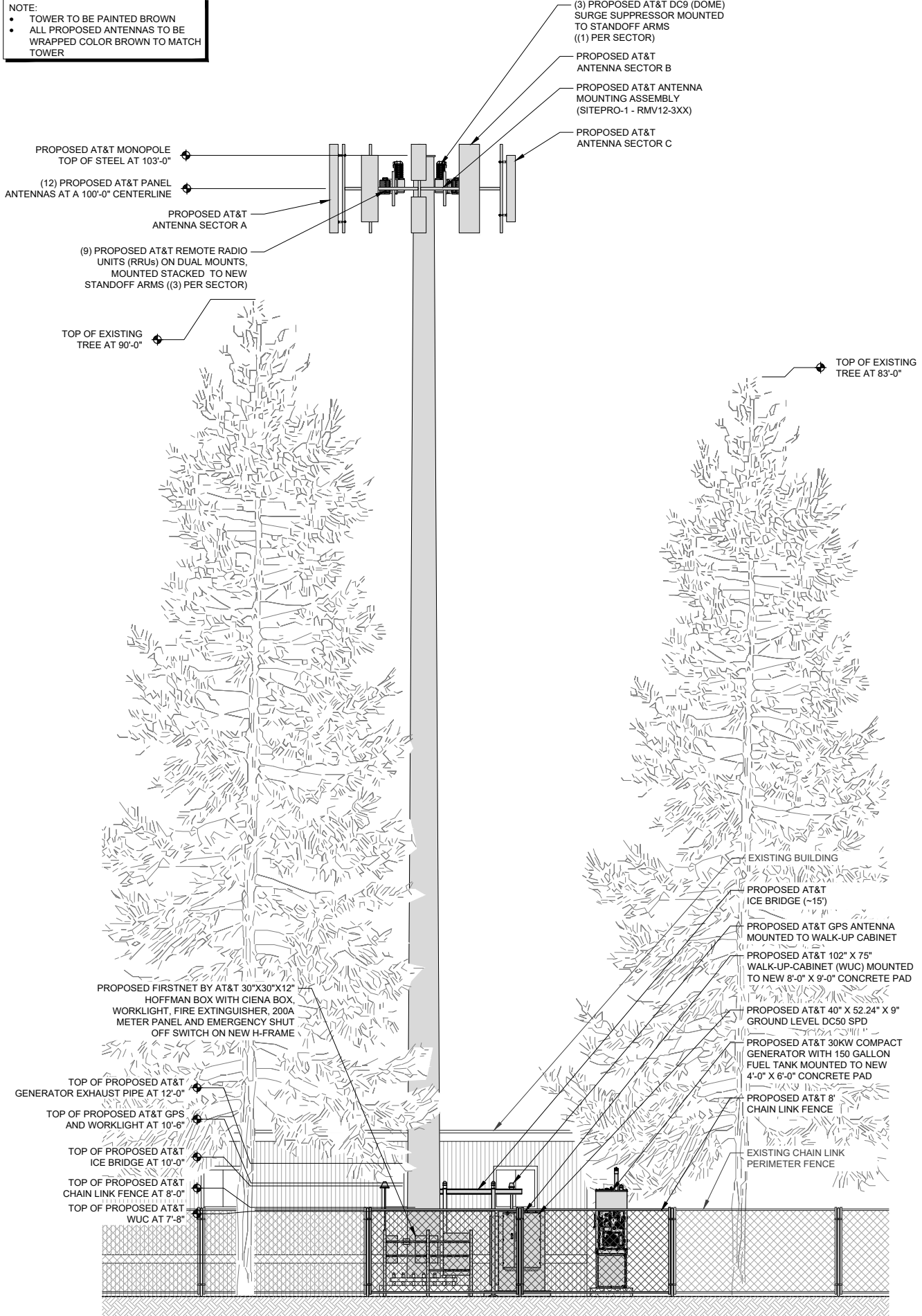
NORTHWEST ELEVATION

11" X 17" SCALE 24" X 36" SCALE  
1" = 10' 1" = 5'

2

SOUTHWEST ELEVATION

- NOTE:
- TOWER TO BE PAINTED BROWN
  - ALL PROPOSED ANTENNAS TO BE WRAPPED COLOR BROWN TO MATCH TOWER



11" X 17" SCALE 24" X 36" SCALE  
1" = 10' 1" = 5'

1

PROJECT INFORMATION:

CCL05350  
SF POLICE ACADEMY

350 AMBER DRIVE  
SAN FRANCISCO, CALIFORNIA 94131

PREPARED FOR



5005 EXECUTIVE PARKWAY  
SAN RAMON, CALIFORNIA 94583

VENDOR:



NEXTEGE NETWORKS  
1355 WINDWARD CONCOURSE, SUITE 410  
ALPHARETTA, GEORGIA 30005

AT&T SITE NO: CCL05350

PROJECT NO: \_\_\_\_\_

DRAWN BY: R. CRUZ

CHECKED BY: R. MARTINEZ

APPROVED BY: C. WENER

ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
0	01/30/24	90% ZONING	R.C.
0	11/18/25	100% ZONING	R.C.

LICENSURE:

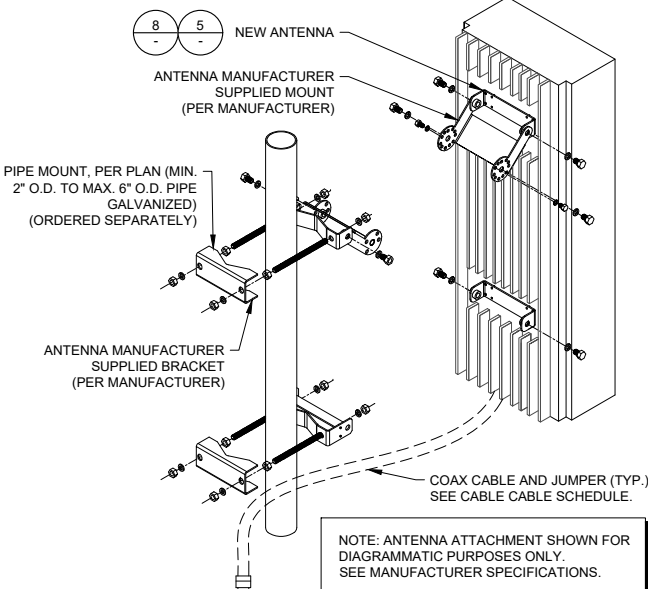
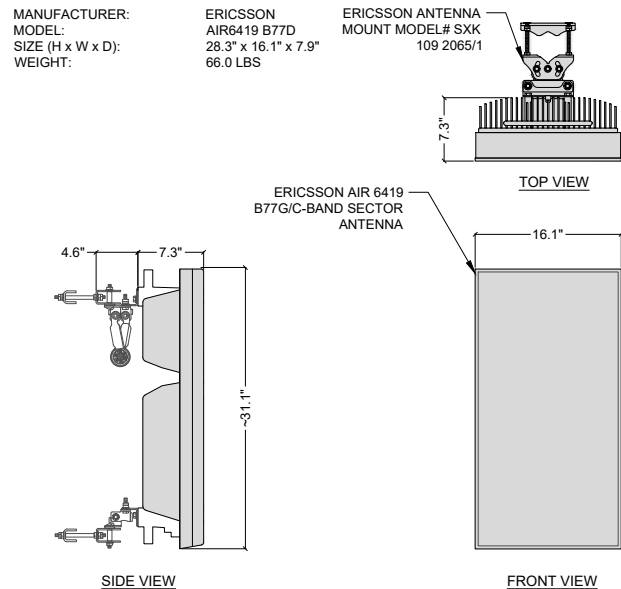
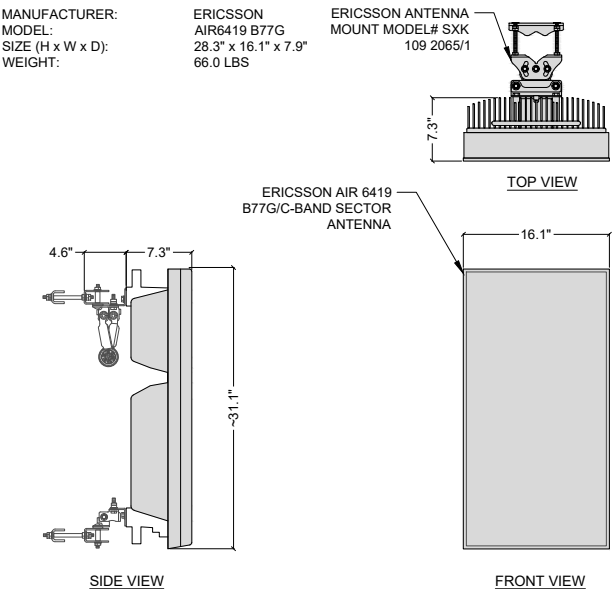
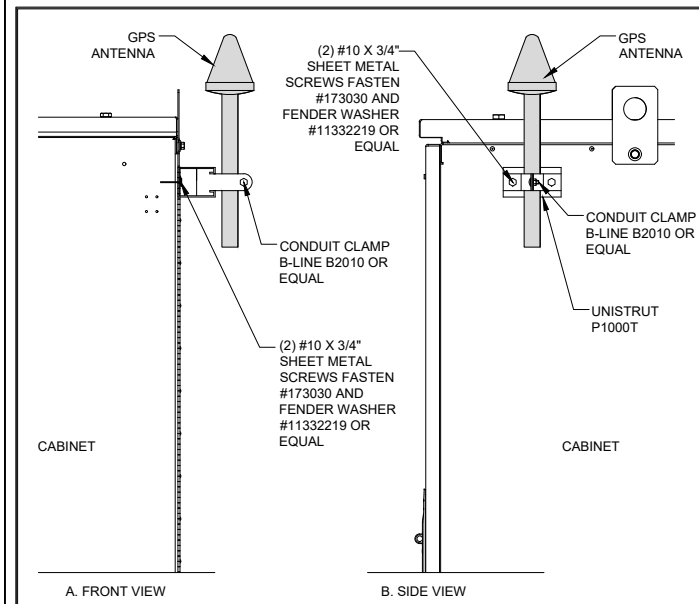
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SHEET TITLE:

