City of South San Francisco
Addendum to the Environmental Impact Report for the South San Francisco 2040 General Plan Update, Zoning Code Amendments and Climate Action Plan and Addendum to the Environmental Impact Report for the Genentech Master Plan

State Clearinghouse Numbers: SCH # 2021020064 and SCH #2017052064

Executive Summary

The City of South San Francisco (SSF) has prepared this Addendum to the Environmental Impact Report for the *South San Francisco 2040 General Plan Update, Zoning Code Amendments and Climate Action Plan* (2040 GP EIR) and the EIR for the *Genentech Master Plan* (Master Plan EIR), together cited as the Prior EIRs. The purposes of this Addendum are to update the Project Description included in each of those Prior EIRs to include new details regarding Genentech's proposed acquisition of certain public rights-of-way within the Genentech Campus (including DNA Way, Point San Bruno Boulevard and Cabot Road), the potential closure of these roads for public access, and Genentech's proposed rezoning of six properties to be added to the Genentech Master Plan. This Addendum to the Genentech Master Plan EIR assesses the potential environmental effects associated with these actions. In preparing this EIR Addendum, the City of South San Francisco has evaluated the potential acquisition of these street rights-of-way and the public service easement on either side of the right-of-way, and the addition of these new properties in light of the analysis in these Prior EIRs.

The primary conclusions of this CEQA Addendum are as follows:

- The Project does not include any proposal for new Campus development, street removal or reconstruction within the Genentech Campus. Accordingly, the Project would have no construction-related environmental impacts.
- The Project does not include any proposal for new Genentech operations. If the proposed rights-of-way acquisitions by Genentech are approved, these streets will remain open to the public in the near term but as private streets rather than public streets, and Genentech will have the right to close these streets to public through traffic at its own discretion, providing that Genentech maintains public access to the Wind Harp.
- No new development, redevelopment or reuse of the six new properties proposed to be added to the Campus is currently proposed, and the Project would have no operations-related environmental impacts.
- Although the Project would increase the acreage of properties within the Genentech Campus, Genentech is not requesting an increase in the potential Campus buildout beyond the 9 million square feet as assumed in the 2020 Master Plan (which is based on an FAR of 1.0 times the overall Campus acreage). Accordingly, the Project would have no new or potentially more severe cumulative environmental impacts than previously disclosed in the prior 2020 Genentech Campus Master Plan EIR.
- The Project does not include any proposal for immediate closure of DNA Way, Point San Bruno Boulevard or the short segment of Cabot Road to public through travel. The Project does create

the potential that Genentech may decide to close Point San Bruno Boulevard and the short segment of Cabot Road, and the portion of DNA Way east of Wind Harp (hereafter referred to as partial closure of DNA Way) to through traffic, as indicated in the 2020 Genentech Campus Master Plan. Although no street closures are included as part of the current Project, the possibility of these street/partial street closures has been analyzed. The conclusions of this analysis is that the potential for future closure/partial closure of these streets would have no new or more severe environmental impacts than those previously disclosed in the prior Genentech Campus Master Plan EIR.

Based on these conclusions, an Addendum to these Prior EIRs is the appropriate CEQA documentation necessary for the Project. This document serves as that CEQA Addendum to the SSF 2040 General Plan EIR and the Genentech Master Plan EIR.

Background

South San Francisco 2040 General Plan Update

In October of 2022 the City of South San Francisco adopted the South San Francisco 2040 General Plan Update, Zoning Code Amendments and Climate Action Plan (SSF 2040 GP). The SSF 2040 GP presents South San Francisco's vision for the next two decades and provides, "a roadmap for the City to implement policies and actions that create a resilient community, improve the quality of life of its residents, and expand economic development opportunities."[1]

Mobility and Access Element

Street Typology

Relevant to the proposed Project, the Mobility and Access Element of the SSF 2040 GP categorizes streets in South San Francisco into five typologies: Boulevards, Connectors, Downtown Main Streets, Industrial, and Neighborhood Streets. The SSF 2040 GP's Roadway Network Map (see **Figure 1**) illustrates the City's street network.

As shown in Figure 1, DNA Way from East Grand Avenue to Forbes Boulevard is identified as an existing Connector/Collector Street, and Point San Bruno Boulevard from DNA Way to East Grand Avenue is identified as a combination of an existing and potential future Connector Road. Cabot Road, from Allerton Avenue to DNA Way is identified as an existing Local Industrial Roadway.

- The Mobility and Access Element defines Connector/Collector streets as primary or secondary streets within the City that serve as corridors to major destinations. These streets are designed to provide mobility space for all travelers (vehicles, pedestrians, bicyclists and transit riders). They also provide access to major destinations and denser residential or commercial areas, and can accommodate moderate volumes of travelers. Connector streets generally have two travel lanes, sometimes with short four-lane segments or a center left turn lane. Connectors have sidewalks and provide on-street bicycle facilities and/or on-street parking.
- The Mobility and Access Element defines Local Industrial streets as similar to neighborhood streets (typically two travel lanes and on-street parking, if street widths permit), but designed to serve the needs of manufacturing and goods movement businesses that need access by larger and heavier vehicles. Common vehicles often include vans, single unit trucks, and smaller semi-trucks. Industrial streets may have two vehicle lanes, and occasionally wider lane widths to accommodate larger vehicles.

The Mobility and Access Element also illustrates the South San Francisco truck network, which differentiates streets that are designed to accommodate large freight trucks. These streets typically require designing for larger vehicles, including lane configurations, curb radii and pavement types. The truck network is expected to evolve over time as land uses change, but both DNA Way and Point San Bruno Boulevard are identified as existing Truck Routes.

[1] City of SSF, *Shape SSF 2040 General Plan,* February 2022, page 8

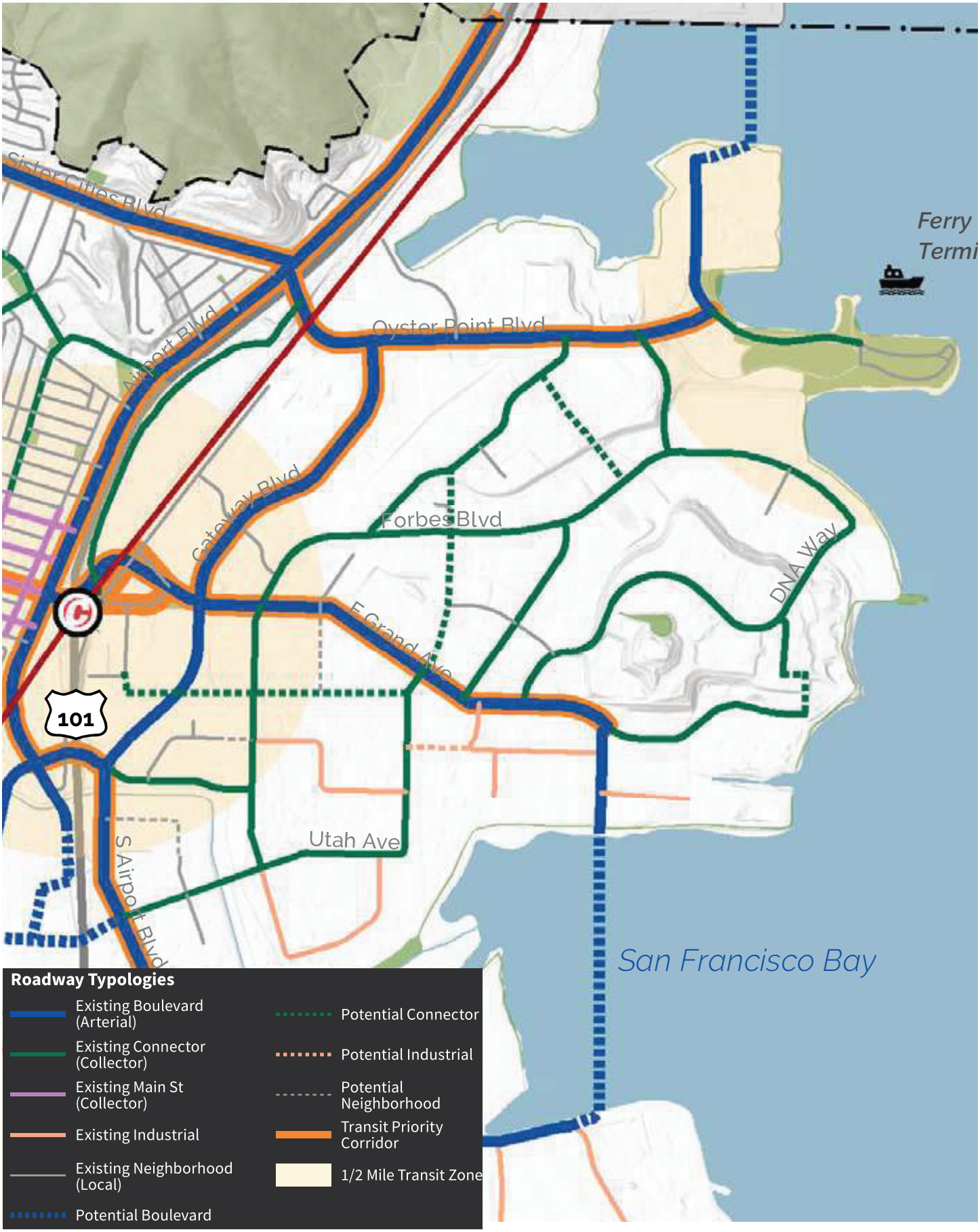


Figure 1
SSF 2040 General Plan Roadway Network Map

Source: SSF 2040 General Plan, Figure 14: Proposed Roadway Network

Key Issues and Opportunities

The SSF 2040 GP Mobility and Access Element identifies a number of key issues, opportunities and policy positions relevant to transportation within the broader East of 101 Area, including the Genentech Campus. These include the following:

- *Matching Transportation Needs and Infrastructure*: As South San Francisco continues to experience growth and change, its transportation needs are increasingly mismatched with the infrastructure and services constructed years ago to support "the Industrial City." This mismatch is especially apparent in the East of 101, Lindenville and the El Camino Real sub-areas, where large auto-oriented streets are increasingly at-odds with higher density developments more oriented toward walking, biking and transit use.
- *Reshaping Travel Patterns*: South San Francisco is uniquely positioned to capitalize on several regional transportation improvements that can help reshape travel patterns for residents and employees. These projects include planned service expansions by Caltrain, SamTrans, and San Francisco Bay Area Water Emergency Transportation Authority (WETA), along with the new Caltrain station providing a more direct connection to Downtown and the East of 101 sub-area. These changes present opportunities to reduce vehicle miles traveled and shift vehicle trips (especially longer distance commute trips) to transit. In order to realize the full potential of these projects, South San Francisco will need to prioritize walkable station areas along with first/last mile improvements that connect residents and employers with regional transit via shuttles and active transportation facilities. Such improvements are particularly critical for the East of 101 and Lindenville areas, where it is important for buses and shuttles to provide fast, direct and reliable connections separated from traffic congestion and delays.
- *Fast and Reliable Bus and Shuttle Operations*: As the city grows, the transit network is expected to evolve over time. In particular, South San Francisco is expected to see a substantial increase in Caltrain service in the coming years as the agency implements its Business Plan service vision, while ferry, bus, and shuttle service is also expected to grow to meet the city's changing needs. The city can support increased regional transit service via pursuing access improvements to its stations and orienting employer transportation demand management programs around these services. The city can also support fast and reliable bus and shuttle operations by implementing improvements such as transit signal priority, bulb-outs and in-lane bus stops, and bus-only lanes, particularly on its transit priority corridors.
- *Eliminating All Injury Collisions*: South San Francisco's 'Vision Zero' intends to eliminate all injury collisions on roadways. To achieve this vision, tradeoffs to prioritize safety will need to be made, such as reducing vehicle speed limits on local streets or allotting more street space to vulnerable users in the form of bikeways and sidewalks.

The SSF 2040 GP Mobility and Access Element anticipates that the city will need roughly $1 billion to $1.2 billion in transportation upgrades over the next two decades to support buildout of the General Plan, modernizing South San Francisco's transportation system, and providing people with more choices in how they travel within the city and region.[2] It also presumes that the city will need to 'right-size' the city's transportation infrastructure by adding new streets and trail connections while phasing out vestiges of the past, such as the city's freight rail spurs.[3] The Mobility and Access Element concludes that

[2] *SSF 2040 GP, Mobility Element, page 188*

[3] *Ibid, page 178*

by building a more multi-modal transportation network, South San Francisco can achieve a safe, multimodal, sustainable, livable and connected City.

Land Use & Community Design Element

The Land Use Element identifies an important Subarea of the City as the East of 101 Subarea, which covers all parts of the city that lie to the east of Highway 101. This Subarea covers over 1,600 acres, is defined by large parcels and is bordered on the east by the San Francisco Bay. The East of 101 subarea primarily contains employment-generating land uses such as office, life science and other R&D uses, logistics, food processing, manufacturing and other industrial uses. Most life science uses are located north of East Grand Avenue, with the Genentech campus being the largest corporate campus in East of 101.

Key Issues and Opportunities

The SSF 2040 GP Land Use & Community Design Element and the land Use Subarea Element identify a number of key issues, opportunities and policy positions relevant to land use within the broader East of 101 Area, including the Genentech Campus. These include the following:

- *Promote Urban Campus-Style Life Science Uses*. Promote campus-style R&D uses for life science and other innovative companies
- *Community Gathering Spaces*: Develop community-gathering spaces including plazas and pocket parks, near mobility hubs. Work with developers and property owners (including BART and Caltrain) near high-quality transit stops to provide community amenities, including privately-owned public open spaces, plazas, community gardens, recreational spaces, seating, lighting, public restrooms, water fountains, and other amenities for public use.
- *Reduce Reliance on Automobiles in East of 101*: Evaluate implementation of "mobility hubs," which are places where different travel networks (including walking, biking, transit, and shared mobility) meet and provide convenient connections to destinations at the Caltrain Station, South San Francisco BART Station, and the South San Francisco Ferry Terminal.
- *Maintain Roadway Connections*: Maintain roadways within East of 101 and foster connectivity between East of 101 and the rest of South San Francisco.
- *Maintain High-Quality Design and Development Standards* (Policy LU-5.2): Maintain high-quality design and development standards for R&D companies that support a mix of larger, higher-intensity campuses.
- *Require Campus Open Space* (Policy LU-5.3): Require significant public and private open space and outdoor amenities. Work with development projects to provide publicly accessible, private open space as part of their site plans.
- *Improve Connectivity for R&D Workforces* (Policy LU-5.5): Maintain vehicular infrastructure and improve circulation to accommodate the unique demands for R&D workplaces.
- *Collaboration with Property Owners* (Policy LU-5.7): Collaborate with property owners and private developers to define collective action to achieve plan goals.

