



COMBINED NOTICE OF RELEASE AND AVAILABILITY OF THE DRAFT ENVIRONMENTAL IMPACT REPORT, AND NOTICE OF PUBLIC HEARING ON THE SOUTHLINE SPECIFIC PLAN

NOTICE IS HEARBY GIVEN: that the City of South San Francisco Planning Division has prepared a Draft Environmental Impact Report (Draft EIR) for the Southline Specific Plan (project). This Draft EIR is now available for public review and comment. The Draft EIR may be accessed on the City's website at <https://weblink.ssf.net/weblink/Browse.aspx?dbid=0> under the Planning, Environmental Reports folder.. Physical copies of the Draft EIR and all documents incorporated by reference in the Draft EIR are available for review at the Planning Division at 315 Maple Avenue, the Orange Avenue Library at 804 W. Orange Avenue, the Grand Avenue Library at 306 Walnut Avenue, and the City Clerk's Office at 400 Grand Avenue.

ENVIRONMENTAL REVIEW: To ensure that the proposed project is fully analyzed under CEQA, a combined program-level and project-level Draft EIR was prepared in compliance with CEQA and the CEQA Guidelines. An Initial Study has not been prepared. The Draft EIR addresses all applicable environmental topic areas described in Appendix G of the CEQA Guidelines.

As discussed below, the proposed project consists of buildout of the proposed Southline Specific Plan (Specific Plan) in the City of South San Francisco, in addition to proposed off-site transportation, circulation and public infrastructure improvements, some of which are located within the City of San Bruno (collectively, the proposed project). The Draft EIR provides a program-level analysis of the potential effects on the environment that could occur from implementation of the proposed project, pursuant to Section 15168 of the CEQA Guidelines. The Draft EIR also provides a project-level analysis of the initial development phase of the Specific Plan (Phase 1), which is a component of the proposed project, pursuant to Section 15161 of the CEQA Guidelines. If certified by the City, the Final EIR will be used to provide CEQA clearance for adoption of the Specific Plan and entitlement of Phase 1, including proposed off-site improvements. The Final EIR may be relied on by other agencies, including the City of San Bruno as a Responsible Agency pursuant to Section 15381 of the CEQA Guidelines, for purposes of approving aspects of the proposed project within those agencies' respective jurisdictions. The proposed project, including Phase 1, is described below.

PROJECT LOCATION: The project site includes an approximately 26.5-acre site (Specific Plan area) located on the City's southern boundary with the City of San Bruno, at the intersection of South Maple Avenue and Tanforan Avenue, approximately 0.1 mile from the San Bruno Bay Area Rapid Transit (BART) Station and approximately 0.75 miles from the San Bruno Caltrain Station. The Specific Plan area encompasses Assessor's Parcel Numbers (APNs) 014-250-090, 014-250-080, 014-250-050, 014-241-030, 014-241-040, 014-232-030, and 014-232-050. The project would also construct off-site transportation, circulation, and infrastructure improvements at several locations outside the Specific Plan area, some of which are located within the City of San Bruno (off-site improvement areas), totaling approximately 6.4 acres. Together, buildout of the Specific Plan area and the off-site improvements are referred to as the proposed project, and these combined areas compose the project site, totaling approximately 33 acres (project site).

The majority of the Specific Plan area is designated under the City's General Plan as Office, a designation intended to provide sites for administrative, financial, business, professional, medical and public offices in locations proximate to BART or Caltrain stations. The majority of the Specific Plan area is currently within the Business and Professional Office (BPO) zoning district, and is occupied by a variety of office, industrial, warehouse, and storage facilities. A small, approximately 0.3-acre portion of the Specific Plan area currently is designated under the General Plan and zoned as Parks and Recreation. General Plan amendments and zoning map and zoning text amendments are proposed to reflect adoption of the Specific Plan.

Surrounding land uses include predominantly single-family residences to the south of the project site, the San Bruno BART Station and the Shops at Tanforan and San Bruno Towne Center located west of the project site, all of which are located in the City of San Bruno. Commercial, industrial, and warehouse facilities are located to the north and east of the project site within the City of South San Francisco. The Centennial Way Trail, a multi-use path, runs generally

parallel to Maple Avenue to the west of the project site. The location of the project site is shown in the attached Figure 1.