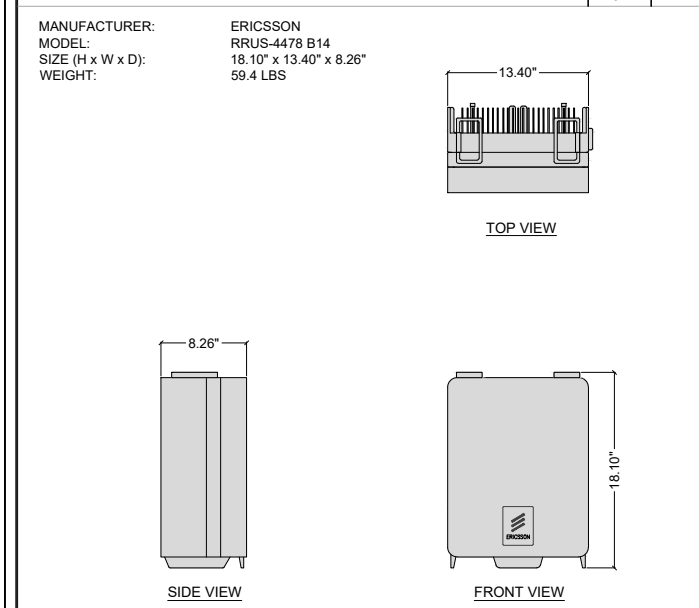
SOUTHWEST AND  
NORTHWEST  
ELEVATIONS

SHEET NUMBER

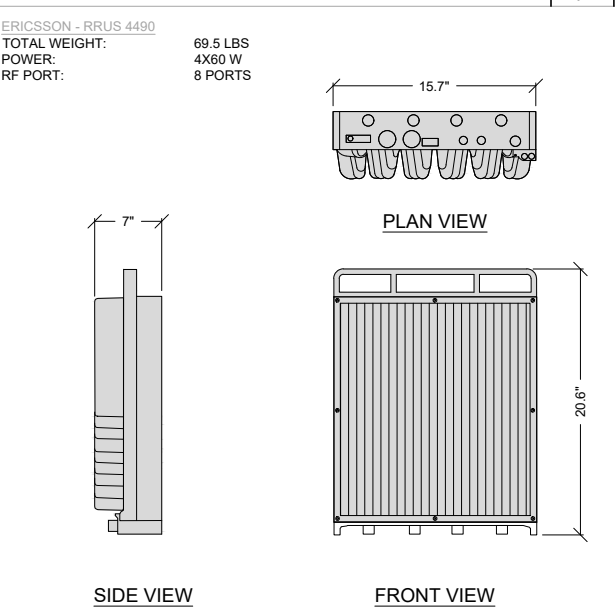
A-5



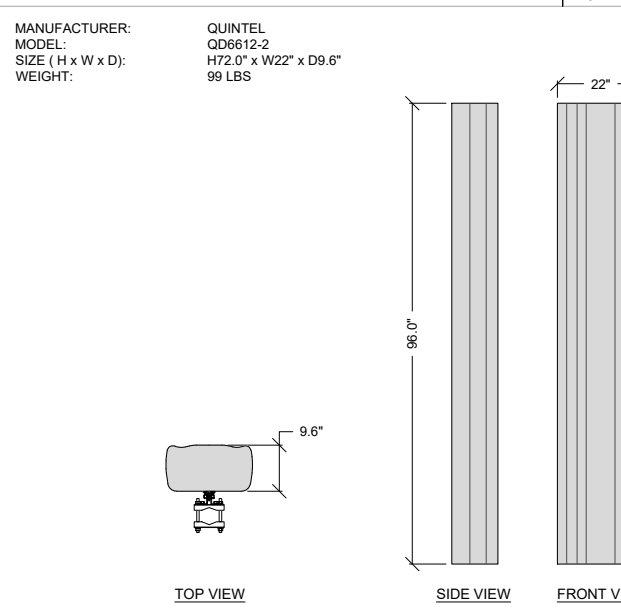
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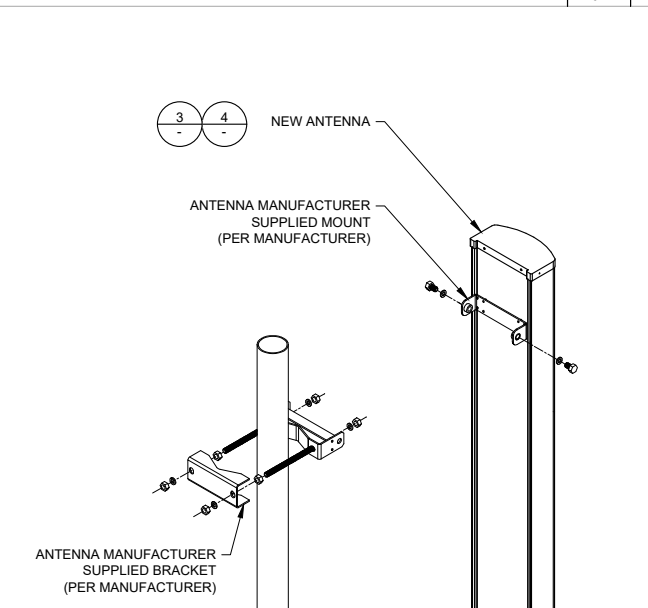
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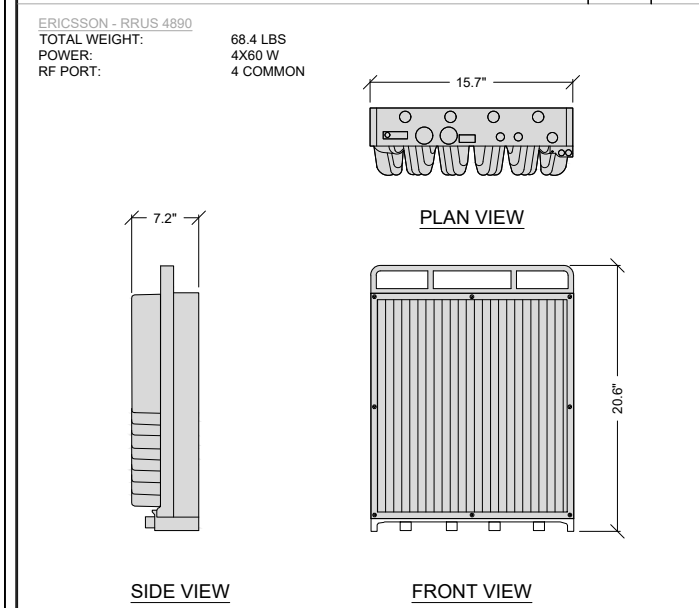
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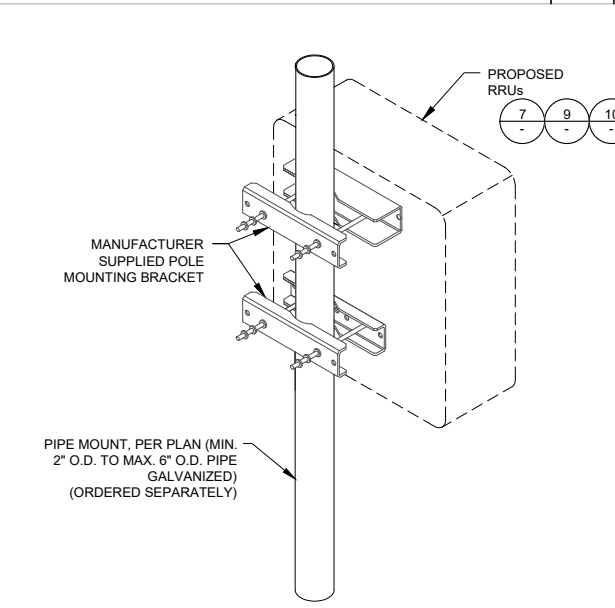
ANTENNA ATTACHMENT SCALE: NONE 2



