



**NOTICE OF PREPARATION
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
1000 SAN MATEO AVENUE WAREHOUSE AND DISTRIBUTION FACILITY PROJECT**

City of San Bruno

Date: June 3, 2024

To: Agencies, Organizations, and Interested Parties

Subject: Notice of Preparation of a Draft Environmental Impact Report

Project Description: The project proposes to demolish the existing former SkyPark long-term airport parking facility (approximately 219,565 square feet) and associated surface parking lot in order to construct a 97,464 square foot warehouse, including 9,510 square feet of interior office space, with rooftop parking and ancillary site improvements at 1000 San Mateo Avenue in the City of San Bruno. Once constructed, the project would operate as a warehouse and distribution facility (last mile delivery station).

Comment Period: June 3, 2024 to July 3, 2024

The City of San Bruno (City), as the lead agency under the California Environmental Quality Act (CEQA), will be preparing an Environmental Impact Report (EIR) for the proposed 1000 San Mateo Avenue Warehouse and Distribution Facility Project (proposed project). The City of South San Francisco is a Responsible Agency since a portion of the property is within the City's jurisdiction.

In accordance with Section 15082 of the CEQA Guidelines, the City has prepared this Notice of Preparation (NOP) to provide information regarding the proposed project and areas of potential environmental effects proposed to be analyzed in the EIR. The city requests your written comments as to the scope of the EIR, including mitigation measures and/or project alternatives to reduce potential environmental impacts from the proposed project.

Scoping Meeting: The Planning Commission will hold a Scoping Meeting on June 18, 2024 at 7:00 p.m. to receive written or verbal comments on the scope of the EIR. The meeting will be held at the San Bruno Senior Center located at 1555 Crystal Springs Road, San Bruno, CA 94066 and streamed via Zoom.

Zoom Link*

<https://link.edgepilot.com/s/9b1cc229/6xQsGeCnt0mwmkFX4PC6GA?u=https://sanbruno-ca-gov.zoom.us/j/83641558853>

Phone Line: 1-346-248-7799

Webinar ID: 836 4155 8853

Webinar Password: 143556

*Teleconference broadcasting is offered in the meeting via Zoom as a courtesy to the public. No public comment accepted via Zoom

Comments:

Comments must be received by 5:00 p.m. on July 3, 2024. Please submit your comments to:

City of San Bruno

Community and Economic Development Department

Attn: Michael Laughlin

567 El Camino Real

San Bruno, CA 94066

Email: MLaughlin@sanbruno.ca.gov

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JUNE 2024

Introduction

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of the proposed project that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment; to examine methods of reducing adverse impacts; and to consider alternatives to the project.

The EIR for the proposed project will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended, and the requirements of the City of San Bruno.

In accordance with Sections 15120 et seq. of the CEQA Guidelines, the EIR will include the following:

- A summary of the project;
- A project description;
- A description of the existing environmental setting, probable environmental impacts, and mitigation measures; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth inducing impacts of the proposed project; and (d) cumulative impacts.

The EIR also will discuss a reasonable range of alternatives to the project (including the No Project alternative) that could reasonably attain most of the basic objectives of the project and would avoid or substantially lessen any of the significant environmental effects of the project (CEQA Guidelines Section 15126.6[a]).

Project Location

The approximately 10.67-acre project site is located at 1000 San Mateo Avenue and consists of four parcels, including two parcels within the City of San Bruno (Assessor's Parcel Numbers [APNs] 020-421-030, 020-421-020) and two parcels (approximately 1.2 acres) within the City of South San Francisco (APNs 015-164-260, 015-164-190). The project site is bounded by the of City of South San Francisco to the north, Interstate 380 (I-380) to the south, San Mateo Avenue to the east, and 7th Avenue to the west. Regional, vicinity, and aerial maps of the project site are shown below in Figures 1, 2, and 3.

The San Bruno portion of the project site is developed with the existing former SkyPark long-term airport parking facility (approximately 219,565 square feet), an associated surface parking lot, a stormwater basin, and other ancillary site improvements. The South San Francisco portion of the project site contains an existing drive aisle and utilities.