The SSF 2040 GP Land Use & Community Design Element designates the Genentech Campus as "Genentech Master Plan", a private campus with corporate headquarters, research and development facilities and offices. It also refers to the Genentech Campus Master Plan for more details.

SSF 2040 General Plan Program EIR

Pursuant to the provisions of CEQA, the City of South San Francisco circulated a Draft EIR for the General Plan Update (the SSF 2040 GP Draft EIR) from June 24 through August 9, 2022. After the close of the public review period, the City of South San Francisco prepared a Final EIR consisting of the comments received on significant environmental issues. In September of 2022, the City prepared a Final EIR for the SSF 2040 General Plan Update, Zoning Code Amendments and Climate Action Plan. Prior to adopting the SSF 2040 General Plan, the City certified this EIR (SSF 2040 GP EIR, State Clearinghouse No. 2021020064).

The SSF 2040 GP EIR is considered a Program EIR per CEQA Guidelines Sections 15168 and 15183. As such, subsequent activities pursuant to the SSF 2040 GP are subject to requirements under each of these CEQA Guidelines sections, including applicable mitigation measures identified in the SSF 2040 GP EIR to address potential cumulative environmental effects. The SSF 2040 GP EIR determined that development consistent with the SSF 2040 General Plan would primarily result in impacts that would be less than significant or reduced to a less than significant level with the implementation of General Plan policies and/or mitigation measures identified in that SSF 2040 General Plan EIR.

Significant unavoidable impacts were identified in the SSF 2040 General Plan EIR for the following environmental topics:

- Implementation of the SSF 2040 General Plan would conflict with or obstruct implementation of the applicable air quality plan
- Implementation of the SSF 2040 General Plan would result in a cumulatively considerable net increase of criteria pollutants for which the region is nonattainment under applicable federal or State ambient air quality standards
- Implementation of the SSF 2040 General Plan would conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) regarding vehicle miles traveled (VMT)

Due to the potential for significant unavoidable impacts, a Statement of Overriding Considerations was adopted as part of the City's approvals of the SSF 2040 General Plan.

This prior Program EIR is incorporated by reference, and can be obtained from the City of South San Francisco Planning Division at 315 Maple Avenue, or online at:

https://weblink.ssf.net/WebLink/DocView.aspx?id=501924&dbid=0&repo=SSFDocs

2020 Genentech Campus Master Plan

In 2020, the City of South San Francisco adopted the *2020 Genentech Campus Master Plan* (Master Plan). The Master Plan articulates a vision for new growth and development within the 207-acre Genentech Campus. It serves as a general guide for future placement and design of individual buildings and other Campus improvements, and its development program provides a basis for future project approvals. The Master Plan provides the City and Genentech with flexibility to implement the Master Plan on a project-by-project basis such that new elements of the Campus will maintain or exceed the high standards of design and construction that Genentech has already established at the Campus. The Master Plan also served as the basis for changes and amendments to the City's Zoning Ordinance to ensure consistency and reliability between the Master Plan and the City's Genentech Master Plan District zoning regulations.

A fundamental land use objective of the Genentech Campus Master Plan is to accommodate a responsible level of Campus growth and development that is consistent with the City's land-use policies and regulations, but that secures Genentech's ability to grow. Important provisions of the Master Plan related to Campus growth and development include the following.

- The Master Plan establishes a facility-wide development standard of a maximum FAR of 1.0 times the total area of all lots within the Master Plan, providing for a buildout potential of the approximately 207-acre Campus of just over 9 million square feet, or an anticipated future construction of approximately 4.3 million square feet of net new building space.
- The Master Plan recognizes that development of building space by land use type may vary over time, and permits flexibility in order to allow Genentech to respond most efficiently to its business needs, as long as the Campus-wide FAR is not exceeded.
- The Master Plan recognizes several smaller neighborhood campuses (the Lower, Mid, Upper, West and South campus) as organizing elements of the overall Genentech Campus. Neighborhood campuses may emphasize a primary function or use, or may contain a more complex "campus-within-a-Campus" complete with offices, labs, amenity space and manufacturing capabilities.
- The Master Plan identifies numerous Opportunity Sites where new development or redevelopment was considered most likely to occur. These Opportunity Sites generally represent surface parking lots, outmoded buildings, undeveloped infill sites and undeveloped hillside areas.
- The Master Plan recognizes that DNA Way is the main public street to the Genentech Campus, but raised the possibility of closing DNA Way through the Upper Campus to create a more pedestrian-oriented place in the center of the Campus where people are prioritized over vehicles.
- The Master Plan commits to an expansion of the capacity of Genentech's currently robust TDM program, commensurate with new development. The Master Plan establishes a relationship between TDM performance and net new development.

2020 Genentech Campus Master Plan EIR

The City of South San Francisco prepared and circulated a Draft EIR for the Genentech Campus Master Plan (Master Pan EIR). The public review and comment period on the Master Plan Draft EIR was from November through the end of December 2019. During that public review and comment period, the City of South San Francisco held a public hearing before the City Planning Commission on December 19, 2019. After the close of the public review period, the City of South San Francisco prepared a Final EIR consisting of the comments received on significant environmental issues. In May of 2020, the City prepared a Final EIR for the Genentech Master Plan.

Prior to adopting the Genentech Master Plan in January 2020, the City certified the Master Plan EIR (State Clearinghouse No. 2017052064) and adopted CEQA findings, including adoption of a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program. That EIR provides the environmental review necessary for approval of the proposed Genentech Campus Master Plan Update, approval of a zoning text amendment to the Genentech Master Plan zoning district, and approval of a Development Agreement between the City and Genentech. The Final EIR concluded that implementation of the Master Plan would result in the following environmental impacts that would be considered significant and unavoidable:

- A cumulatively considerable net increase of criteria pollutants for which the region is non-attainment
- Construction -generated noise levels that may exceed noise standards
- Level of service (LOS)-based traffic impacts that would conflict with applicable plans, ordinances or policies at several traffic study intersections, along freeway segments on US 101, and at freeway interchanges

All other potentially significant impacts would be reduced to less than significant levels with regulatory requirements applicable to new development and mitigation measures recommended in the EIR.

As was clearly indicated in the City's CEQA Findings, the EIR for the Genentech 2020 Master Plan Update was a Program EIR as defined under CEQA Guidelines Section 15168 (the 2020 Program EIR). The 2020 Program EIR provides sufficient detail to enable the City and other responsible governmental agencies to make informed site-specific decisions on future individual development projects and other actions within the Genentech Campus. The City intends to use the streamlining and tiering provisions of CEQA to the maximum feasible extent, so that future environmental review of individual development projects within the Genentech Campus, and public improvement projects carried out in furtherance of the Campus Master Plan Update, are expeditiously undertaken without the need for repetitive and redundant environmental review. To the extent possible, the City of South San Francisco intends to rely on the 2020 Program EIR to provide environmental review for subsequent projects that are analyzed as part of that Prior EIR. When individual projects contemplated under the Master Plan Update are proposed, the City will consider whether those projects' environmental effects were fully disclosed, analyzed and as needed, mitigated within this 2020 Program EIR. That consideration will determine whether the subsequent project is exempt from further CEQA review, whether the subsequent project warrants preparation of an Addendum to that EIR, or necessitates subsequent or supplemental environmental review.[4]

[4] *SSF, Genentech Master Plan Draft EIR, October 2019, page 1-10*

Project Description

The 2020 Genentech Master Plan continues to provide a useful framework for Genentech's growth and development, but Genentech believes that long-term planning for the Campus will be better integrated by acknowledging the addition of three new properties now owned or used by Genentech under long-term lease, as well as the proposed privatization of DNA Way, Point San Bruno Boulevard and the 1-block segment of Cabot Road between Allerton Avenue and DNA Way.

In accordance with CEQA Guidelines Sections 15162 and 15164, the City of South San Francisco is amending the prior Genentech Master Plan EIR and the City's SSF 2040 General Plan EIR through this Addendum. This Addendum addresses the activities and potential environmental effects associated with adding new properties to the Genentech Campus and its associated Master Plan, as well as the proposed privatization of the DNA Way, Point San Bruno Boulevard and Cabot Road rights-of-way, in the context of those prior EIRs.

Project Site(s)

Recent Property Acquisitions

The South San Francisco Zoning Code contains provisions for the Genentech Master Plan that anticipate and generally require the rezoning of properties that are subsequently purchased or leased by Genentech. Accordingly, recent and anticipated near-term property acquisitions by Genentech necessitate rezoning. The following properties (see **Figure 2**) are proposed to be added to the Genentech Master Plan and rezoned to the Genentech Master Plan District:

- The property now owned by Genentech and located at 333 Point San Bruno Boulevard (APN 015-250-410) consisting of approximately 0.5 acres, and APN 015-250-140, consisting of approximately 1.4 acres (previously known as the Lithotype property),
- The property now owned by Genentech and located at 525 DNA Way (APN 015-250-210) consisting of approximately 3.1 acres (previously known as the Bakery Institute), and
- The property now under long-term lease and with Genentech's intent to acquire, located at 383-393 East Grand Avenue (APN 015-250-390) consisting of approximately 4.7 acres (known as the Dome Construction site)

These three properties total 9.7 acres, which are proposed to be added to the Genentech Master Plan and rezoned to the Genentech Master Plan District.

Genentech's recent acquisition of the property at 525 DNA Way does not include the short public easement connecting DNA Way to the Wind Harp Park site. The easement between the property at 525 DNA Way and the adjacent Genentech Parcel 19 remains as a public access easement.

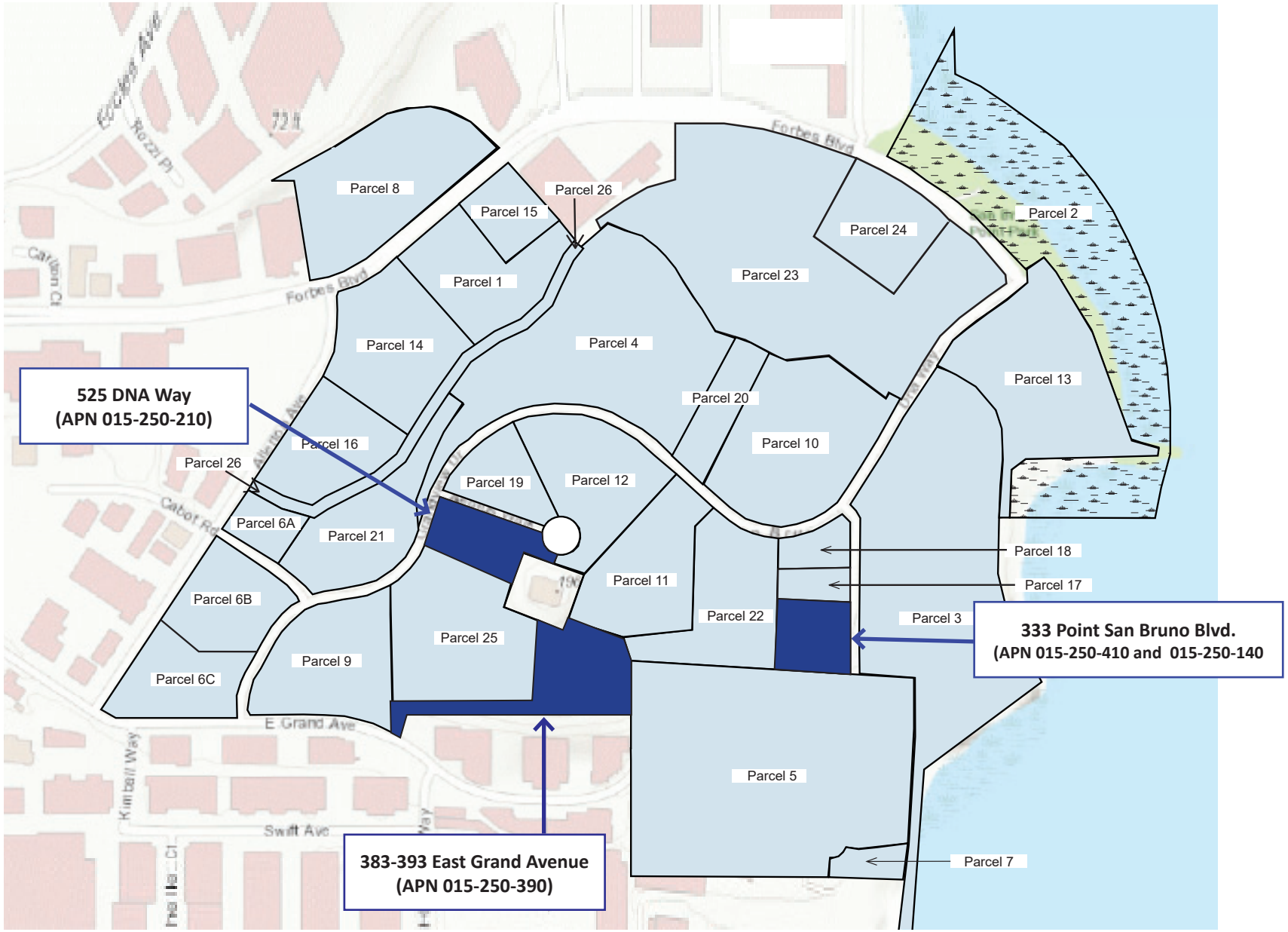


Figure 2
Properties to be Added to the Genentech Master Plan

Public Rights-of-Way

At the time of preparation of the Genentech Master Plan and the SSF 2040 General Plan, those properties not owned or controlled by Genentech but within the boundaries of the Genentech Master Plan were accessed via the public streets of DNA Way, Point San Bruno Boulevard and/or the 1-block segment of Cabot Road between Allerton Avenue and DNA Way. With recent acquisitions, all properties within the Genentech Campus boundaries other than Wind Harp Park and the CalWater parcel are now owned or controlled by Genentech. DNA Way, Point San Bruno Boulevard and the short segment of Cabot Road now only serve land uses that are internal to the Genentech Campus, except the Wind Harp property which is accessed from DNA Way. The CalWater property is primarily accessed via East Grand Avenue, but can also be accessed from DNA Way via the pedestrian access easement to the Wind Harp property.