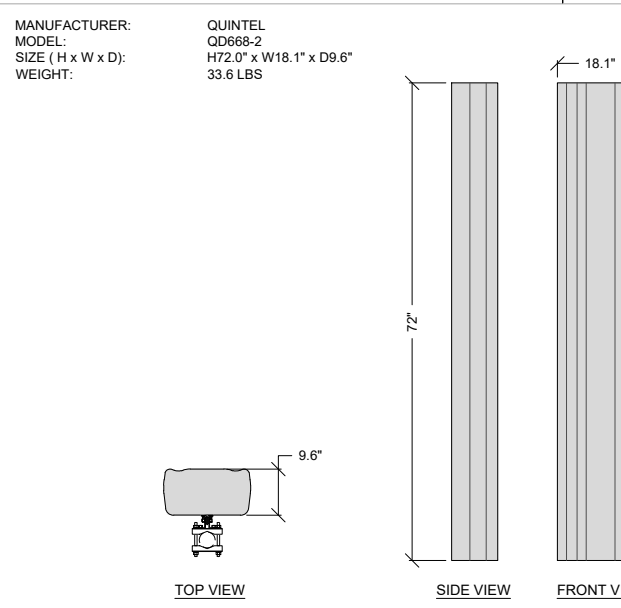
REMOTE RADIO HEAD (RRH) SCALE: NONE 10



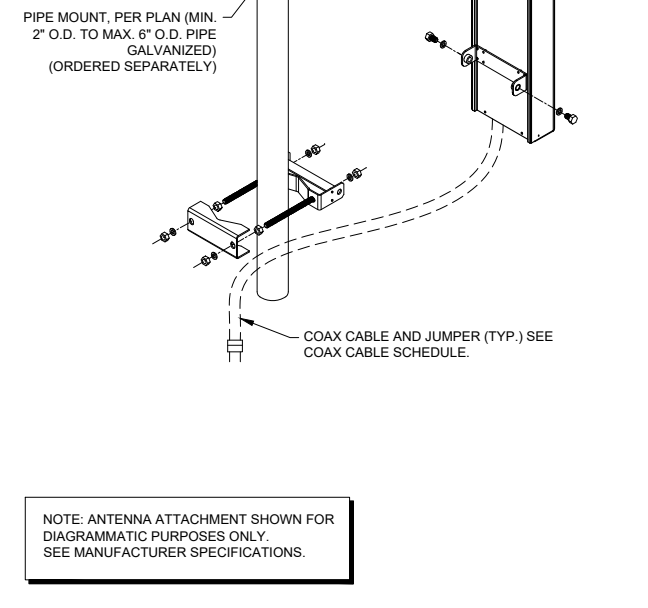
REMOTE RADIO HEAD (RRH) SCALE: NONE 7



PANEL ANTENNA SCALE: NONE 4



ANTENNA ATTACHMENT SCALE: NONE 1



REMOTE RADIO UNIT (RRU) SCALE: NONE 9



RRU ATTACHMENT SCALE: NONE 6



PANEL ANTENNA SCALE: NONE 3



ANTENNA ATTACHMENT SCALE: NONE 1



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at&t

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VENDOR:

NextEdge

NEXTEGE NETWORKS  
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ALPHARETTA, GEORGIA 30005

AT&T SITE NO: CCL05350

PROJECT NO: \_\_\_\_\_

DRAWN BY: R. CRUZ

CHECKED BY: R. MARTINEZ

APPROVED BY: C. WENER

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SHEET TITLE:

EQUIPMENT DETAILS

SHEET NUMBER

D-1


						<div>MANUFACTURER: RAYCAP</div> <div>MODEL: DC50-48-60-96-50F</div> <div>SIZE (H x W x D): 60.0" x 40.0" x 9.0"</div> <div>WEIGHT: --- LBS</div> <div><div><div><div>40.0"</div><div>9.0"</div></div><div>TOP VIEW</div></div><div><div><div>60.0"</div><div>FRONT VIEW</div></div><div><div>SIDE VIEW</div></div></div></div>					
NOT USED	SCALE: NONE	12	NOT USED	SCALE: NONE	9	NOT USED	SCALE: NONE	6	DC50 SURGE SUPPRESSOR	SCALE: NONE	3
									<div>SPECIFICATIONS</div> <div>MFG: RAYCAP</div> <div>MODEL: DC9-48-60-24-8C-EV</div> <div>DIMENSIONS SURGE PROTECTION SOLUTIONS</div> <div>WEIGHT: L18.28" X W10.24" X H31.4</div> <div>26.2 LBS</div> <div><div><div>10.24"Ø</div></div><div><div>31.4"</div><div>1'-1.5"</div><div>1'-6.25"</div></div></div>		
NOT USED	SCALE: NONE	11	NOT USED	SCALE: NONE	8	NOT USED	SCALE: NONE	5	SURGE SUPPRESSION (SQUID)	SCALE: NONE	2
									<div><div>PROPOSED AT&amp;T DC9 (DOME) SURGE SUPPRESSOR</div><div><div>2</div></div><div><div>(2) PROPOSED PIPE MOUNTING BANDS</div><div>NEW PIPE MOUNT</div></div></div>		
NOT USED	SCALE: NONE	10	NOT USED	SCALE: NONE	7	NOT USED	SCALE: NONE	4	SURGE SUPPRESSOR ATTACHMENT	SCALE: NONE	1

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DETAILS

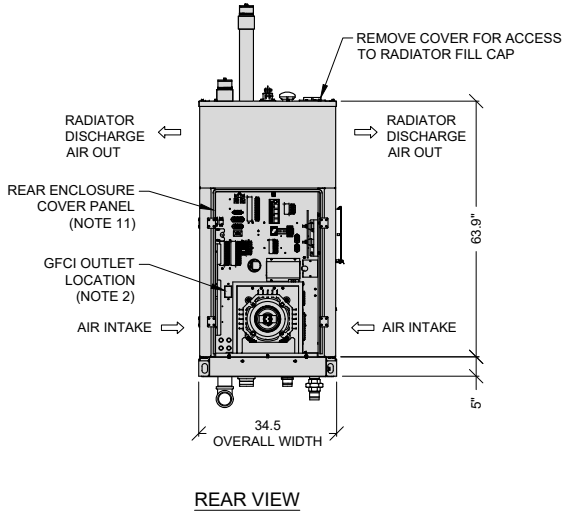
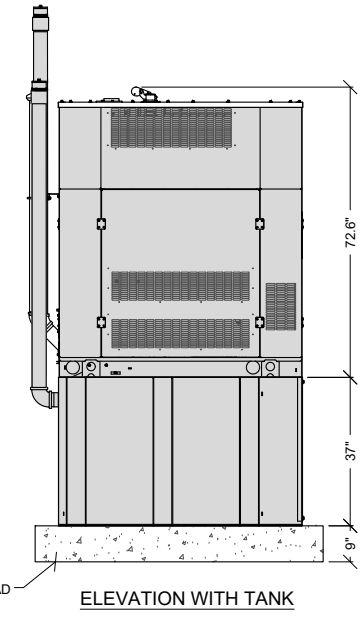
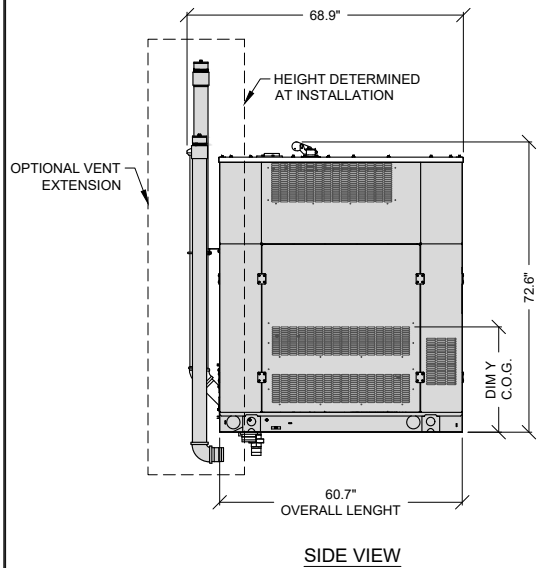
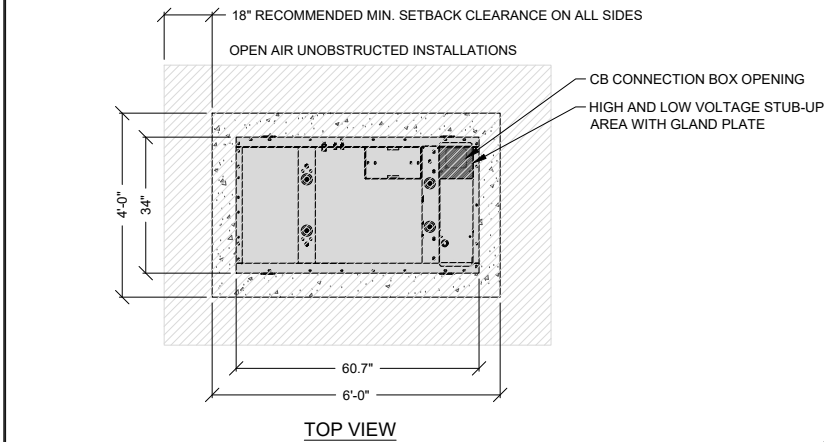
SHEET NUMBER