Project Description

The project proposes to demolish the existing 20 foot tall former SkyPark long-term airport parking facility (approximately 219,565 square feet) and associated surface parking lot in order to construct a 97,464 square foot warehouse, including 9,510 square feet of interior office space, with rooftop parking and ancillary site improvements. The warehouse would be approximately 50 feet in height. The building would also include an approximately 46,096 square foot covered van staging area. The majority of the project would occur within the City of San Bruno. Within the City of South San Francisco, a new drive aisle would be constructed to provide access to San Mateo Avenue.

The project site is primarily accessed from San Mateo Avenue, with a secondary ingress/egress point on Shaw Road which bisects into 7th Avenue. The project proposes to provide 440 parking spaces, including 119 vehicle spaces, nine American with Disabilities Act (ADA) accessible spaces, 321 delivery van spaces, and approximately seven line-haul trailer active loading spaces.

Once constructed, the project would operate 24 hours per day, seven days per week as a warehouse and distribution facility (last mile delivery station). It is anticipated that approximately 14 line-haul trucks would visit the site each day, primarily between the hours of 10:00 p.m. and 8:00 a.m. Packages would leave the project site to be delivered to customers primarily between 11:00 a.m. and 9:00 p.m. The warehouse and distribution facility would require approximately 124 associates, managers, and dispatchers; 108 van drivers; and 40 flex drivers on a daily basis.

The San Bruno portion of the project site is within the M-1 Industrial zoning district. Pursuant to Article III of the City's Land Use Ordinance, warehousing, wholesale, and distribution is permitted in the M-1 zoning district when conducted entirely indoors. The South San Francisco portion of the project site is located within the Mixed Industrial High (MIH) zoning district.

Anticipated Project Approvals:

1. Conditional Use Permit
2. Architectural Review Permit
3. Lot Line Adjustment or Lot Merger

Anticipated Ministerial Permits:

1. Demolition, Grading, Building, and Occupancy Permits
2. Other Public Works Clearances, Approvals and Permits (both in the City of San Bruno and City of South San Francisco)