PROJECT DESCRIPTION:

Specific Plan. The proposed project includes a new office/research and development (R&D) campus with a maximum anticipated building area of up to 2.8 million square feet. The proposed project would demolish all existing on-site uses and construct: commercial office/research and development buildings; a four-story supportive amenities building totaling 88,200 square feet; up to approximately 3,064 underground parking spaces at various locations throughout the project site; a 9-story parking structure with approximately up to 2,705 spaces, a new east-west connection road (Southline Avenue; provisionally named for the purpose of the Specific Plan and CEQA review), supportive utilities and related infrastructure, and approximately 341,800 square feet (approximately 7.8 acres) of open space. Commercial building heights would range from four to seven stories with a maximum height of approximately 120 feet, subject to and consistent with maximum height limits in accordance with Federal Aviation Administration (FAA) and Airport Land Use Compatibility Plan (ALUCP) requirements for San Francisco International Airport (SFO).. Development associated with the proposed project would be implemented under the Specific Plan, which would establish new land use development standards and design guidelines for the project site. A phased development process for buildout of the Specific Plan is anticipated, with individual phases subject to review and approval of detailed Precise Plans.

The Specific Plan would allow for the development of up to 2.8 million net new square feet of office or R&D uses, or a combination of both, the exact amount and configuration of which cannot be forecast with precision as ultimate building will be based on a number of market factors. To account for the potential mix of office and R&D development within the Specific Plan area, two different buildout scenarios have been developed for purposes of the EIR analysis, the Office Scenario and the Life Sciences Scenario. The Office Scenario would develop office uses up to seven stories tall and the four-story amenities building, for a total of approximately 2,800,000 square feet and a floor area ratio (FAR) of approximately 2.4. The Life Sciences Scenario would develop R&D uses, including laboratory and office spaces, up to six stories tall and the four-story amenities building, for a total of approximately 2,025,050 square feet and a FAR of approximately 1.75. Conceptual site plans for the Office Scenario and the Life Sciences Scenario are depicted in Figure 2 and Figure 3, respectively.

Off-Site Improvements. Off-site improvements associated with the proposed project that are evaluated in the Draft EIR include the following located within South San Francisco: reconfiguration of the South Linden Avenue and Dollar Avenue intersection; reconfiguration of the existing at-grade rail crossing at South Linden Avenue; roadway widening of and street front improvements on South Maple Avenue; and signalization of intersections at the main Southline Avenue campus entry point at Southline Avenue, mid-block at Southline Avenue, and at Southline Avenue and Dollar/Linden Avenues. The EIR also evaluates proposed improvements located partly or entirely within San Bruno, which are subject to separate City of San Bruno and/or BART review, application, and approval requirements: new signalized intersection, reconfiguring Huntington Avenue at its intersection with Sneath Lane, connecting it to the new Southline Avenue, and providing for improved adjacent bicycle and pedestrian facilities; reconfiguration of Tanforan Avenue to create a partial cul-de-sac limiting through traffic; and a new dedicated, signalized northbound left turn lane on Huntington Avenue providing a new entrance into the transit center for SamTrans buses. Additionally, the Draft EIR evaluates construction of related improvements within South San Francisco and San Bruno including removal, installation, or relocation of aboveground and/or underground utilities, sidewalks, curbs, and streetscape improvements.

Phase 1. Phase 1 would include construction of the new Southline Avenue east-west connection road described above and the following development, primarily south of the new road: three buildings totaling approximately 613,800 square feet of office space; the four-story supportive amenity building totaling approximately 88,200 square feet; up to approximately 2,800 parking spaces in a combination of below-grade parking and the eastern portion of the 9-story parking structure (located north of the new Southline Avenue); landscaping and open space amenities; and all of the proposed on-site and off-site infrastructure, roadway, and pedestrian improvements within the off-site improvement areas except for the roadway widening, street front improvements, and sewer main upgrades in Maple Avenue. As described below, Phase 1 would require approval of a detailed Precise Plan; future development phases would be approved as subsequent Precise Plans pursuant to the Specific Plan. A conceptual site plan for Phase 1 is included in Figure 4.