D-2



Notes:

- CONTROL PANEL, (5 AMP BATTERY CHARGER INSIDE).
  - 120V, 20A GFCI, 15A OUTLET (OPTIONAL).
  - CONNECTION POINTS FOR CONTROL WIRES PROVIDED IN THE LOW VOLTAGE CONNECTION BOX (USE LOW VOLTAGE STUB-UP AREA).
  - BATTERY (12 VOLT NEGATIVE GROUND SYSTEM).
  - MAIN LINE CIRCUIT BREAKER (MLCB), AC LOAD LEADS.  
MAIN LINE CIRCUIT BREAKER INFORMATION:  
-SEE SPECIFICATION SHEET OR OWNERS MANUAL  
-ACCESSIBLE THROUGH CUSTOMER ACCESS ASSEMBLY DOOR ON REAR OF GENERATOR (DIMENSIONS MAY VARY DUE TO UNIT CONFIGURATION)
  - CENTER OF GRAVITY AND WEIGHT MAY CHANGE DUE TO UNIT OPTIONS.  
FOR WEIGHT AND CENTER OF GRAVITY DATA SEE SHEET 3
  - ENGINE SERVICE CONNECTIONS:  
INLET DIESEL = 1/4" NPT  
RETURN DIESEL = 1/4" NPT  
OIL DRAIN = 1/2" NPT  
RADIATOR DRAIN = 1/4" NPT  
FLEX PIPE OUTLET = 2" ID  
EXHAUST OUTLET = 2" ID
- \*\*\*\*\* SEE GENERATOR SIZING GUIDE FOR FUEL PIPE SIZING TO SUIT APPLICATION \*\*\*\*\*
- GENERATOR SET MUST BE INSTALLED SUCH THAT FRESH COOLING AIR IS AVAILABLE AND DISCHARGE AIR FROM THE RADIATOR IS NOT RECIRCULATED.
  - BOTTOM OF GENERATOR SET MUST BE ENCLOSED TO PREVENT PEST INTRUSION AND RECIRCULATION OF DISCHARGE AIR AND/OR IMPROPER COOLING AIR FLOW.
  - EXHAUST SYSTEM MAXIMUM BACK PRESSURE = 10" H2O (ADDITIONAL).
  - REMOVE THE REAR ENCLOSURE COVER PANEL TO ACCESS THE STUB-UP AREAS AS FOLLOWS:  
-HIGHT VOLTAGE CONNECTION INCLUDING AC LOAD LEAD CONDUIT CONNECTION  
NEUTRAL CONNECTION, BATTERY CHARGER 120V AC (0.5 AMP MAX) CONNECTION.  
LOW VOLTAGE CONNECTION INCLUDING TRANSFER SWITCH CONTROL WIRES.
  - BOLTS OR STUDS USED TO MOUNT UNIT TO PAD SHALL BE 5/8" - 11 GRADE 5.
  - ALLOW SUFFICIENT ROOM ON ALL SIDES OF THE GENERATOR FOR MAINTENANCE AND SERVICING. THIS UNIT MUST BE INSTALLED IN ACCORDANCE WITH CURRENT APPLICABLE NFPA 37 AND NFPA 70 STANDARDS AS WELL AS ANY OTHER FEDERAL STATE, AND LOCAL CODES.
  - FOR INSTALLATIONS WITH AIRFLOW OBSTRUCTIONS ON ANY SIDE OF THE GENERATOR SEE SUPPORTING DOCUMENTATION FOR AIR FLOW CLEARANCE IN SUBMITTAL DOCUMENTS.



ENCLOSURE TYPE					
MODEL	VOLTAGE	WEIGHT	CENTER OF GRAVITY DIM X	CENTER OF GRAVITY DIM Y	CENTER OF GRAVITY DIM Z
SDC030	240V, 1Ø	1736.2 KG (1623 LBS)	784 (30.9)	765 (30.1)	444 (17.5)
SDC030	208V, 240V, 480V, 600V, 3Ø				

GENERAC SDC030 30KW GENERATOR WITH 150 GALLON TANK

SCALE:  
NONE

5

CONCRETE PAD

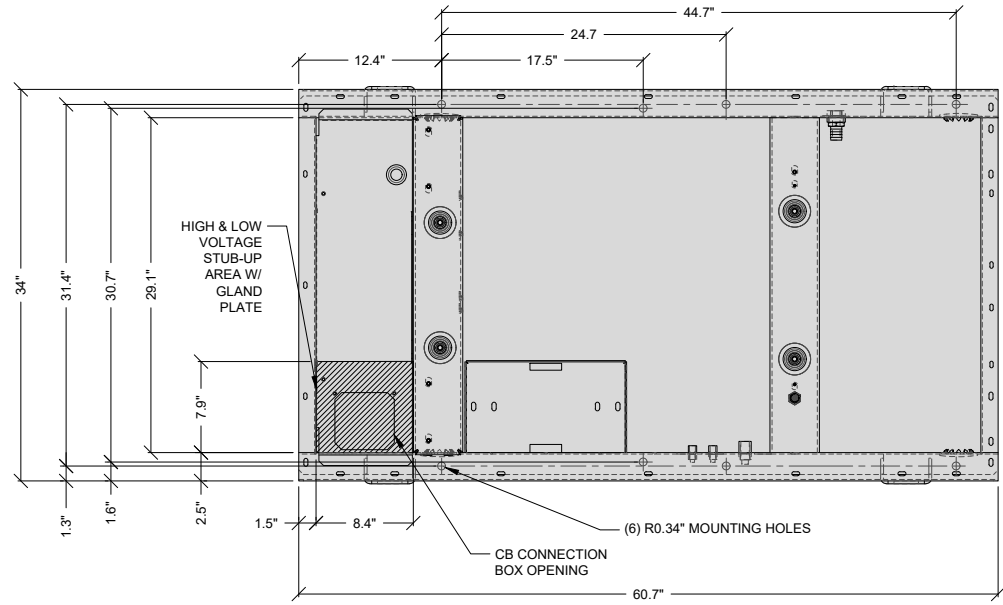
SCALE:  
NONE

3

150 GALLON TANK DETAIL

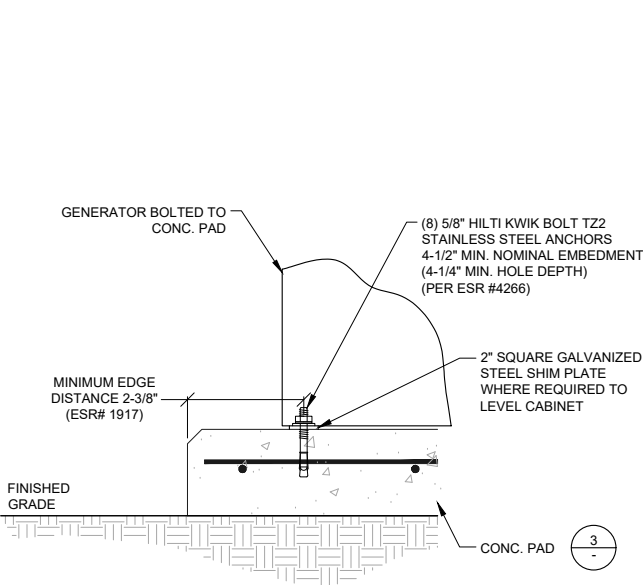
SCALE:  
NONE

1



SCALE:  
NONE

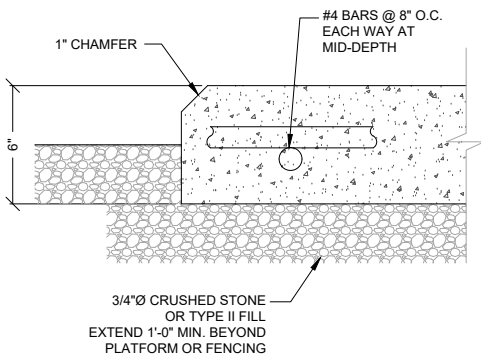
STUB-UP VIEW



EQUIPMENT ANCHORAGE

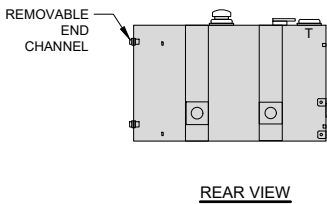
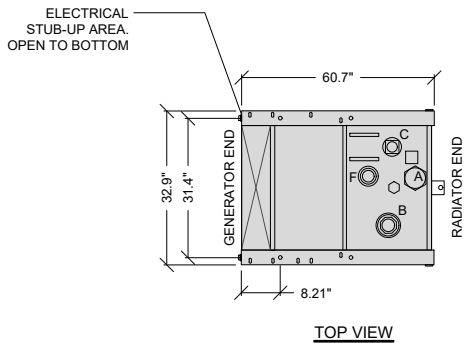
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4

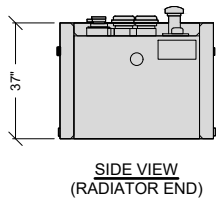


CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3000 PSI. REINFORCING STEEL SHALL CONFORM TO ASTM A615.