Potential Environmental Impacts of the Project

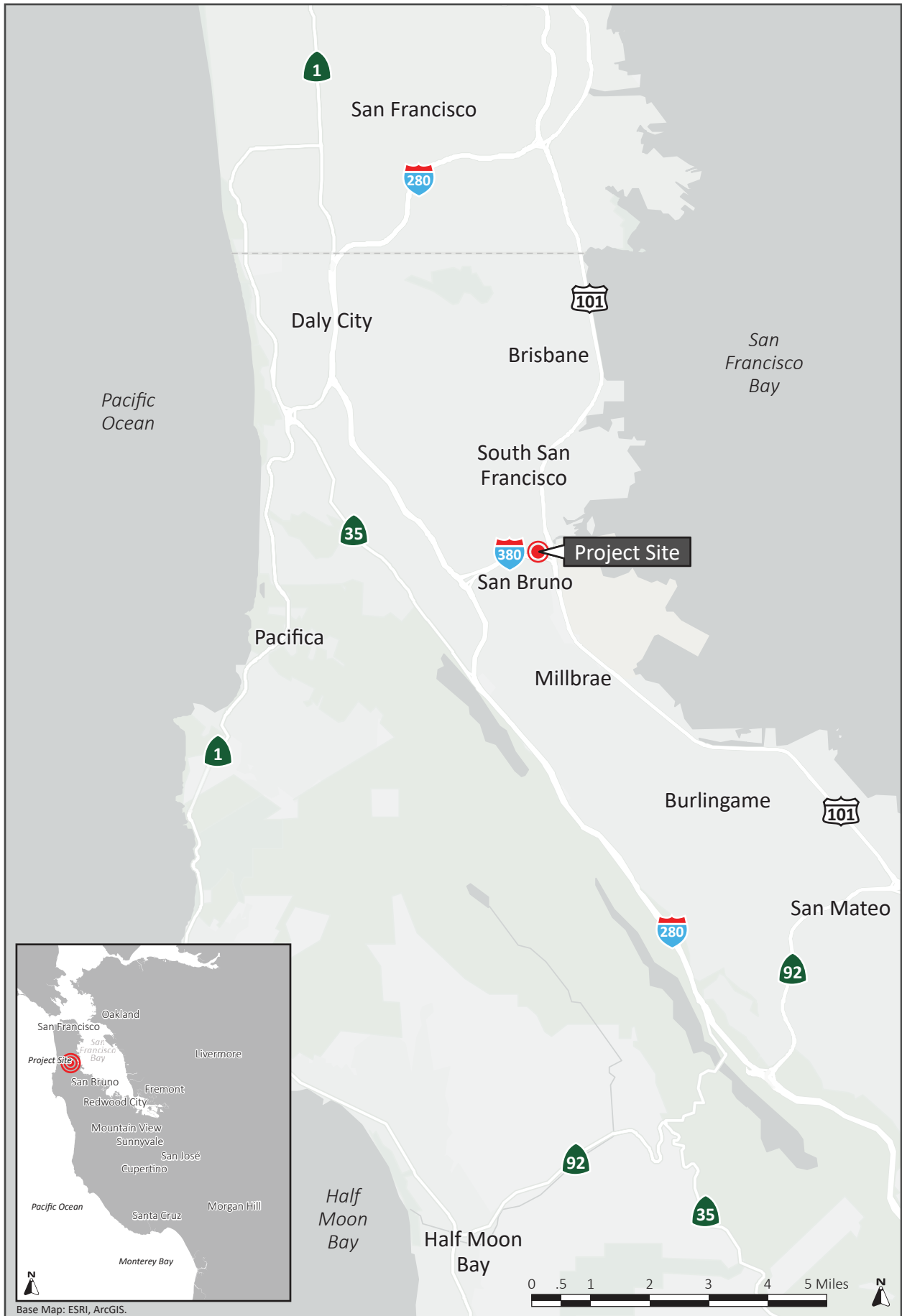
The EIR will identify the significant environmental effects anticipated to result from development of the project as proposed. Mitigation measures will be identified for significant impacts, as warranted and where feasible. The EIR will discuss the project's significant environmental impacts on the following specific environmental categories:

- **Aesthetics** – The proposed project would demolish the existing SkyPark long-term airport parking facility and construct a 97,464 square foot warehouse, including 9,510 square feet of interior office space, with rooftop parking and ancillary site improvement. The EIR will describe the existing visual setting of the project area and the visual changes that are anticipated to occur as a result of the proposed project. The EIR will also discuss possible light and glare issues from the development.
- **Air Quality** – The EIR will address the regional air quality conditions in the Bay Area and discuss the proposed project's construction and operational impacts to local and regional air quality in accordance with the 2022 Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines and thresholds. The EIR will also address the project's toxic air contaminant (TAC) emissions generated during both construction and operation.
- **Biological Resources** –The EIR will address whether the site supports special-status species, sensitive habitat, and whether the project could have impacts on these species and habitat. The EIR will also address the loss of trees within, and adjacent to, the construction zones.
- **Cultural Resources** – The existing structure was built prior to 1956, and is, therefore, of sufficient age to warrant an evaluation for historic significance. The EIR will evaluate the project's impacts on cultural resources based on an archaeological sensitivity assessment and historic architectural evaluation. The EIR will address the impacts to known and unknown buried cultural resources on and within the project area. Mitigation and/or avoidance measures will be identified for significant cultural resource impacts, as appropriate.
- **Energy** – Implementation of the proposed project will result in an increased demand for energy on-site. The EIR will discuss the increase in energy usage on-site and energy efficiency measures proposed by the project.
- **Geology & Soils** – The EIR will describe the existing geologic and soil conditions and discuss the possible geological impacts associated with seismic activity and the existing soil conditions on the project sites.
- **Greenhouse Gas Emissions** – The EIR will address the project's contribution to regional and global greenhouse gas (GHG) emissions in accordance with BAAQMD's 2022 CEQA Thresholds. A project that would be consistent with the State's long-term climate goals can be found to have a less-than-significant impact on climate change under CEQA. The EIR will also discuss the project's consistency with local, regional and state plans for the reduction of greenhouse gas emissions. Proposed design measures to reduce energy consumption, which in turn would reduce GHG emissions, will be discussed.