Anticipated Entitlements. The anticipated entitlements required by the City of South San Francisco for implementation of the project would include the following: Southline Specific Plan (to be followed by Precise Plans for individual phases of development); General Plan amendments and zoning map and zoning text amendments to reflect adoption of the Southline Specific Plan; Precise Plan approval for Phase 1 development subject to the terms and policies of the Southline Specific Plan; Conditional Use Permit approval for a parking reduction; Design Review; Transportation Demand Management program approval; and Vesting Tentative Map approval to reconfigure the existing project site parcels. The Applicant also intends to seek City approval of a Development Agreement. Additional ministerial approvals, including Final Map(s) and grading, building, and encroachment permits, will also be required.

In addition to the approvals by the City of South San Francisco, review and/or approvals or actions by other agencies or entities may be required, including approvals by the City of San Bruno for offsite improvements located within its jurisdiction.

ENVIRONMENTAL IMPACTS: The Draft EIR identifies that the proposed project would result in significant and unavoidable project-level impacts and cumulatively considerable contributions to significant and unavoidable cumulative impacts related to: construction air quality (criteria pollutants), operational air quality (criteria pollutants and pollutant concentrations), construction noise, and transportation and circulation (existing hazardous conditions). The Draft EIR identifies that Phase 1 would result in significant and unavoidable project-level impacts and cumulatively considerable contributions to significant and unavoidable cumulative impacts related to operational air quality (criteria pollutants) and construction noise. All other potentially significant environmental effects of the proposed project and Phase 1 would be reduced to less than significant levels through implementation of either existing regulatory requirements or mitigation measures as recommended in the Draft EIR.

Pursuant to CEQA Guidelines Section 15087(c)(6), the project site includes three hazardous waste sites enumerated under Section 65962.5 of the California Government Code (Cortese List). The Cortese List sites are at 160 South Linden Avenue, 30 Tanforan Avenue, and 50 Tanforan Avenue, and are described in detail in Section 4.8, *Hazards and Hazardous Materials*, of the Draft EIR. The Draft EIR analysis concludes that potentially significant environmental effects associated with the Cortese List sites would be reduced to less than significant levels through implementation of existing regulatory requirements and mitigation measures as recommended in the Draft EIR.

PUBLIC REVIEW COMMENT PERIOD: The City of South San Francisco is soliciting comments regarding the analysis contained in the Draft EIR. **All comments must be received by the City of South San Francisco Planning Division no later than 5:00 PM on November 12, 2021.** Written comments on the Draft EIR may be sent via email to: adena.friedman@ssf.net. For comments sent via email, please include “EIR Comments: Southline Specific Plan” in the subject line and the name and physical address of the commenter in the body of the email.

Written comments may also be sent via U.S. mail and addressed to:

Adena Friedman, Principal Planner
City of South San Francisco
Economic and Community Development Department
315 Maple Street
South San Francisco, California, 94080

All comments on environmental issues received during the public comment period will be considered and addressed in the Final EIR.

PUBLIC REVIEW SCHEDULE:

Public Release of Draft EIR	September 28, 2021
Planning Commission Public Review Hearing, via Teleconference and Zoom video conference: Planning Commission Meeting agendas with dial-in and video conference access details will be available at the below link the week prior to the meeting date. Click the 'Join via Zoom' link included in the agenda to join the meeting. https://ci-ssf-ca.legistar.com/DepartmentDetail.aspx?ID=32898&GUID=00089F17-549D-4750-BEAB-D874B7DB6D86	November 4, 2021 beginning at 7:00 PM or later
45-Day Public Review Period End Date	November 12, 2021 at 5:00 PM

For additional information please contact Adena Friedman, Principal Planner at (650) 877-8535 and/or adena.friedman@ssf.net.