- TANK FITTINGS
- A" NPT EMERGENCY VENT FITTING PER NFPA 30 WITH VENT CAPS (QTY 2)
  - 4" NPT FUEL FILL FITTING BUSHED TO 2" NPT WITH LOCKABLE FILL CAP AND 2" RISER
  - 2" NPT FUEL LEVEL GAUGE FITTING W/ DIRECT READING MECHANICAL GAUGE
  - 2" NPT NORMAL VENT FITTING WITH MUSHROOM VENT CAP AND 5" RISER
  - 1/2" NPT FITTING FOR REMOVABLE ENGINE SUPPLY DIP TUBE (3/8" NPT FEMALE) WITH CHECK VALVE
  - 1/2" NPT FITTING FOR REMOVABLE FUEL RETURN DIP TUBE (3/8" NPT FEMALE)
  - 2" NPT FUEL LEVEL SENDING UNIT
  - 2" NPT FITTING FOR OPTIONAL SWITCH (INSTALL 2"NPT PIPE PLUG)
  - 2" NPT FOR FUEL IN BASIN SWITCH
  - 2" NPT FITTING FOR OPTIONAL SWITCH (INSTALL 2" NPT PIPE PLUG)



FUEL TANK	
TOTAL CAPACITY	150 GAL



NOTES:  
STUB-UP AREA FOR HIGH AND LOW VOLTAGE CONNECTIONS CIRCUIT BREAKER, NEUTRAL AND CUSTOMER CONNECTION OPENING.

FOR CONCRETE PAD ATTACHMENT USE 3/4" HILTI KWIK BOLT TZ STAINLESS STEEL ANCHORS 4-5/16" MIN EMBEDMENT (4-1/2" HOLE DEPTH) ESR-1917

PROJECT INFORMATION:

CCL05350  
SF POLICE ACADEMY

350 AMBER DRIVE  
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PREPARED FOR

at&t

5005 EXECUTIVE PARKWAY  
SAN RAMON, CALIFORNIA 94583

VENDOR:

NextEdge

NEXTEDGE NETWORKS  
1355 WINDWARD CONCOURSE, SUITE 410  
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AT&T SITE NO: CCL05350

PROJECT NO: \_\_\_\_\_

DRAWN BY: R. CRUZ

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APPROVED BY: C. WENER

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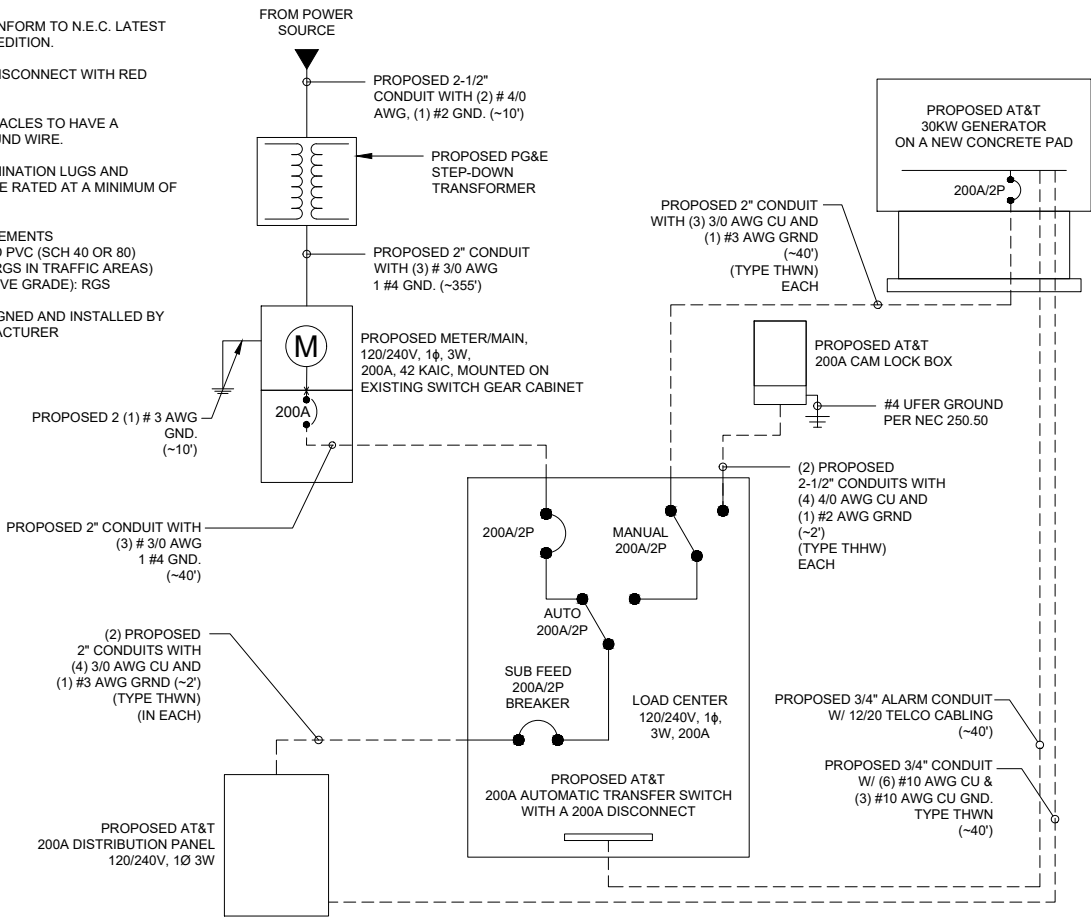
SHEET TITLE:

GENERATOR  
DETAILS

SHEET NUMBER

D-3

- NOTES:
- ALL WORK TO CONFORM TO N.E.C. LATEST STATE ADOPTED EDITION.
  - LABEL SERVICE DISCONNECT WITH RED TAG
  - ALL GFCI RECEPTACLES TO HAVE A DEDICATED GROUND WIRE.
  - EQUIPMENT TERMINATION LUGS AND CONDUCTORS ARE RATED AT A MINIMUM OF 75°C.
  - CONDUIT REQUIREMENTS  
-UNDERGROUND PVC (SCH 40 OR 80)  
-INDOOR: EMT (RGS IN TRAFFIC AREAS)  
-OUTDOOR (ABOVE GRADE): RGS
  - LIGHTING IS DESIGNED AND INSTALLED BY SHELTER MANUFACTURER



SINGLE LINE DIAGRAM

SCALE: NONE 4

- UTILITY POINTS OF SERVICE AND WORK/MATERIALS SHOWN ARE BASED UPON PRELIMINARY INFORMATION PROVIDED BY THE UTILITY COMPANIES AND ARE FOR BID PURPOSES ONLY.
- CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANY FOR FINAL AND EXACT WORK/MATERIALS REQUIREMENTS AND CONSTRUCT TO UTILITY COMPANY ENGINEERING PLANS AND SPECIFICATIONS ONLY. CONTRACTOR SHALL FURNISH AND INSTALL ALL CONDUIT, PULL ROPES, CABLES, PULL BOXES, CONCRETE ENCASEMENT OF CONDUIT (IF REQUIRED), TRANSFORMER PAD, BARRIERS, POLE RISERS, TRENCHING, BACK FILL, PAY ALL UTILITY COMPANY FEES AND INCLUDE ALL REQUIREMENTS IN SCOPE OF WORK.

ELECTRICAL CERTIFICATES

THE ENGINEER OF RECORD HAS PERFORMED ALL REQUIRED SHORT CIRCUIT CALCULATIONS AND THE AIC RATINGS INDICATED FOR EACH DEVICE IS ADEQUATE TO PROTECT THE EQUIPMENT AND THE ELECTRICAL SYSTEM.

THE ENGINEER OF RECORD HAS PERFORMED ALL REQUIRED VOLTAGE DROP CALCULATIONS AND ALL BRANCH CIRCUITS AND FEEDERS COMPLY WITH NEC (LISTED ON T1) ARTICLE 210.19(A)(1) FPN NO. 4.