- **Hazards and Hazardous Materials** – The EIR will describe known hazardous materials conditions on and adjacent to the project site and will address the potential for hazardous materials impacts to result from implementation of the proposed project. The project site is located in the Francisco Airport (SFO) Land Use Plan Airport Influence Area B, which requires projects to be consistent with the goals and policies of the Airport Land Use Compatibility Plan (ALUCP). The project site is located in the safety compatibility zone (Zone 2) for the airport.
- **Hydrology and Water Quality** – The EIR will address the project’s impact to the storm drainage system. The project’s consistency with the requirements of the Regional Water Quality Control Board pertaining to groundwater supply, site drainage, and storm water quality, and the site’s risk to release contaminants into the environment due to inundation, will also be discussed. Portions of the project site are located in a Federal Emergency Management Act (FEMA) Zone AE, an area with a one percent annual chance of flooding.
- **Land Use** – The project site is located in a developed, urbanized area of San Bruno surrounded by industrial to the north (South San Francisco), I-380 to the south, U.S. 101 to the east, and residential and industrial uses to the west. The EIR will describe the existing land uses adjacent to and within the project area. Land use impacts that could occur as a result of the proposed project will be analyzed, including the consistency of the project with the City’s General Plan and zoning code and compatibility of the proposed and existing land uses in the project area.
- **Noise and Vibration** – Noise levels in the project area are primarily influenced by vehicular noise on surrounding roadways, including I-380 and U.S. 101, as well as aircraft related to SFO International Airport. The EIR will discuss noise and vibration that would result from the construction and operation of the proposed project (including noise from project-generated traffic) and its impact on nearby sensitive receptors and identify any measures or conditions to reduce temporary noise. Noise levels will be evaluated for consistency with applicable noise standards and guidelines. The project site is within the Community Noise Equivalent Level (CNEL) 75 dB noise contours for the SFO airport.
- **Public Services** –The EIR will address the availability of public facilities and service systems and the potential for the project to require the construction of new facilities.
- **Recreation** –The EIR will address the project’s impacts on recreational resources.
- **Transportation** – The EIR will evaluate the project’s transportation impacts pursuant to Senate Bill 743 and the Governor’s Office of Planning and Research. The project’s consistency with programs, plans, ordinances, or policies addressing the circulations system (including transit, roadway, bicycle, and pedestrian facilities) will be discussed in the EIR. The project’s impact on Vehicle Miles Traveled (VMT) will be discussed, and mitigation measures identified, as needed. The need for any improvements to the roadway system to accommodate project trips will be identified, along with any environmental effects that could result from the roadway improvements.

- **Tribal Cultural Resources** – The EIR will discuss the project’s potential for impacts to tribal cultural resources under Assembly Bill 52.
- **Utilities and Service Systems** – The EIR will examine the impacts of the project on utilities and service systems, including the sanitary sewer and storm drainage systems, water supply, and solid waste management.
- **Wildfire** – The project site is not located in or near a high fire hazard severity zone. The EIR will discuss project impacts on adopted emergency response and evacuation plans and risk due to wildfire.