In exchange for financial compensation to the City, Genentech now seeks to acquire the rights-of-way underlying these three public streets and the public service easement on either side, and requests that the City vacate these streets as public roadways. The segments of existing roadways identified for acquisition and street vacation include the following:

- Approximately 4,930 linear feet of the DNA Way right-of way from East Grand Avenue to Forbes Boulevard (approximately 6.78 acres at a 60-foot right-of-way width)
- Approximately 720 linear feet of the Point San Bruno Boulevard right-of way from DNA Way to it cul-de-sac terminus (approximately 1.1 acres at a 66-foot right-of-way width), and
- Approximately 512 linear feet of the Cabot Road right-of way from Allerton to DNA Way (approximately 0.67 acres at a 57-foot right-of-way width)

These street rights-of-way, which total 8.55 acres (see **Figure 3**), are proposed to be added to the Genentech Master Plan and rezoned to the Genentech Master Plan District.

Total Genentech Campus Additions (Land and Buildings)

The combined total of newly acquired properties and street rights-of-way proposed to be added to the Genentech Master Plan and rezoned to the Genentech Master Plan District equals approximately 18.3 acres. With the addition of these properties and rights-of-way to the Campus Master Plan Area, the total Campus acreage will increase from 207 acres to approximately 225 acres. The addition of recent property acquisitions that contain existing buildings would increase the baseline of existing development that is included within the Master Plan District by approximately 103,800 square feet of currently built space, as shown in **Table 1**.

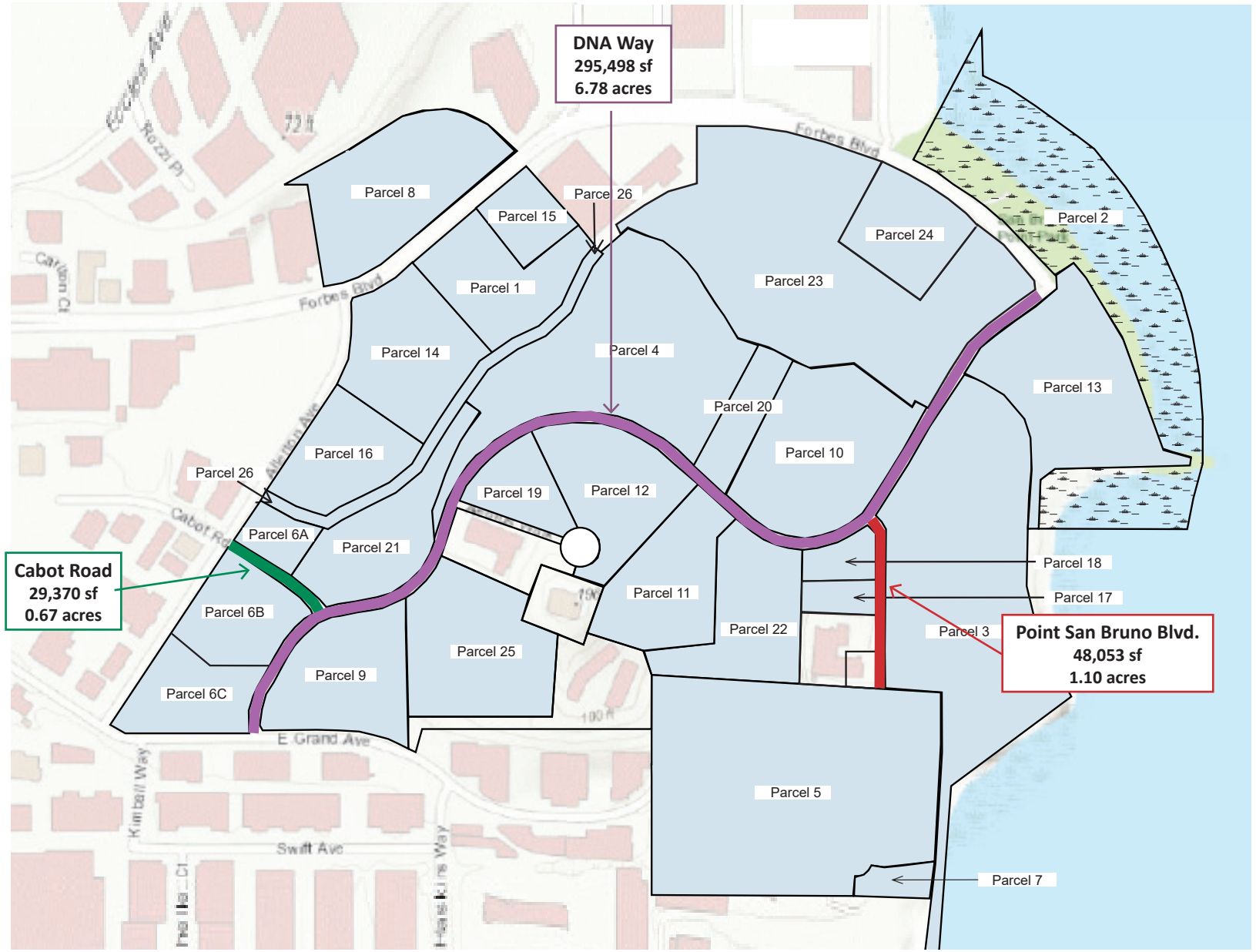


Figure 3
Street Rights-of-Way Proposed to be Added to the Genentech Master Plan Zoning District

Table 1: Proposed Campus Master Plan Additions		
	Acres	Bldg. Square Feet
333 Point San Bruno Boulevard (former Lithotype)	1.9	38,900
525 DNA Way (former Baking Inst.)	3.1	32,500
383-393 East Grand Avenue (Dome Construction)	4.7	32,400
	9.7	103,800
Rights-of-Way (total)	8.6	
Total Additions to Master Plan:	18.3	103,800
Existing Campus:	207	4,800,390[1]
Total Campus, with Proposed Additions	225	4,904,190

Notes: 1. 2020 Baseline per Master Plan of 4,845,000 sf, plus 12,100 sf (B38 Security Building) and 79,900 (Clinical Supply Center Building), less demo of 121,200 sf (Building 84/Bayview Parcel) and demo of 15,411 sf (Building B39) = 4,800,390

Project Implications for Master Plan Buildout

With the addition of these new properties, Genentech is not requesting an increase in the potential Campus buildout beyond the 9 million square feet assumed in the 2020 Master Plan. As stated on page 118 of the 2020 Campus Master Plan: "... the approximately 207-acre Campus shall be limited to 9,008,000 square feet, at an FAR of 1.0." Although the proposed rezone of these properties would increase the total Campus by 18.3 acres (resulting in a corresponding 797,150 square feet of development potential at an FAR of 1.0), Genentech does not propose to increase the potential buildout and development capacity of the Campus beyond the 9,008,000 square feet as approved in the 2020 Master Plan.

Furthermore, any future development on these additional new properties will be subject to the Master Plan's TDM goals for the Campus, will comply with all parking and other provisions of the Genentech Master Plan zoning district, and will be further regulated by the Master Plan's Trip Cap, which is equivalent to a maximum of 5,216 total drive-alone trips arriving at the Campus during the AM peak hour.

The proposed rezoning is consistent with all applicable SSF Municipal Code provisions for adding parcels to the Master Plan.

Physical Implications of Proposed Rezoning (the Project)

Genentech does not have any pending project applications or pre-applications for new Campus development involving any of the three recently added properties that are proposed for rezoning. The existing buildings on these properties may be repurposed for Genentech's use, but no redevelopment of these properties is currently proposed.

Similarly, Genentech does not have any pending project applications or pre-applications for new Campus development involving any of the rights-of-way of the proposed street acquisitions. Pursuant to the Project, the existing streets at DNA Way, Point San Bruno Boulevard and the short segment of Cabot Road will remain, but as private streets primarily serving the Genentech Campus. Genentech is not currently proposing removal, closure or partial closure of these streets for public travel, but approval of

the Project would give Genentech the right to close these streets to pubic through traffic at Genentech's discretion, as long as public access to the Wind Harp is maintained.

Underground public infrastructure that exists within public utility easements, many of which lie beneath or adjacent to these proposed street acquisitions, will be unaffected in the short-term. Genentech is not currently proposing any alteration or realignment of these public utility easements.

In short, the proposed Project is limited to the following actions:

- Amending the South San Francisco General Plan by removing three street segments (DNA Way, Point San Bruno Boulevard and the short segment of Cabot Road) as public roads
- Adding six properties to the Genentech Master Plan, and rezoning these properties to the Genentech Master Plan District
- Genentech's acquisition from the City of three current public rights-of-way underlying DNA Way, Point San Bruno Boulevard and the short segment of Cabot Road, including the public service easement on either side of these roadways
- City vacation of these street rights-of way

No physical change to the Genentech Campus or to these existing streets is currently proposed as part of the Project.

Cumulative Development Potential

Over the longer term, it is likely that Genentech may seek to include the three newly added properties and potentially segments of DNA Way, Point San Bruno Boulevard and Cabot Road into future Campus redevelopment projects. However, no such redevelopment project is included as part of the current Project, and Genentech has not filed any project applications or pre-applications for such redevelopment projects. When any Campus redevelopment projects that involve these newly acquired properties and/or rights-of-way are proposed, such projects will be subject to the City's approval and appropriate environmental review process at that time.

As noted above, any Campus redevelopment projects that involve these newly acquired properties will be reviewed for consistency with all applicable provisions of the Genentech Campus Master Plan, including the Campus-wide maximum FAR of 1.0, applicable SSF Municipal Code zoning provisions, and the Genentech Master Plan's Trip Cap and TDM performance requirements.

Any Campus redevelopment projects that involve these newly acquired properties will also be subject to individual CEQA review when they may be proposed. Consistent with CEQA Guidelines, such subsequent CEQA review will then consider the extent to which such redevelopment projects may result in new or more severe environmental effects not previously disclosed in the prior Genentech Master Plan Program EIR.

Potential for Future Roadway Closures

The acquisition of public rights-of-way and City vacation of the public streets at DNA Way, Point San Bruno Boulevard and the short segment of Cabot Road creates the potential that Genentech (as the new owner of these streets) may decide to close Point San Bruno Boulevard and the short segment of Cabot Road, and partial closure of DNA Way east of Wind Harp, to public through traffic. Although Genentech is not currently proposing any street closures at this time, approval of the Project and City vacation of

these streets would enable Genentech to close Point San Bruno Boulevard and the short segment of Cabot Road, and to partially close DNA Way east of Wind Harp to public through travel, at its discretion.

The potential for a future street closure/partial street closure strategy is generally consistent with the planning direction provided in the Genentech Campus Master Plan for creating a more pedestrian-oriented place in the center of the Campus. The removal of non-Genentech through traffic on DNA Way through the center of the Campus could create new opportunities for implementing placemaking strategies and people-focused outdoor places as identified in the Genentech Master Plan, such as courtyards, plazas and terraces; improved pedestrian connections between buildings; and outdoor seating areas, terraced gardens and open lawn space with prominent sculpture and artwork (see **Figure 4**).

Short-Term Traffic Implications of a Potential Future Road Closure

The small segment of Cabot Road between Allerton Avenue and DNA Way is a local street that provides a connection between DNA Way and Allerton Avenue. Land uses adjacent to this segment of Cabot Road are Genentech-based childcare facilities, warehouses and small offices. Potential closure of the small segment of Cabot Road to public through traffic would not limit Genentech-based traffic from accessing these childcare facilities, warehouses and small office space, which is the primary traffic that uses this short segment of roadway. Although no traffic counts for this segment of Cabot Road have been conducted, closure of this road as a public cut-through route between Allerton Avenue and DNA Way would have little to no effect on public traffic conditions or area-wide circulation. East Grand Avenue, approximately 950 feet to the south on Allerton Avenue, will continue to provide a connection between Allerton Avenue and the portion of DNA Way to remain open to public use.

The segment of Cabot Road on the opposite (west) side of Allerton Avenue is about a 1-block long cul-de-sac serving non-Genentech light industrial and R&D uses. Genentech's potential road closure of Cabot Road east of Allerton would have no effect on public use of Cabot Road west of Allerton.

The potential traffic implications of partial closure of DNA Way and closure of Point San Bruno Boulevard to public through travel has been analyzed by the transportation consultants at Fehr & Peers under current and anticipated cumulative conditions (see **Appendix x**).[5] Based on this analysis, a potential partial closure of DNA Way would result in negligible effects on current traffic conditions and area-wide circulation. Both DNA Way and Point San Bruno Boulevard serve a low volume of mostly Genentech travel, and most of those trips would be redistributed within the Campus. While some non-Genentech pass-through vehicle trips (about 60 to 120 per day) would be diverted to adjacent streets, this effect is expected to be negligible. Access to the Bay Trail and surrounding land uses would be unaffected. These conclusions are addressed in detail below.