ELECTRICAL NOTES

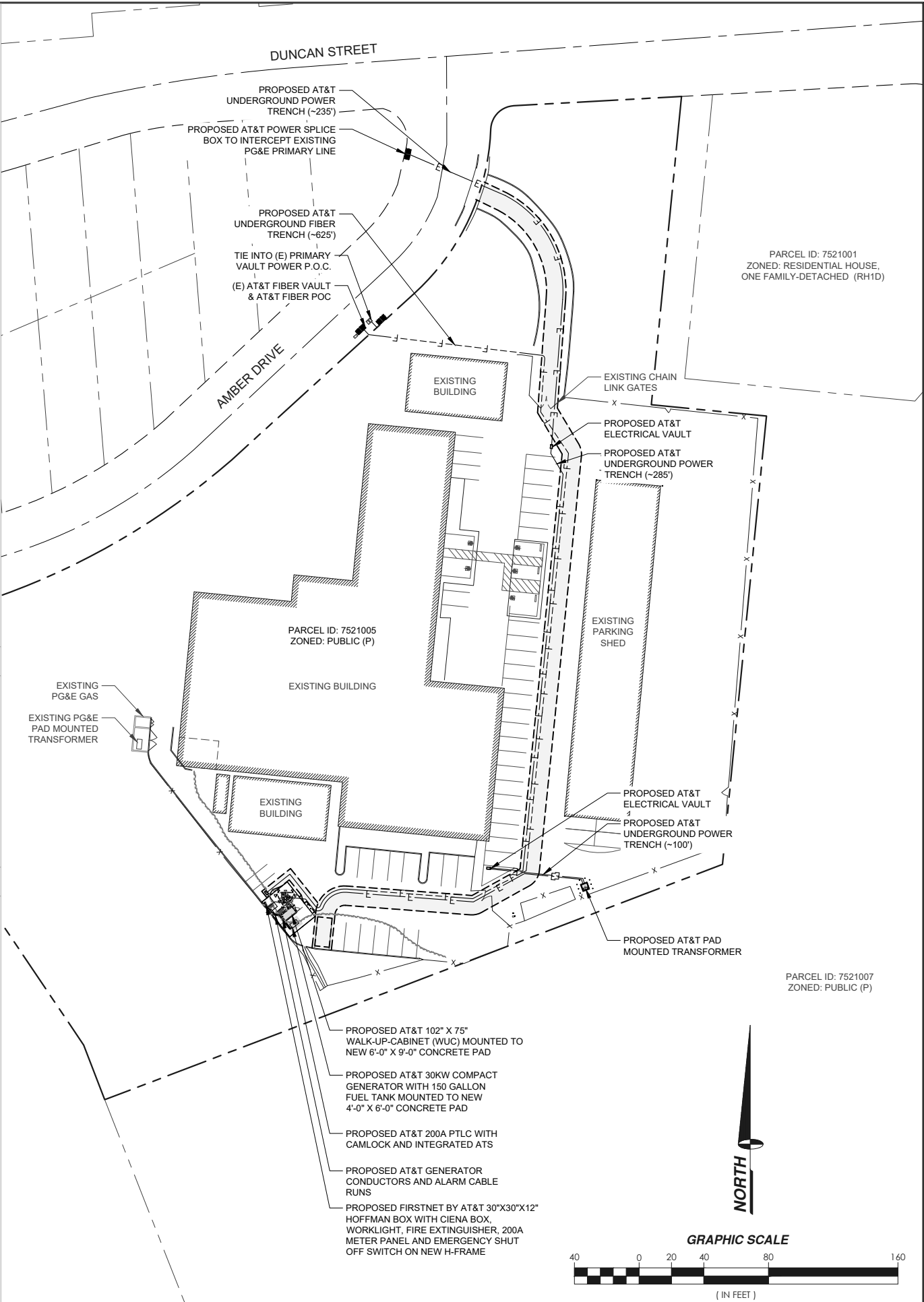
SCALE: NONE 3

PANEL NAME: X				BUS: 225				P VOLTAGE: 120/240, 1Ø, 3W				MOUNTING: PEDESTAL		
LOCATION: R.O.W.				MAIN C.B.: 200				AIC RATING: 42,000				TYPE: MAIN/SUB		
CIRCUIT TYPE: N = NON-CONTINUOUS C = CONTINUOUS														
CKT #	TY	TRP	POL	DESCRIPTION	ØA	ØB		ØA	ØB	DESCRIPTION	TRP	POL	TY	CIR #
1	N	30		SPARE	-			560		LIGHT & RECEPACLE	20	1	N	2
3	N		2			-			360	BATTERY CHARGER	20	1	N	4
5	N	25		HVAC	1,400			480		BATTERY HEATER	20	1	N	6
7	N		2			1,400			2,150	RECTIFIER # 11 & 12	30		N	8
9	N	20	1	GFCI	180			2,150				2	N	10
11	N	30		RECTIFIER # 1 & 2		2,150			2,150	RECTIFIER # 13 & 14	30		N	12
13	N		2		2,150			2,150				2	N	14
15	N	30		RECTIFIER # 3 & 4		2,150			2,150	RECTIFIER # 15 & 16	30		N	16
17	N		2		2,150			2,150				2	N	18
19	N	30		RECTIFIER # 5 & 6		2,150			-				N	20
21	N		2		2,150			-					N	22
23	N	30		RECTIFIER # 7 & 8		2,150			-				N	24
25	N		2		2,150			-					N	26
27	N	30		RECTIFIER # 9 & 10		2,150			-				N	28
29	N		2		2,150			-					N	30
NOTES:				PHASE TOTALS		ØA = 19,820		ØB = 18,960		TOTAL CONNECTED VA:		38,780.00		
										PANEL DEMAND KVA		38.78		
										PANEL DEMAND AMPS:		161.58		
										RGEST Ø DEMAND AMPS:		165.17		

PANEL SCHEDULE

SCALE: NONE 2

UTILITY ROUTING



PROJECT INFORMATION:

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SF POLICE ACADEMY

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PREPARED FOR



5005 EXECUTIVE PARKWAY  
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SHEET TITLE:

UTILITY ROUTING, PANEL  
SCHEDULE, 1-LINE  
DIAGRAM & NOTES

SHEET NUMBER

E-1

RE: File No. 251094 – Appeal of CEQA Exemption Determination  
Proposed 350 Amber Drive Project (Case No. 2024-0004318ENV)  
November 26, 2025  
Page 14

Attachment B  
Geotech Letter





November 26, 2025

Next Edge Networks

On behalf of AT&T Mobility, LLC

**RE: Preliminary Geological Review for Landslide Susceptibility  
Proposed AT&T Mobility New Site Build 104-foot Tall Tower  
AT&T ID: CCL05350 / 350 Amber Drive San Francisco, CA  
GE²G Project # 311965**

Geist Engineering and Environmental Group, Inc. (GE²G), appreciates the opportunity to have assisted Next Edge Networks by having a Preliminary Geological Review for Landslide Susceptibility report completed for the proposed above listed proposed AT&T Mobility undertaking. This preliminary review is appropriate as design or exact tower location conditions can change during the planning approval process. It is standard practice to conduct a comprehensive geotechnical investigation at the building permit stage.

**Executive Summary:**

- Based on review of the prior site parcel 1999 report and summary of previous reports included in the 1999 report, documented distress to the existing building has been attributed to settlement of the underlying fill soils and was not caused by slope instability.
- As summarized in the previous geotechnical report reviewed, previous studies have concluded that slope instability is not a concern for the proposed tower. The documented settlement/movement of the existing building has been attributed by other consultants to have occurred due to vertical compression of saturated fill soils.
- Siting a 104-foot tower and accompanying equipment above a mapped landslide zone is appropriate provided a geotechnical investigation is performed including recommendations to address site specific conditions.
- It is routine to build on fill and the design recommendations in the geotechnical investigation are standard and adequately address seismic and soil stability concerns.
- From a technical geotechnical viewpoint, the proposed location is suitable for the proposed foundation to support a 104-foot tall monopole. A Geotechnical Investigation will need to be completed at the building permit stage, including subsurface exploration by test boring method, be performed to evaluate the existing subsurface conditions and provide final geotechnical design recommendations for support of the planned tower.

If you have any inquiries or would like any additional information, please contact me at (510) 610-1453, or [sgeist@geistenvironmental.com](mailto:sgeist@geistenvironmental.com).

Sincerely,

A handwritten signature in blue ink, appearing to read 'Stephen Geist', is written over a horizontal line.

Stephen Geist, President,  
Geist Engineering and Environmental Group, Inc.