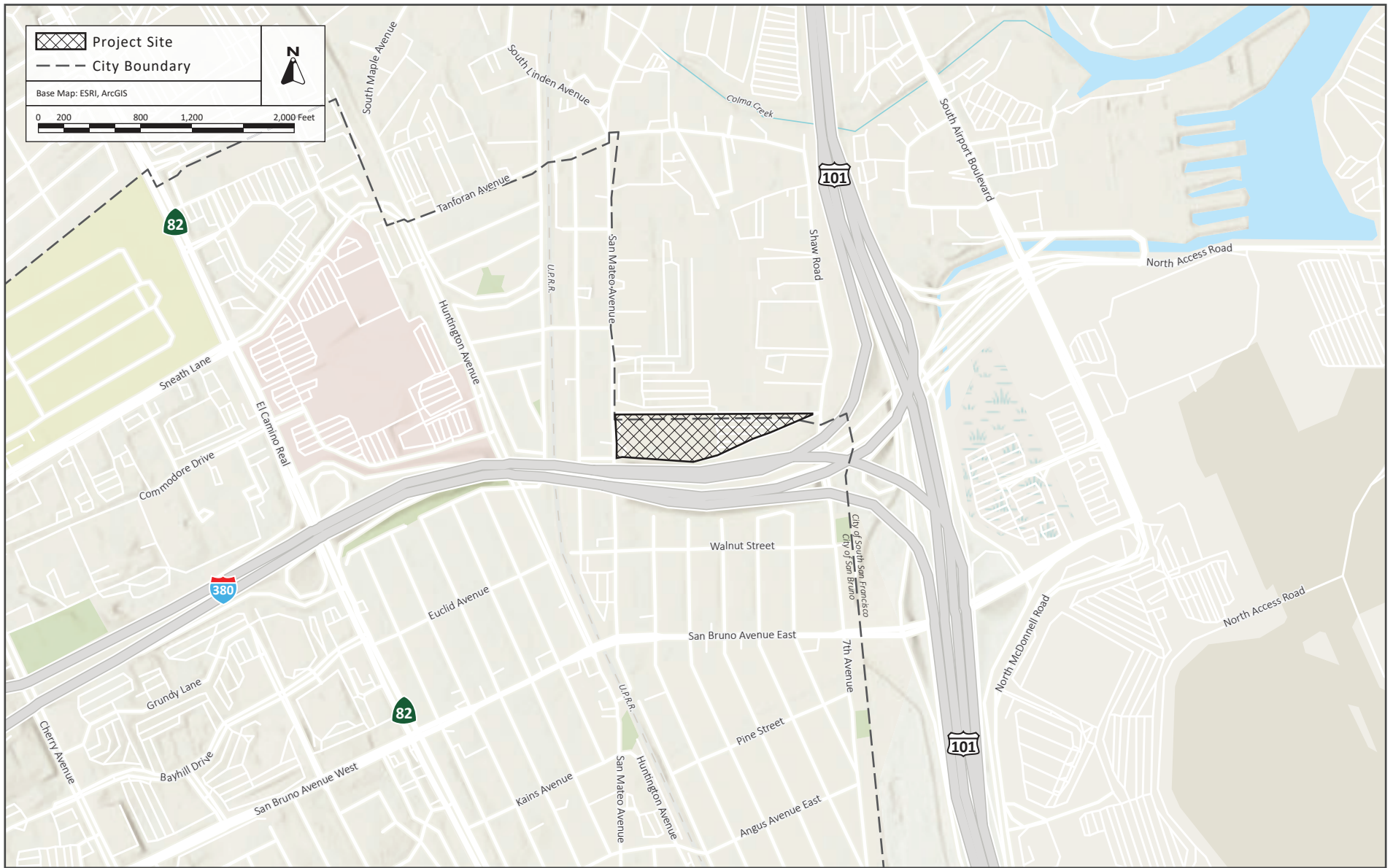
In addition, the EIR will address the project’s agricultural and mineral resources impacts, significant and unavoidable impacts, and potentially significant cumulative impacts when considered with other past, present, and reasonably foreseeable future projects in the development area. Additionally, applying the ‘rule of reason’ the EIR will identify a reasonable range of alternatives that avoid or reduce significant impacts while achieving most basic project objectives. The EIR will also identify any alternatives that were considered but rejected as infeasible, describing the factors that render the alternative infeasible.



Base Map: ESRI, ArcGIS.