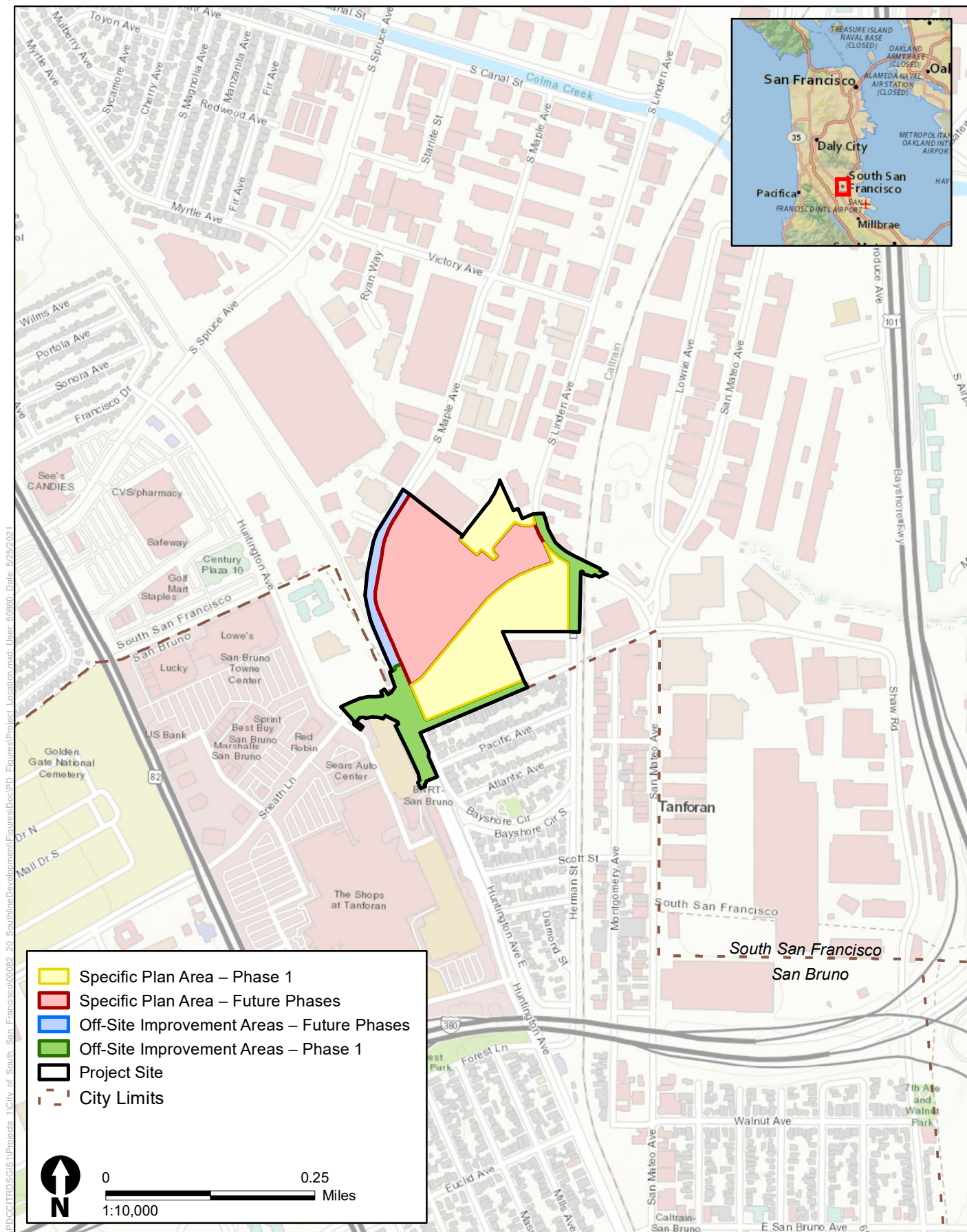


Figure 1
Project Location Map



Source: Kimley Horn, 2021.

Figure 2
Conceptual Site Plan – Office Scenario



Source: Kimley Horn, 2021.

Figure 3
Conceptual Site Plan – Life Sciences Scenario



Source: DES Architects/Engineers, Lane Partners, 2021.