[5] Fehr & Peers, *Analysis of Potential Closure of DNA Way and Point San Bruno Boulevard,* February 10, 2025

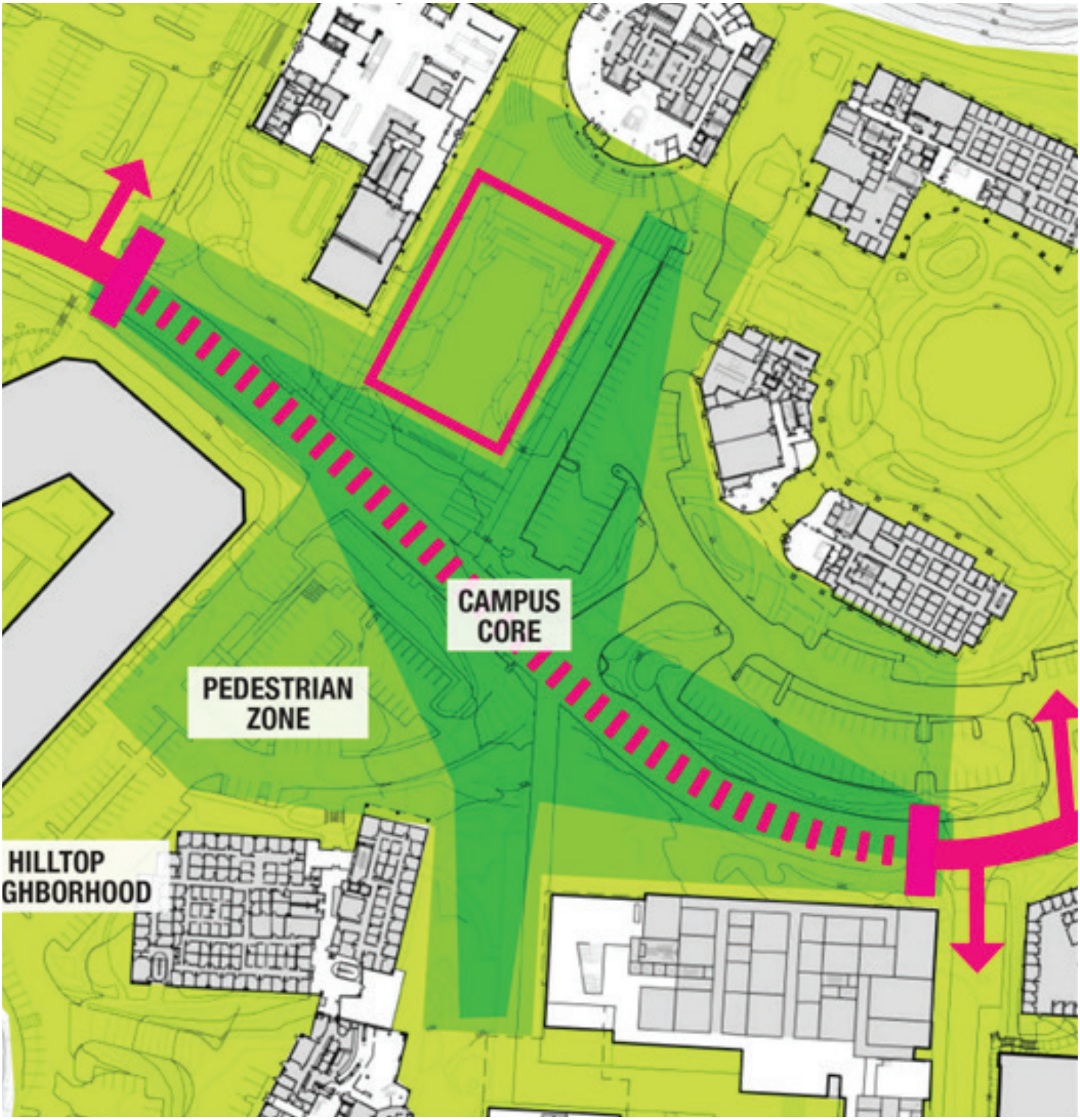


Figure 4
Genentech Campus Master Plan – Concept Plan for Pedestrian-Oriented Space in the Campus Core

Source: SSF, Genentech Campus Master Plan, 2020

Existing Traffic Volumes

Fehr & Peers collected traffic counts on DNA Way near Genentech's Building 34 and on Point San Bruno Boulevard during a full week period in early 2024. These traffic counts measured traffic volumes across peak and off-peak hours, and on weekdays versus weekends. These traffic counts found that DNA Way serves about 2,500 to 3,500 vehicles per weekday, and fewer than 600 vehicles on weekend days. The significant difference in weekday versus weekend volumes illustrates DNA Way's role in serving the Genentech Campus, which has far less people present on weekends. Overall, DNA Way functions as a minor local-serving street and serves a fraction of traffic volumes as compared to other, more major streets in the East of 101 Area such as Oyster Point Boulevard and East Grand Avenue, which typically serve over 20,000 vehicles per day (about five to eight times the traffic volumes on DNA Way).

Point San Bruno Boulevard, which is accessed from DNA Way, serves about 2,200 to 2,600 vehicles per weekday, and approximately 300 to 400 vehicles on weekend days. Like DNA Way, the significant difference in weekday versus weekend volumes illustrates Point San Bruno Boulevard's role in serving the Genentech Campus, particularly Parking Structure 2 and adjacent surface parking lots.

Travel Destinations

DNA Way primarily serves travel associated with the Genentech Campus. About 95 percent of current trips on DNA Way start or end within the Genentech campus along DNA Way, and only about 5 percent (or about 180 trips on a typical midweek day) pass through the Campus to somewhere else. Pass-through travel includes trips with an origin and destination beyond DNA Way. The pass-through travel is generally higher in the northbound direction compared to southbound. Some proportion of this pass-through travel is still associated with Genentech operations, including trips associated with gRide buses, security vehicles, carpools, vanpools, ride-hailing services, intra-campus freight and deliveries. For these reasons, the total volume of non-Genentech trips along DNA Way is likely between 60 and 120 trips per day.

Summary of Short-Term Effects of Partial Closure of DNA Way and Point San Bruno Boulevard

The summary potential effects of partial closure of DNA Way and closure of Point San Bruno Boulevard to non-Genentech, public through travel is presented below. This analysis is provided because closure/partial closure of these streets is a reasonably foreseeable outcome of Genentech's acquisition of these rights of way.

- Closure of the short segment of Cabot Road between Allerton Avenue and DNA Way to public through traffic will not affect Genentech's access to its childcare facilities, warehouse or office space, which this segment of roadway serves. The public traffic connection between Allerton Avenue and DNA Way via East Grand Avenue (less than 1,000 feet to the south) will remain unaffected and available for public use.
- Partial closure of DNA Way and closure of Point San Bruno Boulevard to through traffic would be implemented as part of the Genentech Master Plan, together with changes to buildings and parking facilities, with a consolidation of Campus parking garages on the periphery of the Campus. The overall scope of these changes is consistent with the Master Plan's Transportation Impact Analysis. Public access on DNA Way will remain available from East Grand Avenue to the Wind Harp or to the Building 35 parking area.
- Partial closure of DNA Way and closure of Point San Bruno Boulevard would result in the redistribution of certain Genentech-based through traffic within the Genentech Campus. Roadway connections to the Campus would be maintained along Forbes Boulevard, Allerton Avenue and East Grand Avenue, and these other roadway connections would facilitate auto,

freight and emergency vehicle access. Emergency vehicle access through the Campus would also be maintained via a network of service roads consistent with the fire code.

- Partial closure of DNA Way and closure of Point San Bruno Boulevard would result in displacement of some pass-through traffic to other nearby streets like Forbes Boulevard, East Grand Avenue and Allerton Avenue. The currently estimated 60 to 120 daily pass-through vehicle trips along DNA Way would likely divert to Forbes Boulevard, Allerton Avenue and East Grand Avenue. This diversion equates to fewer than 10 vehicles per hour during peak hours, and is unlikely to be noticed among the hundreds to thousands of vehicles using these streets during peak hours.
- The San Francisco Bay Trail contains roughly 350 miles of trails that circle the San Francisco Bay and serves hikers, joggers, bicyclists, skaters, and wheelchair users. The trail includes a segment that runs along the eastern edge of the Campus' waterfront, with a small parking lot at the end of Forbes Boulevard near DNA Way. The partial closure of, or limiting access to DNA Way would not impact access to the San Francisco Bay Trail. Vehicle access to the Bay Trail would be maintained via Forbes Boulevard, and bicycle access would be maintained via Forbes Boulevard and the parallel trail through the Campus. Publicly accessible Bay Trail parking at the end of East Grand Avenue would also be unaffected.

Longer-Term (Cumulative) Traffic Implications of Future Road Closure/Partial Closure

Fehr & Peers has relied on the Cumulative plus Project traffic scenario from the 2020 Genentech Master Plan EIR to evaluate the potential impacts of partial closure of DNA Way and Point San Bruno Boulevard on the surrounding roadway network under cumulative (or buildout) conditions. For this analysis, it is assumed that the Genentech Master Plan EIR's evaluation is representative of cumulative conditions, although Genentech's trip generation and distribution will continue to develop as Campus planning efforts evolve.

Genentech Cumulative Trips

The cumulative scenario as presented in the Genentech Master Plan EIR forecasts the following traffic split for travel patterns to the Genentech Campus:

- AM Peak Ingress: Approximately 55% of Genentech's AM peak hour trips under Campus buildout are expected to access the Genentech campus via East Grand Avenue (with 20% of these morning trips turning left off of East Grand to access garages along DNA Way, and the remaining 35% of morning trips travel straight on East Grand to access both non-Genentech facilities and Genentech parking structures). The other 45% of Genentech's AM peak hour trips access the Genentech Campus from the north (about 21% travel eastbound on Forbes, while the remaining 24% travel from Oyster Point, turning right onto Gull Drive and then left onto Forbes).
- PM Peak Egress: Approximately 58% of Genentech's PM peak hour trips under Campus buildout are expected to exit the Genentech Campus by funneling onto westbound East Grand Avenue at DNA Way. The other 42% of Genentech's PM peak hour trips are expected to exit via the northern periphery of the Campus, with 23% continuing straight onto westbound Forbes and eventually turning right at Forbes/East Grand, and the remaining 19% traveling northbound on Gull to Oyster Point.

Table 2 shows the Cumulative (including Genentech Campus buildout) trips along DNA Way at the southern end of the DNA Way corridor near East Grand Avenue, during the morning and evening commute peak hour. The number of trips for both Genentech and non-Genentech pass-through traffic

are forecast to increase proportionally with the increase in Genentech-generated trips. Pass-through traffic is determined as a percent of Genentech trips at DNA Way/East Grand Avenue because the land uses east of DNA Way/East Grand Avenue are almost exclusively owned and used by Genentech (except for the San Francisco Bay Trail along the Bay shore).

Table 2: Cumulative + Project Trips along DNA Way between East Grand and Cabot Road

	AM Peak Hour	PM Peak Hour
Total Trips, Cumulative plus GNE Buildout	1,061	813
Genentech Cumulative Pass-Through Trips	24 (2%)	16 (2%)
Non-Genentech Cumulative Trips	11 (1%)	41 (5%)

Note: Total Trips are derived from the Genentech Master Plan EIR, and the Genentech cumulative pass-through trips and non-Genentech cumulative trips are presumed to be within plus/minus 30 percent of the volume reported here

As shown, the non-Genentech pass through trips account for roughly 2% of total cumulative traffic in the AM peak hour, and 5% of total cumulative traffic in the PM peak hour on DNA Way.

The partial closure of DNA Way would necessitate changes in planned access to future Genentech parking structures as was analyzed in the Genentech Master Plan EIR, and these changes would affect the anticipated distribution of future Genentech trips. Most importantly, those parking structures that the Genentech Master Plan anticipated to be developed along the south and west portion of DNA Way would instead most likely be accessed via East Grand Avenue. Approximately 75% of Genentech-based trips along DNA Way would likely shift onto East Grand Avenue to the Genentech South Campus, where access to more parking will be available. Genentech-based trips entering and exiting from the northern periphery of the Campus would not change, as the share of parking accessible from the north would remain constant.

Summary of Cumulative Effects of Partial Closure of DNA Way and Closure of Point San Bruno Boulevard

Based on these assumptions, a summary of the potential effects of partial closure of DNA Way and closure of Point San Bruno Boulevard and the short segment of Cabot Road under cumulative conditions is presented below. This analysis is provided because closure/partial closure of these streets is a reasonably foreseeable outcome of Genentech's acquisition of these rights of way.

- Closure of the short segment of Cabot Road between Allerton Avenue and DNA Way to public through traffic will have little effect on cumulative traffic conditions. This roadway segment serves Genentech land uses (childcare, warehouse and office space). The public traffic connection between Allerton Avenue and DNA Way via East Grand Avenue (less than 1,000 feet to the south) will remain unaffected and available for public use under cumulative conditions.
- Closure of DNA Way under a cumulative scenario will have the same impact on Genentech-based trips as evaluated under existing conditions. These trips will be redirected towards the periphery of the Genentech Campus, but auto, freight and emergency access will be maintained through the Campus via other connections. There will continue to be a north-south private street connecting Forbes Boulevard and East Grand Avenue on the east side of the Campus even if portions of Point San Bruno Boulevard are closed. This connectivity will maintain the loop configuration of the internal circulation network and allow Genentech employee commute trips,

Genentech service trips and emergency vehicle trips to maneuver around Campus in effectively the same way that they do now.