**Attached:**

Completed Preliminary Geological Review for Landslide Susceptibility Review by Salem Engineering Group, Inc. for AT&T: CCL05350, with recommendations as completed by Dean B. Ledgerwood II, Professional Engineer (PE) 94395/ Professional Geologist (PG) 8725 / Certified Engineering Geologists (CEG) 2613 Geotechnical Manager dated November 24, 2025

**GEIST ENGINEERING AND ENVIRONMENTAL GROUP, INC.**

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November 24, 2025

Project 5-225-1040

Mr. Stephen Geist  
**Geist Engineering and Environmental Group**  
4200 Park Boulevard, 149  
Oakland, California

**SUBJECT:** Preliminary Geological Review for Landslide Susceptibility  
Proposed 104' AT&T Communications Tower Site  
Site ID: CCL05350 SF Police Academy  
350 Amber Drive  
San Francisco, CA

Dear Mr. Geist,

At your request and authorization, SALEM Engineering Group, Inc. (SALEM) has prepared this preliminary geologic review for landslide susceptibility as it pertains to the subject site and the proposed AT&T 104' monopole. This letter has been prepared based on SALEM's review of the project plans provided, review of available public geologic data, and site reconnaissance performed by SALEM's Engineering Geologist.

The findings of this preliminary review do not include a subsurface investigation or slope stability analysis. The intent of this report was to provide a geologic review of the potential for landslide/slope instability based on document review, review of aerial imagery, and surficial observations.

### **Executive Summary**

- Construction of the planned 104' monopole tower and supporting equipment is considered feasible. A site specific geotechnical investigation within the limits of the planned tower should be performed. The future geotechnical investigation would include recommendations to adequately address support of the tower within existing fills and will address seismic and soil stability concerns in accordance with current industry standards and requirements of the current California Building Code.
- The subject tower area is not located in an area identified as having known landslide hazard by CGS or the City of San Francisco. CGS and the City of San Francisco identify a potential landslide hazard zone within a portion of the descending slope, approximately 80 west of the tower location. The future geotechnical investigation should include analysis and recommendations for the planned improvements to be supported within the existing fills and **not** increase risk for instability of the descending slope. Provided the tower is designed and constructed in accordance with the recommendations of the future geotechnical report, constructing the 104' tower and equipment up-slope of the mapped landslide hazard zone would not be a concern.
- Previous geotechnical reports provided for review summarized that slope instability is not a concern within the site.
- Based on review of the previous geotechnical reports provided at the time of this letter, documented distress to the existing SFPD Academy Building has been attributed to settlement/compression of the underlying fill soils and not by slope instability;
- From a Geotechnical and Geologic perspective, the proposed tower location and plans to support a 104' tall monopole tower would not be anticipated to increase risk for slope instability;

## Planned Construction

It is our understanding that the project will include construction of a 104' an Francisco Police Academy facility (see Figure No. 1). The tower is planned to be located near the southern edge of an existing paved area, near the top of an existing slope (see Figure No.1). The top of the slope is approximately 250 feet east (measured horizontally) of the western property line. Based on review of available topographic information, the existing slope is estimated to have a repose of approximately 5 horizontal (H) to 1 vertical (V). The lease site area is relatively flat and level and is located approximately 10 to 12 feet horizontally from the top of the existing slope. It is anticipated that the monopole tower will be supported on cast-in-drilled-hole (CIDH) pile foundations. Based on our experience with tower projects, the foundation loads are expected to be light to moderate, with foundation design governed by lateral loading.

## Site History

Based on review of available historical aerial imagery from UC Santa Barbara Historical Aerial Imagery Library (<https://www.library.ucsb.edu/geospatial/aerial-photography>) the surrounding area including the subject site was graded and surrounding area was developed during the early to mid-1960s. Aerial imagery dated July 29, 1946 depicts the area of the SFPD parcel as generally open land, and appears to gently slope to the west/southwesterly direction. Aerial imagery, dated July 10, 1963, indicates large mass grading was occurring on the property, including at and around the proposed tower location. An aerial image, dated May 11, 1965, depicts the tower site and overall building areas of the site as relatively flat. The existing church, located northwest of the site, had been constructed (not previously depicted in the 1963 image). Slope terraces descending to the southwest were noted. A 1993 aerial image published on Google Earth, depicts the tower site and subject property in similar condition to the present day condition.

A previous Geotechnical Investigation Report, prepared by Trans Pacific Geotechnical Consultants, Inc., dated January 18, 1999 was provided to SALEM for review. The previous report was noted to be un-signed and marked Draft. The previous report had been prepared to address proposed remodeling and seismic upgrades to the San Francisco Police Academy building. Based on review of the previous report, the 1999 report indicated that previous geotechnical investigations by Woodward Clyde Sherard and Associates were prepared for the original Diamond Heights Elementary School (January 29, 1965), a second report addressing conditions of walls and floor slab (March 21, 1969), and a third report addressing settlement in the south wing of Diamond Heights Elementary School (June 7, 1976). In addition, the 1999 report included review of a July 15, 1977 report by Harding Lawson Associates addressing additional movements to the Diamond Heights Elementary School building. These reports have not been made available to SALEM to review at this time. According to the 1999 report, previous reports summarize a history of settlement that occurred to the existing building. The Woodward Clyde Sherard (WCS) reports were reported to summarize settlement of the existing building at rate of about 1.5 inches per year. The WCS reports documented 8 inches of vertical deformation at the south end of the building, and horizontal deformation of fill at Christopher Park (downslope of the SFPD site) of about 1 inch. Reportedly, the WCS reports concluded *“that the entire mass of fill placed to develop Christopher Park and the school property was moving along the original ravine slopes”*. The Harding Lawson Associates (HLA) report prepared in 1977 included an independent investigation of the movements of the building. According to the 1999 report, the HLA report summarized several theories of possible movement, including noting that there as a documented 6 year period between 1967 and 1973 where no settlement occurred. It was summarized that the HLA report had correlated the settlement occurred following periods of higher than normal rainfall. The HLA

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report also reportedly summarized that the existing fill soils had compaction results ranging between 86 and 98 percent (averaging 92 percent). The HLA report indicated the predicted settlement rate would be around 1.5 to 2 inches per year and a total of 11 inches of settlement within the 2 story wing of the building was measured as of 1977. The 1999 report reported that HLA concluded “*“The site is stable against a large scale landslide and continue to be used safely for a school”, however the two story wing was considered to be potentially unsafe during an earthquake and should not be reoccupied.”*”

According to the 1999 report, “*On March 13, 1979 Harding Lawson Associates issued a final report addressing the settlement monitoring on the site. There was slight lateral movement of the fill but no indications to suggest a potential landslide. Settlement was still occurring within the two story wing.*”

The 1999 report included subsurface exploration extending to depths of about 31.5 feet BSG. The borings reportedly encountered medium stiff to stiff gravelly clay with rock fragments to depths of 18 to 20 feet BSG and sandy lean clay underlain by medium dense wet clayey gravel with rock fragments to 20 feet BSG. These materials were underlain by medium dense clayey gravel and sand to the maximum depths explored of 31.5 feet BSG. The test borings and subsurface soils description did not clearly distinguish between fills and native materials, however, the report later states that fills on the order of 35 to 45 feet thick may be present in the northern portion of the building and 60 to 90 feet thick in the southern portion of the building.

**Based on review of the 1999 report and summary of previous reports included in the 1999 report, documented distress to the existing building has been attributed to settlement of the underlying fill soils and was not caused by slope instability.**

SALEM has not been provided with any other historic documentation pertaining to the existing construction or previous reports documenting historic cases of instability within the site. A document review request was made to the City of San Francisco Record Department, however, no information had been provided at the time of this report. If available, SALEM should be provided with any available documents for relating to the history of the property and/or ground instability.

### **Observations of the Property by Engineering Geologist**

On November 18, 2025, Mr. Dean Ledgerwood CEG #2613 (SALEM Engineering Geologist) walked the property, including the proposed lease area and adjacent slope, to observe visible exterior surficial conditions potentially related to ground instability (such as potential landslides).

An existing two story building, with an approximate plan view area of about 28,000 square feet, occupies the central portion of the property. The building construction appeared to include concrete masonry unit (CMU) wall construction with concrete pilasters supporting roof loads. The exterior walls of the existing building appeared to be in good condition. No cracking of the CMU walls, concrete columns, or concrete stem walls was noted during our site reconnaissance. During our site reconnaissance, Mr. Joel Hornstein (SFPD) indicated that he had no knowledge of any previous distress to the building during the past approximately 20 years that he has been working at the site. However, it should be noted Mr. Hornstein mentioned the interior floor in his office did not appear to be level. Mr. Hornstein’s comment regarding the floor surface appearing out of level corresponds with our understanding of the historic performance of

the building summarized in the 1999 report. Our site reconnaissance did not include review of the interior of the building.

The areas surrounding the building included asphaltic concrete pavements, with a parking canopy located east of the building. The pavements were noted to be in poor condition with potholes, alligator cracking, and raveling noted throughout. It is our understanding that no pavement repairs or rehabilitation activities have been performed over at least the past 20 years. The pavement condition was considered appropriate considering the age of the pavements. An existing transformer pad with CMU wall enclosure was noted at the top of the slope, east of the existing building. An asphaltic concrete curb was noted at the western edge of the pavements, at the top of a graded southwest facing slope. SALEM did not observe any signs of distress to the curblin or equipment enclosure.