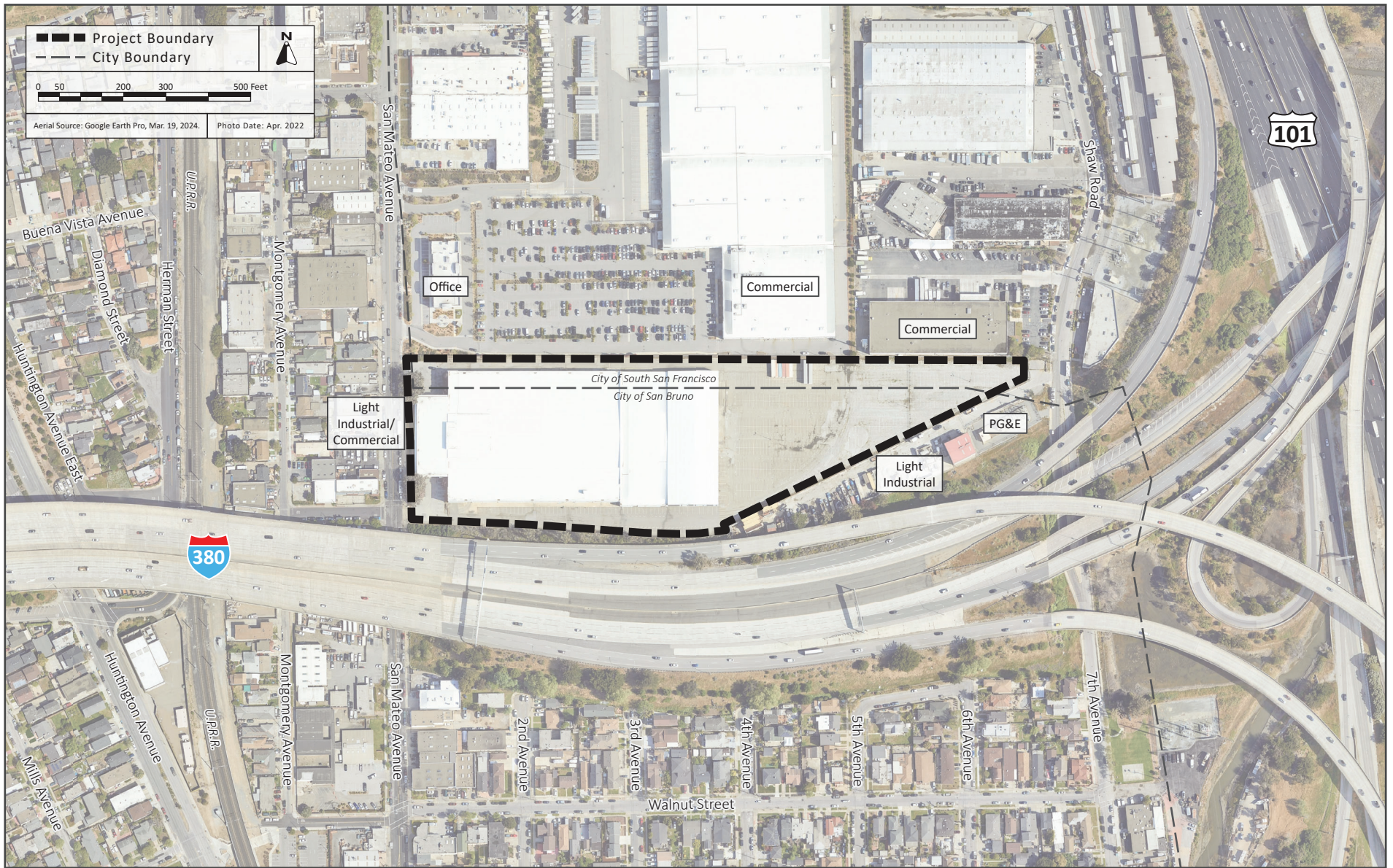
REGIONAL MAP

FIGURE 1



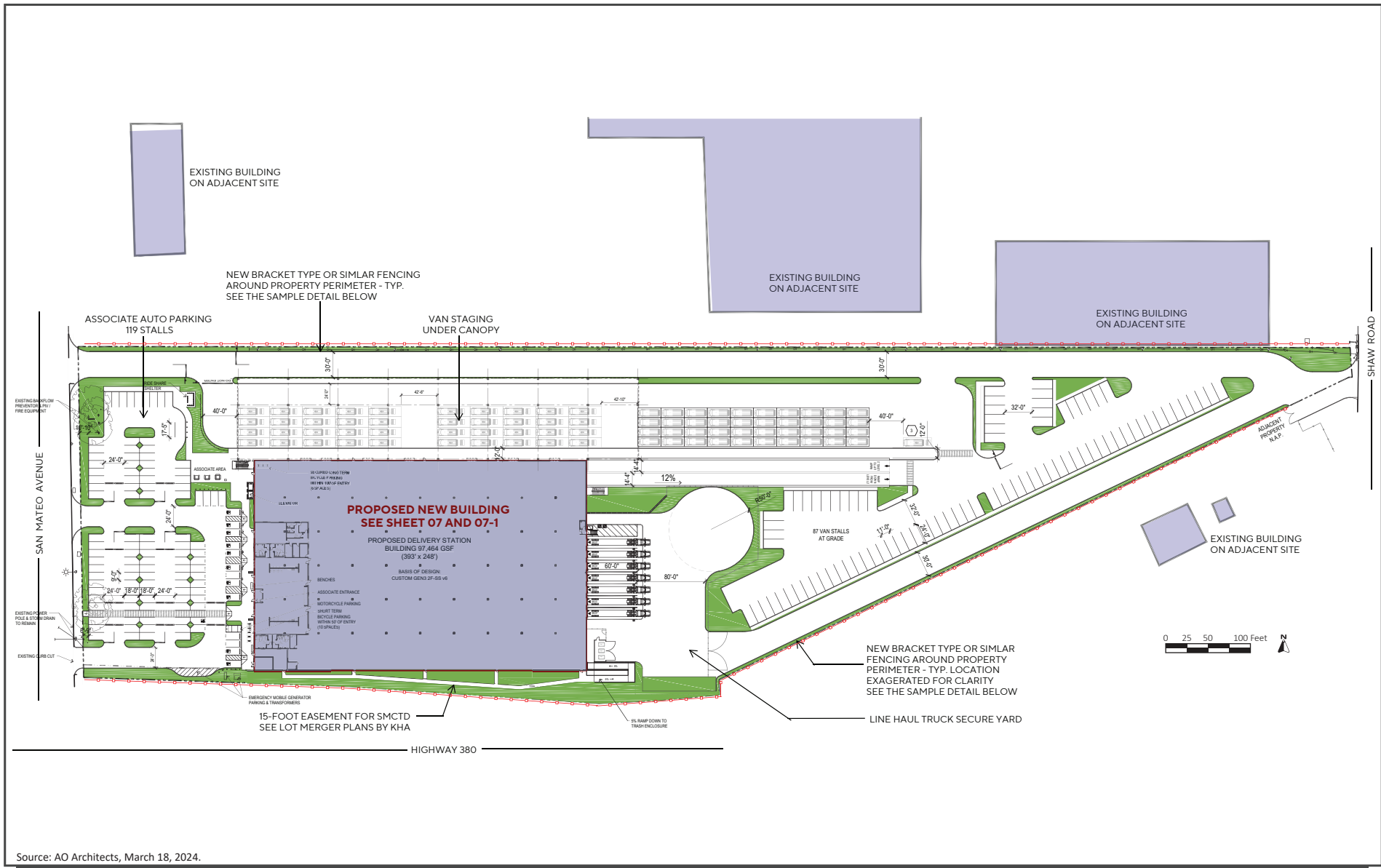
VICINITY MAP

FIGURE 2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 3



Source: AO Architects, March 18, 2024.

CONCEPTUAL SITE PLAN

FIGURE 4