- There would be no change to Genentech-based trips on the north side of the Campus. Genentech's vehicle travel on Oyster Point, Gull Drive and Forbes Boulevard would generally remain the same as presented in the Master Plan EIR.
- Partial closure of DNA Way and closure of Point San Bruno Boulevard would add significantly more Genentech-based trips along East Grand Avenue to the Genentech South Campus, where this Genentech traffic would be redistributed to existing and future parking garages in the southerly portion of the Campus. Retaining a north-south private street between East Grand Avenue and Forbes Boulevard on the east side of the Campus will provide an alternate route to East Grand Avenue (i.e., to Oyster Point Boulevard) for Genentech employee commute trips traveling to and from parking facilities on the South Campus, consistent with travel patterns evaluated in the Genentech Master Plan.
- Traffic volumes under the cumulative condition on East Grand Avenue to the west of the DNA Way intersection (including traffic attributed to Genentech Campus buildout) would remain consistent with the analysis as presented in the Genentech Master Plan EIR, even with the partial closure of DNA Way.
- The cumulative non-Genentech pass-through vehicle trips expected along DNA Way in the AM and PM peak hours would divert to Forbes Boulevard, Allerton Avenue and East Grand Avenue. Under the cumulative scenario, the volume of these AM peak hour diversions remain small and unlikely to impact traffic operations along any of these alternative routes. The cumulative PM peak hour diversion of non-Genentech pass-through traffic volumes are higher, but would still only contribute an increase of about 1 percent to 2 percent of traffic along these alternative routes, and would be unlikely to cause a change in operational conditions along Forbes or Allerton beyond the forecasts presented in the Genentech Master Plan EIR under cumulative conditions.
- The partial closure of DNA Way would not impact cumulative access to the San Francisco Bay Trail, as vehicle access would be maintained via Forbes Boulevard and bicycle access would be maintained via Forbes Boulevard and the parallel trail through the Campus. Publicly accessible Bay Trail parking at the end of East Grand Avenue would also remain unaffected. Increased vehicle volumes along the northerly fork of East Grand Avenue toward Parking Structure A in the South Campus may result in this northerly fork of East Grand Avenue being a less desirable bike route. However, the northerly fork of East Grand Avenue is not designated or marked as a bike route, whereas bike access to the Bay Trail is currently facilitated via existing bike sharrows marked along the southern fork of East Grand through the South Campus, which connect to the Bay Trail near the Old San Bruno Channel pedestrian bridge.

Project Approvals Required

South San Francisco approvals needed for the Project include the following:

- General Plan Amendment to remove the portion of DNA Way east of Wind Harp, Point San Bruno Boulevard and the short segment of Cabot Road as public streets
- Rezoning of DNA Way, Point San Bruno Boulevard and the short segment of Cabot Road to the Genentech Master Plan District

- Rezoning of three newly acquired or Genentech-controlled properties to the Genentech Master Plan District
- Transfer of ownership of the rights-of-way (including the adjacent pubic service easements) on for DNA Way, Point San Bruno Boulevard and the short segment of Cabot Road to Genentech
- Approval of a license agreement that would permit continued public access to the streets in the immediate term

These requested Project approvals are described in detail below.

South San Francisco 2040 General Plan Amendments

Like the rest of the Genentech Campus, the three parcels that were recently acquired by Genentech already have a General Plan land use designation of Business Technology Park, and no General Plan amendment is necessary to re-designate these properties as part of the Genentech Campus.

Proposed Roadway Network Diagram

The Mobility and Access chapter of the SSF 2040 General Plan contains a roadway network diagram (Figure 14: Proposed Roadway Network, page 182). A modification of this General Plan diagram is required to remove DNA Way as an 'Existing Connector (Collector)' roadway (see **Figure 5**).

As defined in the General Plan, "Connector (Collector) streets are primary or secondary streets within the city that serve as corridors to major destinations." While the Genentech Campus is a major destination, DNA Way, Point San Bruno Boulevard and Cabot Road are overwhelmingly used by employees of Genentech. These Genentech employees will maintain access to the Campus via other existing streets that surround the Campus (i.e., Forbes Boulevard, Allerton Avenue and East Grand Avenue).

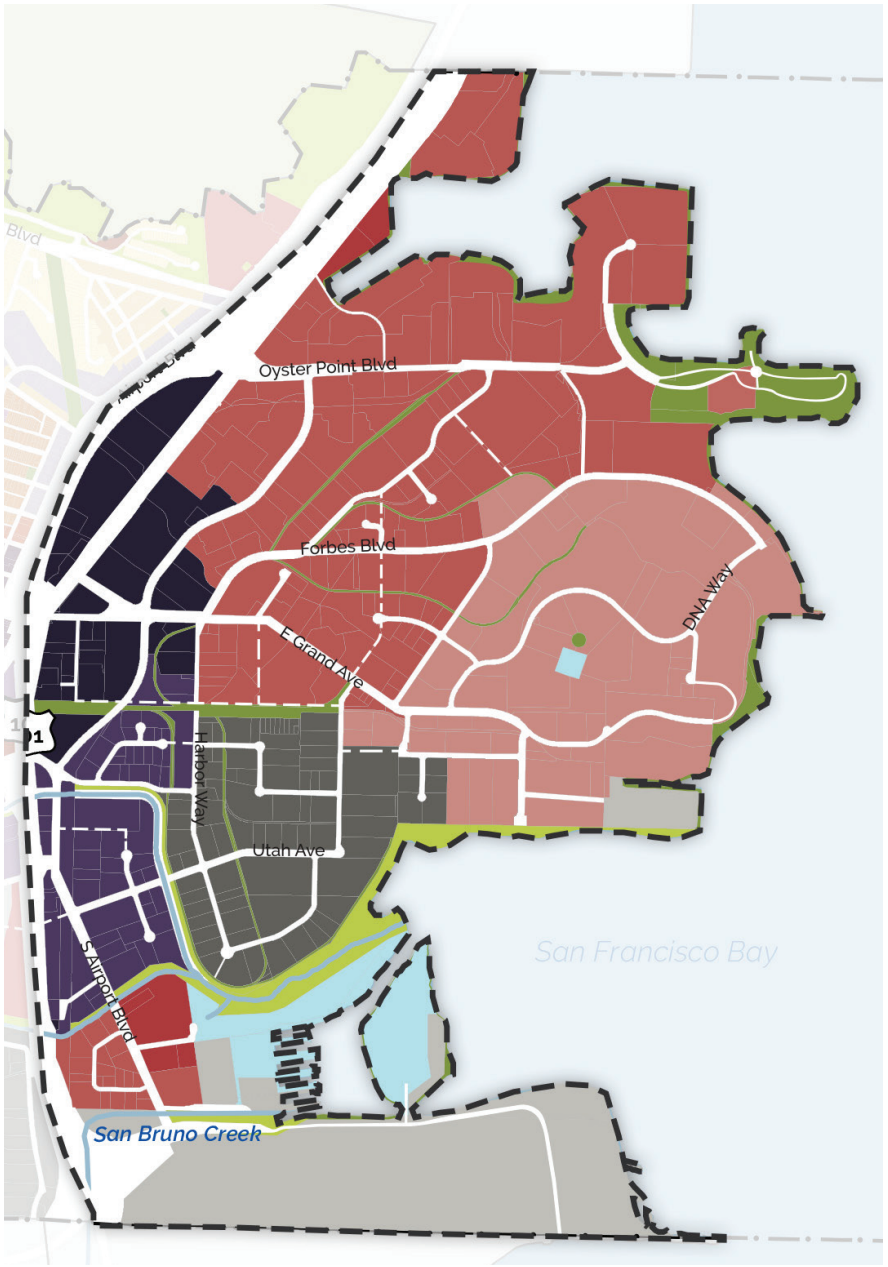
Other Diagrams

The SSF 2040 General Plan uses the same map of the base street network throughout all figures of the General Plan to provide context to the reader. This base map includes a legend that identifies DNA Way and Point San Bruno Boulevard as Connector Streets. Removal of portions of DNA Way, Point San Bruno Boulevard and Cabot Road as public streets from the base map on these other General Plan figures would not alter or change the relevant information presented of these other General Plan figures.

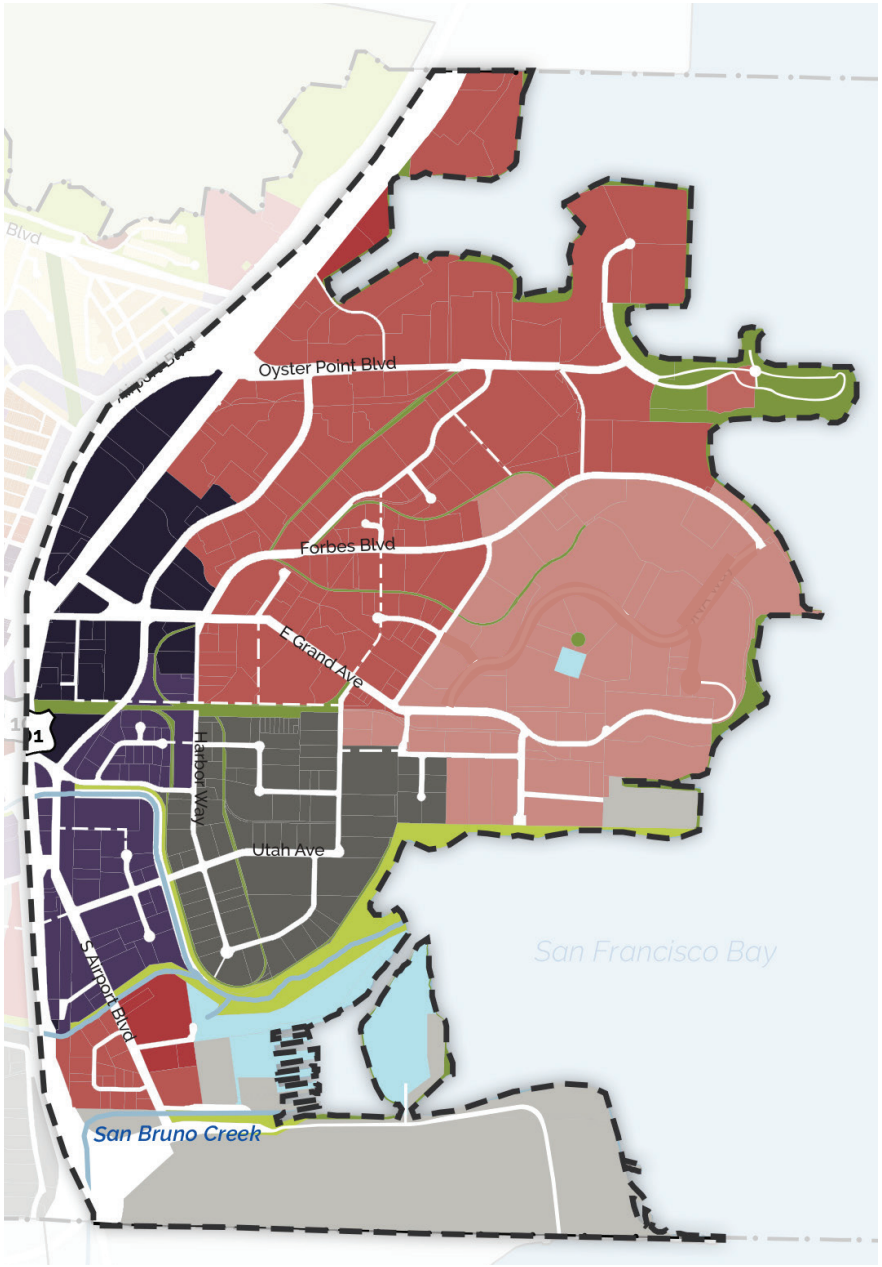
South San Francisco Zoning Map Changes

Unlike the rest of the Genentech Campus that is zoned as 'Genentech Master Plan District' (GMPD), the three parcels recently acquired by Genentech have a current zoning designation of 'Business Technology Park – Medium' (BTP-M). To better incorporate these parcels into the Genentech Master Plan, Genentech seeks to have these three properties re-zoned to 'Genentech Master Plan District', like all other properties (other than Wind Harp and the CalWater parcel) within the Genentech Campus (see **Figure 6**).

As current public streets, DNA Way, Point San Bruno Boulevard and Cabot Road do not have any applicable City zoning designations. To better incorporate these parcels into the Genentech Master Plan, Genentech seeks to have these roadway rights-of-way similarly zoned as 'Genentech Master Plan District'.