Based on review of the City of San Francisco Elevation Contours Website (<https://data.sfgov.org/Energy-and-Environment/Elevation-Contours/rmbg-2qwx/data>), the southwest facing slope, was noted to be about 150+ feet high, and descends to the southwest away from the proposed tower area. The slope is estimated to have a repose of approximately 5H to 1V. The western property line is about mid-slope, located approximately 250 feet west of the top of slope (developed area). A public asphaltic concrete walking path and asphalt lined swale were noted near the western property line. The existing walking path and asphalt lined swale were noted to be in good condition and did not show visible signs of distress. The slope is covered with mature trees and native grasses. The tree trunks were generally noted to be vertical in orientation and had heights estimated to be greater than 60 to 80 feet. The slope face was generally uniform with no evidence of slope distress/movement. Near the top of the slope, some green grassy vegetation was noted. The greener vegetation was noted to be within an area where surface stormwater runoff was directed to from the pavements at the SFPD site.

### **Geologic Map and Seismic Hazard Map Document Review**

Based on the Preliminary Geologic Map of the San Francisco South 7.5' Quadrangle and part of the Hunters Point 7.5' Quadrangle, the site appears to be mapped in Colma Foundation (Qc). Considering our review of historical aerial imagery, the western portion of the site appears to include fill soils placed during the 1960s.

Based on review of the CGS Seismic Zone Hazard Maps and San Francisco Seismic Hazard Zones mapping, the western portion of the parcel is mapped within a mapped Landslide Hazard Zone; however, the area of the planned tower is not located within the mapped landslide hazard zone. The mapped landslide hazard zone is noted to be approximately 80 feet west of the planned tower location.

Based on review of the Associated of Bay Area Governments (ABAG) Hazard View Map, the area of the proposed tower lease and entire SF Police Academy parcel is within an area mapped as "flat land" designation for potential Rainfall Induced Landslides. ABAG defines "flat land" as areas unlikely to have a landslide event.

### **Conclusions**

Based on our observations of the exterior surficial conditions and exterior of the existing building, no visible evidence of previous slope movement/landslides was noted during our November 2025 site observations conducted by an Engineering Geologist.

It was noted that a portion of the SFPD parcel site is located within a mapped landslide hazard zone. However, the area of the planned tower is not located within the mapped landslide hazard zone. Therefore, the area of the planned lease area is not considered to be within an area mapped by local or state jurisdiction as having known potential for landslide hazards.

As summarized in the previous geotechnical report reviewed, previous studies have concluded that slope instability is not a concern for the site. The documented settlement/movement of the existing building has been attributed by other consultants to have occurred due to vertical compression of saturated fill soils.

Based on our understanding of the previous grading, fills with thicknesses greater than 40 feet may be present within the site, including the area of the planned tower. It is recommended that a Geotechnical Investigation, including subsurface exploration by test boring method, be performed to evaluate the existing subsurface conditions and provide geotechnical design recommendations for support of the planned tower.

The planned tower is anticipated to be supported using a CIDH pile foundation. Cellular tower monopole foundation loads are generally considered to be light to moderate. The cellular tower vertical loads supported on CIDH pile foundations would evenly distribute the load stresses and therefore, would not be anticipated to impart significant increased stresses to the existing fills. Thus, the tower structure would not be anticipated to result in an increased potential for additional static settlements to occur outside the tower lease area.

Construction of the proposed tower improvements would not be anticipated to increase surface water drainage over or into the existing western slope area. Also, the tower construction would not result in a potential for increased saturation of the fills.

**Provided the tower foundations are designed based on the findings of a comprehensive Geotechnical Investigation, it is our opinion that the proposed cellular tower project would not pose an increased risk to slope instability, nor would the tower structure increase the potential for compression/settlement of the existing fills.**

## CLOSING

If site conditions change due to natural processes or human intervention on the property or adjacent to the site, or changes occur in the nature or design of the project, or if there is a substantial time lapse between the submission of this report and the start of the work at the site, the conclusions and recommendations contained in our report will not be considered valid unless the changes are reviewed by SALEM and the conclusions of our report are modified or verified in writing. This report did not include subsurface investigation. A comprehensive geotechnical investigation, including subsurface borings, should be performed to provide Geotechnical Design recommendations for the planned construction. SALEM has prepared this report for the exclusive use of the owner and design consultants.



This report has been prepared in accordance with generally accepted geologic practices. No other warranties, either express or implied, are made as to the professional advice provided under the terms of our agreement and included in this report.

If you have any questions, or if we may be of further assistance, please do not hesitate to contact our office at (559) 271-9700.

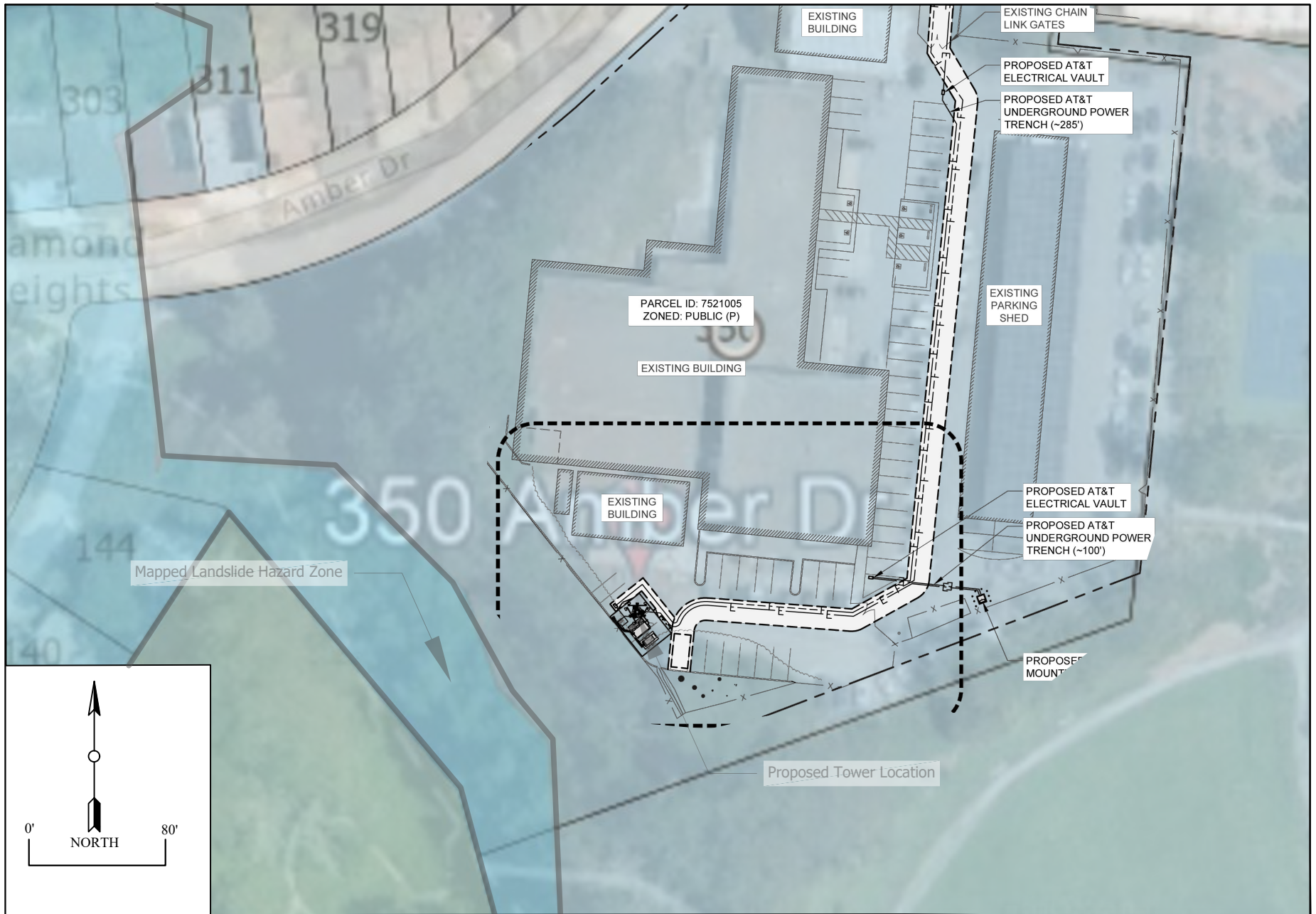
Respectfully submitted,


**SALEM ENGINEERING GROUP, INC.**



Dean B. Ledgerwood II, PE, PG, CEG  
Geotechnical Manager  
PE 94395 / PG 8725 / CEG 2613





SITE PLAN	SCALE: 1" = 80'	DATE: NOV 2025	 <b>SALEM</b> engineering group, inc.
PROPOSED CELL TOWER 350 AMER DRIVE SAN FRANCISCO, CALIFORNIA	DRAWN BY: DL	APPROVED BY: DL	
	PROJECT No. 5-225-1040	FIGURE NO. 1	