Exhibit A - Genentech Master Plan Amendments

Genentech Master Plan Amendments to incorporate additional properties, including the vacated streets.

Chapter 3: Urban Design

1. Page 45 - update the third bullet to read:

    - ~~A shared-street concept may be considered, whereby DNA Way is scheduled for partial closure to general vehicle traffic during specified times of the day, and opened as a pedestrian-only environment with accommodations for emergency vehicles and shuttle and bus access.~~ A pedestrian oriented Campus may be achieved by vacating DNA Way, Point San Bruno Boulevard and Cabot Road. With review and approval by the City, these roads may remain open, partially open, or closed, as long as proper emergency vehicle, and shuttle and bus access is provided. Any future closure of these streets to public access shall follow the process outlined in the associated Purchase and Sale Agreement and Maintenance and License Agreement. These agreements require a future appraisal and a supplemental payment to the City if certain identified portions of the roadway are proposed for closure.

2. Page 53 - amend to read:

    - Additionally, Genentech intends to engage the City in a conversation about the potential ~~for a daily closure of~~ to vacate and privatize portions of DNA Way, Point San Bruno Boulevard and Cabot Road ~~where it passes through the central portion of the Upper Campus~~. These road segments currently only serve the Genentech Campus and Wind Harp. The purpose of ~~this road closure~~ these street vacations would be to further align the design of the central Campus with the urban design objectives listed in Section 3.2 and to work with the City to make ~~this road segment~~ these roadway segments into a more pedestrian-oriented place where people are prioritized over vehicles. ~~The public road closure might only occur between the morning and afternoon peak traffic hours, so that regular vehicle traffic would continue during non-peak hours (including at night). Any future modification to the use of the road as a thoroughfare or vehicular access will be reviewed and approved through the City.~~

3. Page 63 - replace the 4th bullet point as follows:

    - ~~Consider partial closure of DNA Way within the Campus core area to vehicle traffic during scheduled times of the workday, better establishing this area as a pedestrian priority zone.~~ Consider privatization of DNA Way, Point San Bruno Boulevard and Cabot Road within the Campus Core area to support and prioritize a pedestrian oriented campus.

Chapter 4: Transportation, Circulation and Parking

4. Page 89 - amend the 3rd bullet as follows:

    - DNA Way is a two-way road connecting East Grand Avenue with Forbes Boulevard passing through the center of the Genentech Campus. A City approved plan will need to be implemented if the street is partially closed to through traffic.

5. Page 95, Potential DNA Way Closure – amend as follows:

    - DNA Way is the main public street through the Campus and provides public circulation from East Grand Avenue to Forbes Boulevard. Genentech-related vehicles are the primary users of this road. As part of the Urban Design strategy of this Master Plan Update, Genentech is exploring the possibility of ~~a daily~~ closure of DNA Way to public through traffic east of Wind Harp, where it passes through the central portion of the Upper Campus. The purpose of this partial road closure would be to make this road

segment, which bisects the center of the Campus, into a more pedestrian-oriented place where people are prioritized over vehicles. ~~A possible road closure or changes to the site circulation would be reviewed and approved by the City prior to implementing any roadway closures~~.

~~The public road closure might only occur between the morning and afternoon peak traffic hours (e.g., between 10:00 AM and 3:30 PM) so that public circulation would continue during non-closure hours (including at night). During the non-closure hours, DNA Way would be fully open to public traffic, and would provide non-peak commuters with convenient access to all on-Campus parking facilities. The road closure would only affect private vehicles. All public transit and Genentech transit services, including the gRide shuttle system and Genentech service vehicles, would continue to use DNA Way at all times in dedicated and clearly identified lanes.~~

With implementation of a broader parking garage strategy, commuters and visitors to the Campus would be able to access new parking facilities around the outer edges of the Campus, and would not need to drive through the Upper Campus at all. Allerton, Forbes and East Grand Avenue would be unaffected.

Within the Upper Campus (i.e., between the entrance to Building 35 and the intersection at Point San Bruno Boulevard near the B30 Quad buildings), the former DNA Way right- of-way would be designed to look and feel "different" than a ~~traditional~~ public street.
This design treatment may include special pavers ~~rather than asphalt~~, dedicated bike lanes, ~~rolled curbs,~~ and adjacent pedestrian amenities. These design strategies are intended to allow this former street segment to function as a designated pedestrian environment. ~~, shared with transit and emergency vehicle use.~~

6. Page 100 - amend the 2nd bullet as follows:

    - Considering a shared-street concept whereby portions of the campus are ~~DNA Way is~~ scheduled for closure to general traffic, and opened as ~~a~~ pedestrian environments with accommodations for shuttles, service vehicles, and buses only. For people to be comfortable and safe, designs for ~~this~~ these spaces will prioritize pedestrians (e.g., special paving to demarcate a shared pedestrian/auto-zone, and landscaped bulb-outs within the street at pedestrian pathway intersections)

Figures (maps) throughout the Genentech Master Plan which required updates to include additional properties, including the privatized streets.

1. Figure 1-2: General Plan Land Use Diagram
2. Figure 1-3: SSF Zoning Designation
3. Table 2-1: Genentech Campus and Neighborhood Campuses (acres)
4. Figure 2-1: Campus Boundary and Neighborhood Campuses
5. Figure 2-2: Zoning Map
6. Figure 2-4: Master Plan Update Opportunity Sites
7. Figure 3-1 Illustrative Example of Campus-wide Placemaking Strategies

8. Figure 4-2: Public Transit Services
9. Figure 4-4: Local Bicycle and Trail Facilities