Current General Plan Land Use Designations - East of 101 SubArea

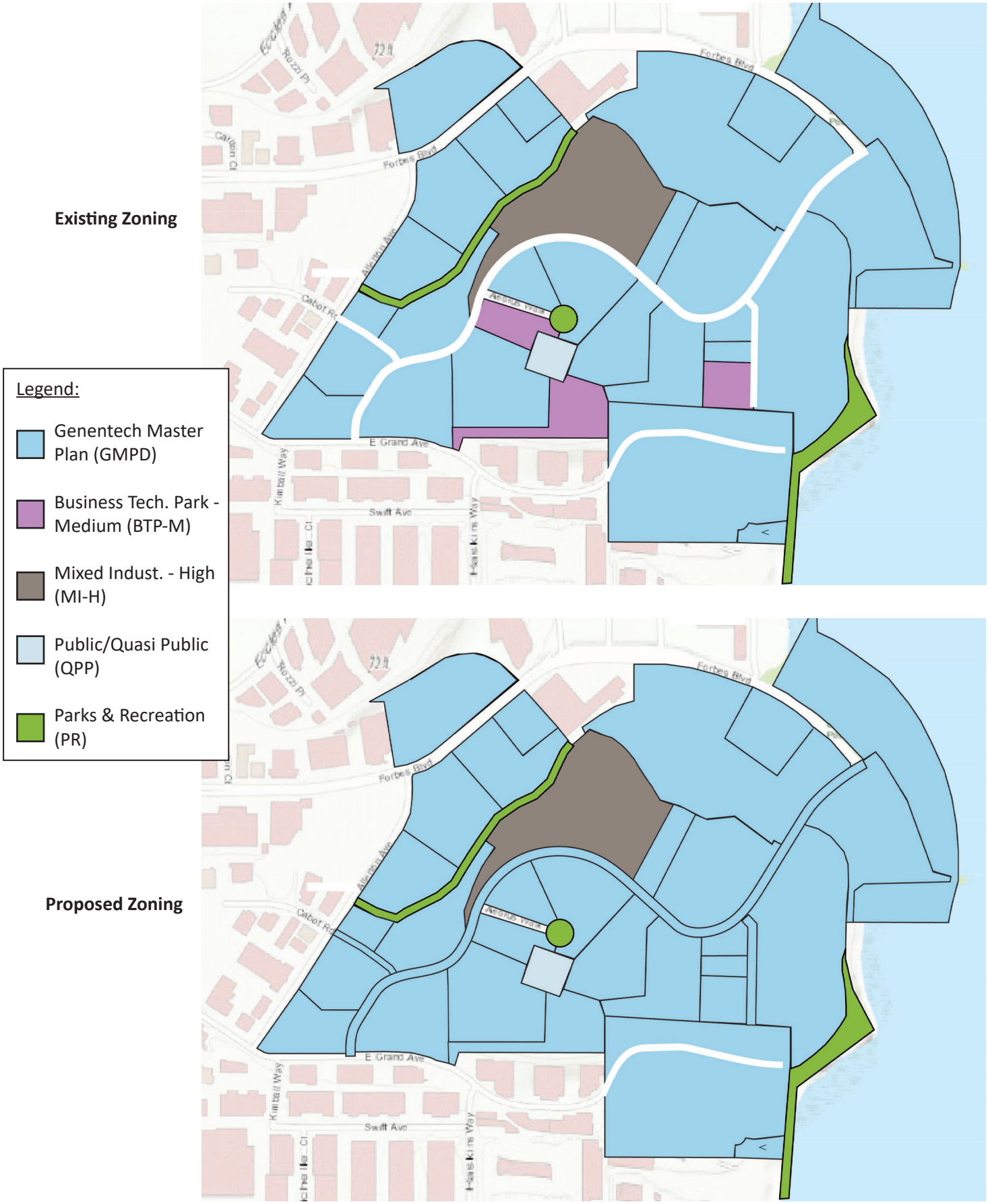


Proposed General Plan Land Use Amendment - East of 101 SubArea

Source: SSF 2040 General Plan

Figure 5
Proposed Amendments to SSF General Plan Diagram

Existing Zoning



Proposed Zoning

Figure 6
Proposed Re-zoning to Genentech Master Plan District

Source: SSF Zoning Map, accessed at: zoning.ssf.net

Genentech Master Plan Amendments

Genentech Campus Boundaries

At the time of preparation of the Genentech Master Plan in 2020, the three new properties now owned or controlled by Genentech were considered out-parcels, and not included in the Master Plan. A modification of the Genentech Master Plan is required to incorporate these three properties (which total approximately 9.7 acres of land) into the Genentech Master Plan (see **Figure 7**: Modified Campus Boundary and Neighborhood Campuses).

Chapter 3: Urban Design

Page 45, Increasing Pedestrian Connectivity and Making Places for People - 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.

Page 53, Pedestrian and Bicycle Facilities - amend to read:

- Additionally, Genentech intends t~~o engage the City in a conversation about the potential for a daily closure of~~ seek vacation and privatization of 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)~~

Page 63 - Placemaking at Each Neighborhood Campus at Upper Campus Core - 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

Page 89, Local Street System - 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.

Figure 7
Modified Campus Boundary and Neighborhood Campuses

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.

  ~~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.~~

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 pedestrian environments with accommodations for shuttles, service vehicles, and buses only. For people to be comfortable and safe, designs for 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)

Other figures and maps throughout the Genentech Master Plan will need to be updated to include the additional properties, including the privatized streets, including the following.

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

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

Pubic Street Vacation

The City of South San Francisco's Engineering Division has oversight of permits that affect the City's right-of-way or infrastructure, including the granting of, or vacation of city easements and rights-of-way. The Engineering Division staff will review and confirm that all requirements for a street vacation/partial street vacation are met. These requirements include:

- An Easement Vacation Request form filled out and signed
- Title reports of all parcels affected
- Plat and legal descriptions with metes and bounds of the easements to be vacated, prepared by a California Registered Civil Engineer or a licensed Land Surveyor in the State of California
- Fees and deposits for staff time and land surveyor review costs
- The Office of the City Manager may be involved to negotiate a purchase-sales agreement of the vacated roadways

When the Engineering staff/City Manager confirms that all requirements for street vacation are met, the Planning Commission will need to determine whether the proposed street right-of-way vacation is consistent with the City's General Plan, pursuant to California Government Code Section 65402. This determination would be noticed as a public hearing.

If the Planning Commission determines that the proposed street vacation is consistent with the City's General Plan, the City Council would then conduct a public hearing to consider making findings that the streets are unnecessary for present or future public use, and to consider adoption of a resolution for street vacation and a purchase/sale agreement.

Genentech or their title company would then record the City's Vacation Resolution at the San Mateo County Recorder's Office.

Purpose of this Addendum and CEQA Requirements

The purposes of this CEQA Addendum are to;

- update the Project Description provided in the SSF 2040 General Plan EIR and the Genentech Campus Master Plan EIR (together the Prior EIRs) to include the addition of six properties to the Genentech Master Plan, and the potential privatization and partial closure of DNA Way, and closure of Point San Bruno Boulevard and a short segment of Cabot Road, and
- to address the potential environmental effects of those activities as described in the Project Description, in light of the analysis presented in these Prior EIRs

This document has been prepared in accordance with CEQA Guidelines sections 15162 and 15164. CEQA Guidelines section 15162(a)] provides that, for a project covered by a previously certified EIR, preparation of a Subsequent EIR rather than an Addendum is required if one or more of the following conditions occur:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

b) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;

c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measures or alternative.

Section 15164(b) of the CEQA Guidelines states:

"An addendum to an adopted negative declaration or EIR may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred".

Based on the analysis presented herein, the City of South San Francisco has determined that an Addendum to the SSF 2040 General Plan EIR and the Genentech Master Plan EIR is the appropriate CEQA document to address the proposed Project. None of the conditions described in CEQA Guidelines

Section 15162 calling for the preparation of a Subsequent EIR would occur with implementation of the Project. This environmental analysis relies on the analyses completed in these Prior EIRs, directly referencing those Prior EIRs as appropriate.

Pursuant to CEQA Guidelines section 15164(c), this Addendum is not required to be circulated for public review. A Notice of Determination will be filed with the State Clearinghouse at the State of California Office of Planning and Research upon the City's approval of the Project.

Application of Previous Environmental Review

Prior CEQA Findings – SSF General Plan EIR

The SSF 2040 General Plan that was approved by the City in 2022 anticipates approximately 14,312 net new housing units and approximately 42,297 net new employment opportunities in the City by year 2040. Amendments to the City Zoning Code were made concurrent with the General Plan to incorporate a number of major environmental policies, and a Climate Action Plan identifies strategies and measures to reduce GHG emissions generated by existing and future uses in the City.

The General Plan EIR concluded that the SSF 2040 General Plan was largely self-mitigating in that the policies, actions and strategies in the General Plan Update, Zoning Code Amendments and Climate Action Plan recognize the importance of the natural environment, and are designed to protect the environment and environmental resources. In certain instances, mitigation measures are included in the GP EIR to reinforce and enhance the environmental protections identified in the General Plan's policies, actions, and strategies. However, even with implementation of all available mitigation, the GP EIR concluded that the SSF 2040 General Plan Update would result in significant unavoidable impacts related to the following:

- project-level and cumulative vehicle miles traveled
- project-level and cumulative roadway safety
- project-level conflicts with 2017 Bay Area Clean Air Plan,
- and cumulative criteria air pollutants

The General Plan EIR is a programmatic document, and until the City receives development applications for subsequent projects pursuant to the General Plan, the potential impacts of such projects on the environment are too speculative to have been determined. Accordingly, the SSF General Plan EIR acknowledges that future construction and development plans will be subject to subsequent, project-level CEQA analysis. The City does expect that the SSF 2040 General Plan EIR will serve as a source of information in the review of subsequent planning and development proposals, and will be utilized in conjunction the streamlining provisions provided by CEQA to provide a first-tier of environmental review for later, project-specific and/or site-specific CEQA documents.

Prior CEQA Findings - Genentech Master Plan EIR

The Genentech Master Plan was approved by the City of South San Francisco in 2020, and the environmental impacts attributable to future growth and development within the Genentech Campus pursuant to the Master Plan have already been evaluated pursuant to CEQA. The Genentech Master Plan EIR is intended to simplify the task of preparing subsequent project-level environmental documents for future projects proposed pursuant to the Master Plan Update. Where feasible and where an adequate level of detail is available, the Master Plan EIR also provides project-level analysis intended to minimize the need for subsequent CEQA review of individual development projects. The Master Plan EIR

analyzes one example of a detailed development program for the Genentech Campus that provides general density and intensity of use, building height and bulk, and location of anticipated future development, public infrastructure and transportation improvements. The Master Plan EIR is intended to be used under the streamlining and tiering provisions of CEQA to the maximum feasible extent, such that future environmental review of specific development projects within the Campus that are carried out in furtherance of the Master Plan Update are expeditiously undertaken, without the need for repetition and redundancy.

When adopting the Genentech Master Plan, the City determined that implementation of the Master Plan would result in significant and unavoidable environmental effects related to the following:

- criteria air pollutant emissions
- construction-period noise, and
- traffic impacts at local intersections, freeway ramps and freeway segments

All other potentially significant environmental effects related to Implementation of the Master Plan were found to be reduced to less than significant levels through implementation of either existing regulatory requirements or additional mitigation measures as recommended in that prior EIR.

The Genentech Master Plan and its EIR considered and evaluated the possibility of closing DNA Way through the Upper Campus to create a more pedestrian-oriented place in the center of the Campus where people are prioritized over vehicles.

The Genentech Master Plan also sets out the requirements adding properties to the Genentech Master Plan zoning district, which include:

- The acreage of any new property added to the Campus shall be aggregated with the approximately 207 acres of existing Campus properties, and shall contribute to the overall Campus FAR of 1.0.
- The AM peak hour vehicle trips attributed to any existing use of property added to the Genentech Campus shall be added to the Trip Cap, but any future redevelopment that generates an increase in vehicle trips shall be subject to the Trip Cap total of this Master Plan Update (i.e., no net increase in AM peak hour vehicle trips).
- New properties added to the Genentech Campus shall be subject to the TDM goals and requirements.
- Parking requirements that apply to any new properties added to the Genentech Campus shall conform to the parking rates of the Master Plan, based on the TDM rates effective at the time the property is added. Parking requirements attributable to new Campus properties may be met at off-site parking facilities within the Genentech Campus.
- All other provisions of the Genentech Master Plan zoning district shall apply to any new property added to the Campus.

In this context, the changes to be implemented pursuant to the proposed Project (i.e., adding six new properties to the Master Plan and privatizing internal Campus roadways) have already been anticipated and addressed in the broader scope and evaluation conducted in the prior Genentech Master Plan EIR.

No Need for Further Study

The proposed Project does not increase the potential buildout scenario as provided in the SSF 2040 General Plan or the Genentech Master Plan. Rather, the Project adds new land area to the Genentech

Master Plan area, while maintaining the 9 million square-foot buildout that was approved by the City in the 2020 Campus Master Plan. The proposed Project is consistent with the development program established in the 2020 Genentech Master Plan.

As demonstrated in this document, the changes that would result from the City's approval of the proposed Project (including partial closure of DNA Way, and closure of Point San Bruno Boulevard and Cabot Road within the Genentech Campus) would not add any new potentially significant environmental impacts not already identified in the Prior EIRs, nor would it increase the severity of significant impacts previously identified in the Prior EIRs.

Comparative Environmental Analysis

No New or More Severe Effects Related to Roadway Acquisitions and Potential Closures

Near-Term Effects

Genentech's current proposal is to acquire the rights-of-way underlying three public streets (DNA Way, Point San Bruno Boulevard and a short segment of Cabot Road) that are within the boundaries of the Campus Master Plan, and requests that the City vacate these streets as public roadways. Genentech does not have any pending project applications or pre-applications for new Campus development involving any of these rights-of-way, and these streets will remain open to the public in the near term, but as private streets. Genentech is not currently proposing removal of these streets, or closure of these streets for public travel, but approval of the Project would give Genentech the rights to close these streets to public through travel at Genentech's discretion as long as public access to the Wind Harp is maintained and Genentech complies with all mitigations pertaining to emergency vehicle access. Underground public infrastructure that exists within public utility easements, many of which lie beneath or adjacent to these proposed street acquisitions, will be unaffected in the short-term. Genentech is not currently proposing any alteration or realignment of these public utility easements.

In the near term, there would be no street removal, reconstruction or redevelopment of these roadway rights-of-way, so no new or more severe construction-related impacts or operational impacts would occur. Accordingly, the Project's proposed acquisition of the rights-of-way underlying DNA Way, Point San Bruno Boulevard and a short segment of Cabot Road, and even partial closure of DNA Way and full closure of Point San Bruno Boulevard and Cabot Road to public through traffic, will not result in any new or more severe environmental impacts other than those impacts already disclosed in the Prior EIRs.

Reasonably Foreseeable Future Effects

In the longer-term, it is reasonably foreseeable that if the rights-of-way underlying these three public streets were to be acquired by Genentech, Genentech may seek to close/partially close these streets (as envisioned in the Genentech Campus Master Plan) to remove public through traffic on DNA Way from the center of the Campus and to create a more pedestrian-oriented place with courtyards, plazas and terraces, and improved pedestrian connections between buildings. Accordingly, an analysis of the potential traffic implications associated with a possible partial closure of DNA Way and closure of Point San Bruno Boulevard has been conducted (Fehr & Peers, February 2024 – see **Appendix A**).

This analysis concludes that closure/partial closure of these roadways to through traffic would be expected to result in negligible effects on traffic conditions and area-wide circulation in the short-term, and under cumulative conditions. Both DNA Way and Point San Bruno Boulevard serve a relatively low volume of through traffic, most of which is Genentech-based travel. Partial closure of DNA Way and closure of Point San Bruno would redistribute these Genentech-based trips away from the center of the Campus, and instead to parking areas at the periphery of Campus. These peripheral parking areas are served by Forbes Boulevard, Allerton Avenue and East Grand Avenue. Freight, delivery and emergency vehicle access is expected to be maintained throughout the Campus (even with these roadway closures/partial closures) via a network of new or modified, and Fire Code-complaint service routes to be installed at the time of any new development or redevelopment that would result in physical removal of these privatized roads.

Some non-Genentech pass-through vehicle trips would be diverted to adjacent streets such as Forbes Boulevard, East Grand Avenue and Allerton Avenue. This redistribution of pass-through traffic is of such low volume as to have a negligible effect on traffic on those alternative routes.

Closure of the short segment of Cabot Road between Allerton Avenue and DNA Way to public through traffic will have little effect on public pass-through traffic conditions in the near or long-term. This roadway segment exclusively serves Genentech land uses (childcare, warehouse and office space), and the separate public traffic connection between Allerton Avenue and DNA Way via East Grand Avenue (less than 1,000 feet to the south) will remain unaffected and available for public use.

The following provides a comparative analysis of potential environmental impacts that could be reasonably expected to occur with partial closure of DNA Way and closure of Point San Bruno and the short segment of Cabot Road, as compared to the impact analysis presented in the Prior EIRs.

Vehicle Miles Traveled (VMT)

Prior VMT Analysis (per Genentech Master Plan FEIR)

The Genentech Master Plan EIR determined that buildout of the Master Plan would generate approximately 32,200 daily trips, not accounting for any application of the TDM measures. The Master Plan commits to a sliding scale of reductions in AM peak hour drive alone trips to the Campus as necessary to maintain the Master Plan's Trip Cap. At buildout of 9 million square feet of development, the necessary TDM measures will result in approximately 22,200 total daily trips. Assuming an additional 5% reduction for internalized trips (on-Campus amenities, on-Campus shuttles, and bicycle and pedestrian amenities), the Master Plan was found to result in approximately 21,000 daily trips. Multiplying these 21,000 daily trips by an average trip length of 9.3 miles per trip (the weighted average of home-based work trips and non-home-based trips for TAZ #212) for year 2040, the Master Plan was found to generate approximately 194,900 new daily vehicle miles travelled. Dividing these daily vehicle miles travelled by 12,500 new employees (per the Master Plan's estimate) yields an average of 15.6 VMT per employee in year 2040. This VMT rate per employee is lower than the VMT target reduction threshold of 15% below the regional average worker-based VMT for year 2040. Accordingly, the Genentech Master Plan EIR concluded that the Master Plan would not result in a significant increase in VMT.

VMT Implications of Roadway Closures

It is reasonably foreseeable that Genentech may seek to partially close DNA Way, and to close Point San Bruno and the short segment of Cabot Road to through traffic. As indicated below, such roadway closures would have little to no measurable effect on VMT.

The Master Plan's commitment to TDM and the Trip Cap would remain, resulting in the same approximately 22,200 total new daily trips to the Campus at buildout. On-Campus amenities, on-Campus shuttles, and bicycle and pedestrian amenities would still provide for at least a 5% reduction for internalized trips, resulting in the same approximately 21,000 new daily trips.

The estimated average trip length of 9.3 miles per trip (weighted average of home-based work trips and non-home-based trips for TAZ #212) would remain approximately the same. Closure of DNA Way, Point San Bruno and potentially Cabot Road would redistribute Genentech-based trips away from the center of the Campus and instead to parking areas at the periphery of Campus served by Forbes Boulevard, Allerton Avenue and East Grand Avenue. These parking areas are no further away from their trip origin locations than the existing parking areas now accessed by DNA Way. Accordingly, even with partial closure of DNA Way and closure of Point San Bruno Boulevard and Cabot Road, buildout of the Master

Plan would still result in an average of 15.6 VMT per employee in year 2040, which is lower than the VMT target reduction thresholds of 15% below the regional average worker-based VMT for year 2040.

- Based on these factors, a reasonably foreseeable partial closure of DNA Way, and closure of Point San Bruno Boulevard and the short segment of Cabot Road would not result in a new or more significant environmental effect pertaining to VMT than was disclosed in the Prior EIR.

Air Quality

Prior Analysis of Mobile Source Criteria Air Pollutants

The Genentech Master Plan EIR determined that buildout of the Master Plan would generate new vehicle trips from new employees, and would increase vehicle trips by vendors and visitors. The number of estimated new daily vehicle trips generated by the Project was obtained from the same traffic impact analysis used in the Transportation chapter of that EIR, including the number of new trips, the percentage of trips for each mode of transportation, and average trip length. Emissions from each of these trip types were obtained using EMFAC2014, and based on emission rates per trip type as derived from the vehicle fleet mix in San Mateo County. Mobile source emissions of criteria pollutants attributed to buildout of the Master Plan was found to result in 7.9 tons/year of reactive organic gas (ROG), 12 tons/year of nitrogen oxides (NOx), 15 tons per year of particulate matter as PM_{10}, and 3.5 tons per year of particulate matter as $PM_{2.5}$. With the exception of NOx, none of the mobile source emissions attributed to buildout of the Master Plan was found to exceed significance thresholds. However, when combined with all other emission sources (new laboratory emissions, miscellaneous natural gas combustion, architectural coatings, consumer products and landscaping) all of these emission types (except $PM_{2.5}$) were found to exceed significance thresholds.

Implications of Roadway Closures on Mobile Source Criteria Air Pollutants

As indicated above, reasonably foreseeable partial roadway closures of DNA Way, and closure of Point San Bruno and the short segment of Cabot Road would have little to no measurable effect on VMT. Mobile sources of criteria air pollutant emissions are primarily a function of the same VMT by trip types, multiplied by vehicle emission rates per trip type. The potential roadway closures/partial closures of DNA Way, Point San Bruno and the short segment of Cabot Road would have similar (i.e., little to no measurable) change in projected emissions of mobile sources of criteria pollutants.

- Based on this comparative analysis, the Project's potential partial closure of DNA Way, and closure of Point San Bruno and the short segment of Cabot Road would not result in a new or more significant environmental effect pertaining to criteria air pollutant emissions than was disclosed in the Prior EIRs.

GHG Emissions

Prior Analysis of Mobile Sources of GHG

Pursuant to BAAQMD Guidelines and SSF CEQA thresholds, operational GHG emissions that comply with a Qualified GHG Reduction Strategy are deemed less than significant under CEQA. The South San Francisco Climate Action Plan that was effective in 2020 (when the prior Master Plan EIR was certified) followed both State and BAAQMD CEQA Guidelines by incorporating standard elements of a Qualified GHG Reduction Strategy, and that SSF CAP met the requirements and criteria for a Qualified GHG Reduction Strategy. Because the SSF CAP satisfied the requirements of a Qualified GHG Reduction Strategy, the CAP allowed the City to determine that future development projects that fully comply with the CAP would have a less than significant impact on GHG emissions.

The prior CAP's inventory of GHG emissions included Genentech's GHG emissions from indirect operational sources, including mobile sources. These categories of emissions were subject to reduction measures as specified in the CAP, primarily through required implementation of TDM measures. The Genentech Master Plan, inclusive of its TDM plan and Trip Cap, was found to be in full compliance with the GHG emission reduction strategies of the SSF CAP, and the Genentech Master Plan was found to have a less than significant impact on GHG emissions from mobile sources.

Implications of Roadway Closures on Mobile Sources of GHG

Based on Genentech's most recent trip count data (November 2023), the Campus is generating approximately 3,660 AM peak-hour drive-alone trips.[6] This is well below the trip cap of 5,216 AM peak-hour drive-alone trips, and the Campus is currently compliant with this requirement. Also according to the cordon counts conducted at the Campus in November 2023, Genentech's current TDM performance shows a drive-alone mode share of 40%, resulting in an effective nearly 60% TDM mode share, inclusive of remote work (33%) and alternative modes such as transit, carpool, walk or bike (26%).[7] With a current alternative mode split of nearly 60%, the Genentech Campus is far exceeding its currently effective TDM commitment.

It may be reasonably foreseeable that Genentech may seek to partially close DNA Way, and to close Point San Bruno and the short segment of Cabot Road to through traffic. However, such a potential roadway closure/partial closure would not change Genentech's requirements or commitments to implementation of TDM measures or the Master Plan's trip limits of the Trip Cap. These currently effective TDM plans and the Trip Cap are in full compliance with the GHG emission reduction strategies of South San Francisco's current Climate Action Plan as approved by the City in 2022, concurrent with the SSF 2040 GP Update. These potential roadway closures/partial closures would have no effect on Genentech's commitment to implement its TDM plans and Trip Cap, and would have no measurable effect on Genentech's ability to continue to meet these commitments.

- Based on this comparative analysis, the Project's potential partial closure of DNA Way and closure of Point San Bruno and the short segment of Cabot Road would not result in a new or more significant environmental effect pertaining to mobile source GHG emissions.

<u>Land Use / Public Access to Bay Trail</u>

Genentech holds two BCDC permits that require Genentech to provide, improve and use approximately 2.5 acres for public access to and along the Bay shoreline along the Lower Campus, and to make parking available to the general public on weekends and after normal business hours; and to construct, use and maintain a public access trail along approximately 2,335 feet of shoreline at the Mid and South Campus (approximately 3.8 acres), also including a bicycle and pedestrian ramp, landscaping, site furnishings and a storm drain and drop inlets.

If Genentech does seek to partially close DNA Way and to close Point San Bruno and the short segment of Cabot Road to through traffic, such roadway closures/partial closures would remain consistent with these existing BCDC permits. Access to the Bay Trail and surrounding land uses would be unaffected. Vehicle access to the Bay Trail parking area Lower Campus would be maintained via Forbes Boulevard, and publicly accessible Bay Trail parking at the end of East Grand Avenue in the South Campus would be unaffected. Bicycle access would also be maintained via Forbes Boulevard and the parallel trail through the Campus.

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6 *Nelson Nygaard, Genentech South San Francisco Campus Mode Share and Parking Report, Fall of 2023*

7 *Nelson Nygaard, Genentech South San Francisco Campus Mode Share and Parking Report, Fall of 2023, Figure 4, page 8*

- The Project's potential partial closure of DNA Way and closure of Point San Bruno and the short segment of Cabot Road would not result in a new or more significant environmental effect pertaining to public access to the Bay Tail, and would not conflict with existing BCDC permits pertaining to the provisions of that access to the Bay Trail.

Hazards/Emergency Response

Genentech has no current plans to close any roadways to public access or to emergency access. However, it is reasonably foreseeable that Genentech may seek to partially close DNA Way and to close Point San Bruno and the short segment of Cabot Road to through traffic at some point in the future. The closure of these roadways to public through traffic would not affect use of these roadways for emergency access by the South San Francisco Police or Fire Department, as they would remain as emergency roadways.

To the extent that Genentech may seek to remove these roadways or portions of these roadways to accommodate future development or redevelopment within the Campus, such roadway removals could potentially affect existing emergency response or evacuation plans. Per the Genentech Master Plan EIR's Mitigation Measure 7B – Lane Closure Request, adequate emergency vehicles access must be ensured if/when roadway closures may be proposed. This mitigation measure requires Genentech to consult with the South San Francisco Police and Fire Department to identify appropriate alternative travel routes in the event of a proposed road closure (in this instance, "road closure" is interpreted as a physical change or removal of the road that would preclude its use as an emergency lane, rather than simply privatization of the road).

- Implementation of Genentech Master Plan EIR Mitigation Measure 7-B will ensure that impacts related to emergency response remain less than significant, and the Project would not result in any new or more severe impacts that were previously disclosed in the Prior EIRs.

Hydrology

The City's stormdrain system within the Project Area consists of a variety of disconnected drainage systems including surface street drainage and underground storm drains (including drainages and stormdrain inlets within the rights-of-way of DNA Way, Point San Bruno and the short segment of Cabot Road). These stormdrain facilities collect runoff from the Project Area, and outfall directly into the San Francisco Bay. The existing drainage system was generally designed and constructed to accommodate large-scale industrial development, with large capacity stormdrain pipes.

Even if Genentech does seek to partially close DNA Way and close Point San Bruno and the short segment of Cabot Road to through traffic, the underground public infrastructure that exists within public utility easements (including existing stormdrain lines), would remain. Genentech is not currently proposing, and it is not necessarily foreseeable that roadway closure/partial closure to through traffic would necessitate any alteration or realignment of the underlying public utility easements and drainage infrastructure. Even under this reasonably foreseeable future scenario, the Project would not require or result in the relocation or reconstruction of stormdrain infrastructure. If Genentech were to make future development plans that would involve these rights-of-ways, the potential need for relocating underground storm drains would be evaluated as part of such a project, but no such project is currently proposed.

- The Project will not require or result in the relocation or construction of new or expanded storm water drainage facilities, the construction or relocation of which could cause new or more significant environmental effects than those disclosed in the Prior EIRs.

At such time that Genentech may propose new development or redevelopment projects that involve these former public rights-of-way, those later projects will need to coordinate with the City and other utility providers, and Genentech will be responsible for maintaining continuity of the stormdrain system. No such development or redevelopment projects are currently proposed.

Noise

The Genentech Master Plan EIR determined that buildout of the Master Plan would increase traffic volumes that would increase local ambient traffic noise levels by greater than 3 dBA CNEL along several roadway segments, including Oyster Point Boulevard, Gull Drive and East Grand Avenue. However, the Master Plan's increased traffic noise was not found to adversely affect any existing noise-sensitive receptors. The only noise-sensitive receptors in the vicinity include three daycare facilities on Allerton Avenue near Cabot Road (two of which are Genentech facilities). The Genentech Master Plan EIR determined that these existing noise-sensitive daycare facilities are currently exposed to peak hour traffic noise exceeding 60 dBA, but that buildout of the Genentech Campus (to 9 million square feet) would only increase traffic noise by approximately 1.8 dBA, as compared to a threshold of a 3 dBA increase.

If Genentech should seek to partially close DNA Way and to close Point San Bruno and the short segment of Cabot Road to through traffic, these roadway closures/partial closures would redistribute Genentech-based trips away from the center of the Campus, with a share of those trips redistributed onto Allerton Avenue. As a rule of thumb, it takes a doubling of vehicle trips to cause a significant (i.e., more than 3 dBA) increase in traffic noise. The marginal increase of trips redistributed onto Allerton Avenue as a result of a potential partial closure of DNA Way would not double existing or projected traffic volumes on Allerton, and would not cause a significant noise impact to these noise-sensitive daycare facilities. The marginal increase of trips redistributed onto Allerton Avenue would also be unlikely to contribute to a cumulative increase of 3 dBA CNEL or more over existing conditions. Furthermore, these daycare facilities serve Genentech and nearby R&D land uses, with child drop-off and pick-up occurring during the am and pm peak traffic periods. During the mid-day when the childcare facilities are in operation, the volume of traffic and associated traffic noise along Allerton Avenue drops substantially.

- The Project's potential partial closure of DNA Way and closure of Point San Bruno and the short segment of Cabot Road would not result in a new or more significant environmental effect pertaining to traffic noise.

Utilities

The City's wastewater collection system and CalWater's water distribution system are located within public utility easements, some of which are within the rights-of-way of DNA Way, Point San Bruno and the short segment of Cabot Road.

Even if Genentech does seek to partially close DNA Way and close Point San Bruno and the short segment of Cabot Road to through traffic, the underground water and wastewater infrastructure that exists within these public utility easements would remain. Genentech is not currently proposing, and it is not necessarily foreseeable, that roadway closure/partial closure to through traffic necessitates any alteration or realignment of these underlying public utility easements. The Project does not require or result in the need to relocate or reconstruct water or wastewater infrastructure. If Genentech were to make future development plans that would involve these rights-of-ways, the potential need for relocating underground utilities would be evaluated as part of such a project, but no such project is currently proposed.

- The Project will not require or result in the relocation or construction of new or expanded water or wastewater infrastructure, the construction or relocation of which could cause new or more significant environmental effects than those disclosed in the Prior EIRs.

At such time that Genentech may propose new development or redevelopment projects that involve these former public rights-of-way, such later projects will need to coordinate with the City and other utility providers, and Genentech will be responsible for maintaining continuity of the public utility systems. No such development or redevelopment projects are currently proposed.

No New or More Severe Construction-Related Effects

The Project (privatization of three existing streets within the Genentech Campus - DNA Way, Point San Bruno Boulevard and a segment of Cabot Road- and removal of the SSF 2040 General Plan's Local Street designation of these roadways) does not currently include any proposed demolition or physical removal of these streets, or any other type of reconstruction of these streets.

The six properties proposed to be added to the Genentech Campus and re-zoned as Genentech Master Plan District are existing public streets or urbanized sites containing existing industrial or light industrial buildings. No redevelopment of these properties is currently proposed, and no construction activity on these sites is currently proposed as part of the Project.

Accordingly, there would be no substantial change to the analyses and findings presented in the Prior EIRs for the following impact issue areas related to new construction on the Genentech Campus.

Air Quality

Throughout buildout of the Master Plan, construction activities would result in emissions of criteria pollutants for which the region is non-attainment, including releasing emissions of ozone precursors and particulates. However, with implementation of Basic Best Management Practices (BMPs) for all construction projects, construction emissions would be unlikely to exceed applicable thresholds. During construction activities, new development pursuant to the Master Plan could also expose sensitive receptors to substantial pollutant concentrations from construction-related emissions. Specifically, the Project's construction emissions could cause an excess cancer risk level exceeding 10 in one million at the maximally exposed sensitive receptor.

No new construction is proposed pursuant to any portions of the Project, so no increase in criteria pollutants or toxic air contaminants would occur. No redevelopment of the six properties to be added to the Genentech Campus is currently proposed, and no construction activity on these sites is currently proposed as part of the Project. Furthermore, Genentech does not seek to increase the amount of potential development within the Campus beyond that already approved, even with the increased land area attributed to the six new properties. Accordingly, the Project would not increase cumulative air quality emissions beyond that already evaluated in the Genentech Master Plan EIR.

Biological Resources

The existing rights-of-way and the six properties proposed to be added to the Genentech Campus and re-zoned as Genentech Master Plan District do not involve any sites identified as containing CDFW-designated Natural Communities of Special Concern, CDFW-designated Sensitive Vegetation Alliances, essential fish habitat, Waters of the U.S. or the State, or any drainage ditches. The potential for the Project to result in any construction-related impacts to biological resources can be summarized as follows:

- The Project would have no direct or indirect adverse effect on tidal aquatic habitat or aquatic species dependent on that habitat;
- would have no direct or indirect adverse effect, directly or through habitat modification, on California Ridgway's rail, burrowing owl, Alameda song sparrow or San Francisco common yellowthroat;
- would have no direct or indirect adverse effect on harbor seals or California sea lion, or their tidal aquatic habitat within the Bay;
- would not interfere with migratory bird corridors or result in increased bird strikes with buildings;
- would have no adverse effects on coastal salt marsh or other sensitive habitat, or cause the spread of invasive and non-native plant species;
- would not have adverse effect on any riparian habitat or other sensitive natural community;
- would not adversely affect wetlands, waters of the U.S. or waters of the state;
- would not interfere with the movement of any native resident or migratory fish or wildlife species, or with migratory wildlife corridors, or impede the use of native wildlife nursery sites
- would not conflict with any local policies or ordinances protecting biological resources, including any tree preservation policy or ordinance; and
- would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan or other habitat conservation plan

Cultural Resources

There are no historic structures currently located within the Genentech Campus. None of the six properties proposed to be added to the Genentech Campus and re-zoned as Genentech Master Plan District contain known historic structures. The three street segments proposed for privatization are not historic resources. There is a high potential for unrecorded or non-located Native American resources in the Project Area, but no ground disturbance is proposed pursuant to any portions of the Project. The potential for the Project to result in any construction-related impacts to cultural resources can be summarized as follows:

- The Project would not cause a substantial adverse change in the significance of any known historical resources;
- would not uncover or disturb a known paleontological resource;
- would not result in the discovery or disturbance of possible, currently unidentified historic-period archaeological resources; and
- would not result in the discovery or disturbance of possible, currently unidentified or non-located tribal cultural resources

Geology and Soils

The San Francisco Bay Area (including the Genentech Campus) is in one of the most seismically active regions in the U.S. and could be subject to violent shaking under a scenario earthquake along the San Andreas Fault, and very strong shaking under a scenario earthquake along the Peninsula Segments of the San Andreas or on the San Gregorio Fault. However, no new construction is proposed pursuant to

any portions of the Project. Therefore, the potential for the geologic hazards to affect or to be affected by the Project can be summarized as follows:

- The Project would not expose people and/or structures to potentially substantial adverse effects resulting from strong seismic groundshaking and seismic-related ground failure;
- would not expose people and structures to potentially substantial adverse effects resulting from landslides;
- would not involve a geologic unit or soil that is unstable or that could become unstable; and
- would not result in substantial soil erosion or the loss of topsoil

Hazards and Hazardous Materials

The existing rights-of-way for DNA Way, Point San Bruno Boulevard and a segment of Cabot Road, and the three properties proposed to be added to the Genentech Campus and re-zoned as Genentech Master Plan District, do not involve any properties identified on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Two listed sites in the general vicinity are 'Closed' sites requiring no further remedial action. These nearby sites include the Tornberg Enterprises site at 1776 DNA Way (former LUST Cleanup Site with cleanup completed and the case closed as of 1992), and the 451 DNA Way site (former SWRCB Cleanup Program Site, with cleanup completed and the case closed in 2003).[8] Given that the Project involves no construction, excavation or ground disturbance, and involves no physical removal or physical changes to the roadways to be privatized, the Project's potential effects pertaining to hazards and hazardous materials can be summarized as follows:

- The Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- would not expose construction workers or Genentech employees to a significant hazard through the renovation or demolition of buildings, or relocation of underground utilities that contain hazardous materials; and
- would not create a significant hazard to the public or the environment due to the presence of listed hazardous materials sites

Hydrology

Given that the Project involves no construction, excavation or ground disturbance, the potential for the Project to result in any construction-related hydrology impacts can be summarized as follows:

- The Project would not result in a violation of water quality standards or waste discharge requirements or otherwise substantially degrade water quality during construction;
- would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river;
- would not add impervious surfaces in a manner that would result in substantial erosion or siltation on- or off-site;
- would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site; and

[8] SWRCB GeoTracker website, accessed at*: https://geotracker.waterboards.ca.gov/map/?global_id=T10000009086*

- would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff

Land Use

Given that the Project involves no construction, excavation or ground disturbance, the potential for the Project to result in construction-related land use impacts can be summarized as follows:

- The Project would not physically divide an established community;
- would not include any new buildings that would exceed elevations indicated as SFO "critical aeronautical surfaces"; and
- would not conflict with any applicable habitat conservation plan or natural community conservation plan

Noise

Given that the Project involves no construction, excavation or ground disturbance, the potential for the Project to result in construction-related noise impacts can be summarized as follows:

- The Project would not include any construction activities that could generate a substantial temporary increase in ambient noise levels in excess of noise standards established in SSFMC; and
- Would not involve construction that might generate excessive ground-borne vibration that could adversely affect vibration-sensitive equipment and persons

Population and Housing

Given that the Project involves no construction, excavation or ground disturbance, the potential for the Project to result in construction-related population impacts can be summarized as follows:

- Implementation of the Project would not displace any existing housing that would necessitate construction of replacement housing elsewhere.

Utilities

Given that the Project involves no construction, excavation or ground disturbance, the potential for the Project to result in construction-related impacts to utilities can be summarized as follows:

- the Project would not require or result in the relocation or construction of new or expanded water, wastewater or storm drain conveyance facilities, the construction or relocation of which could cause significant environmental effects

No New or More Severe Operational Impacts

The Project is limited to privatization and potential closure/partial closure to public through traffic of three existing streets within the Genentech Campus (DNA Way, Point San Bruno Boulevard and a segment of Cabot Road), removal of the SSF 2040 General Plan's Local Street designation of these roadways, and adding six new properties to the Genentech Campus. No new development or redevelopment involving these properties is currently proposed, and no increase in building space or employment would result as part of the Project.

The privatization of three existing streets and the addition of six properties to the Genentech Master Plan would add approximately 18.3 acres to the Campus. With a development potential of a 1.0 FAR,

these additional properties could theoretically result in a corresponding increase of approximately 797,000 square feet of additional development within the Campus beyond that permitted pursuant to the Genentech Master Plan. However, even with the addition of these properties to the Campus, Genentech is not proposing to increase the potential buildout of the Campus beyond the 9,008,000 square feet as approved in the 2020 Master Plan and analyzed in the Prior EIRs.

Accordingly, the Project would not result in any substantial change to the analyses and findings presented in the Prior EIRs for the following impact issue areas related to development and operations within the Genentech Campus.

Air Quality

During operations, buildout of the Genentech Master Plan would result in a cumulatively considerable net increase of criteria pollutants for which the region is non-attainment, including emissions that exceed quantitative thresholds for ozone precursors. Specifically, average daily operational emissions are projected to exceed 54 pounds per-day of reactive organic gas (ROG) and nitrogen oxides. During operational activities, the Master Plan could expose sensitive receptors to substantial health risk from operational-related emissions if operational sources of TAC emissions are not limited in location and operational parameters.

No new development or redevelopment is currently proposed pursuant to the Project, and no new or more severe air quality impacts would result from the Project.

GHG Emissions

Given that the Project involves no development or new building space within the Campus, the potential for the Project to result in operational-related GHG impacts can be summarized as follows:

- the Project would not result in any new or more severe impacts related to stationary source GHG emissions and will have no influence on Genentech's participation in the CARB's Cap-and-Trade program;
- would not result in any new or more severe impacts related to stationary source emissions of GHG not otherwise addressed under the Cap-and-Trade program; and
- would not result in any new or more severe impacts related to conflicts with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of GHGs, and specifically the Genentech Campus Master Plans' consistent with the City's Climate Action Program)

Hazards and Hazardous Materials

Given that the Project involves no development or new building space within the Campus, the potential for the Project to result in operational impacts related to hazards and hazardous materials can be summarized as follows:

- the Project would not result in any new or more severe impacts related to the routine transport, use, disposal or storage of hazardous materials;
- would not result in any new or more severe impacts to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- would not result in any new or more severe impacts related to hazardous emissions or handling of hazardous or acutely hazardous materials, substances or waste;

- would not result in any new or more severe safety hazard impacts related to proximity to the Airport Land Use Plan boundaries of San Francisco International Airport; and
- would not result in any new or more severe impacts related to expose of people or structures to wildland fires

Hydrology

Given that the Project involves no development or new building space within the Campus, the potential for the Project to result in operational impacts related to hydrology can be summarized as follows:

- the Project would not result in any new or more severe impacts related to a decrease in groundwater supplies or interference with groundwater recharge; and
- would not result in any new or more severe impacts related to contributions of stormwater runoff that could exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff

Noise

Given that the Project involves no development or new building space within the Campus, the potential for the Project to result in operational impacts related to noise can be summarized as follows:

- the Project would not result in any new or more severe impacts related to permanent ambient noise levels in the vicinity; and
- would not result in any new or more severe impacts related to operational ground-borne vibration;
- would not result in any new or more severe impacts related to increased traffic volumes that would increase local ambient traffic noise levels; and
- would not result in any new or more severe impacts related to the expose people working in the Project Area to excessive airport-related noise

Land Use

Given that the Project involves no development or new building space within the Campus, the potential for the Project to result in land use impacts can be summarized as follows:

- the Project would not result in any new or more severe impacts related to displacement of substantial numbers of people or employment

There are three properties not previously owned or leased by Genentech, but that are now owned or controlled by Genentech. The prior owners of those recently acquired or controlled properties have made independent business decisions to sell those properties to Genentech. These businesses have made private decisions to relocate these business operations or to cease operations, and the Project does not affect or displace the prior ownership or use of these properties.

Population and Employment

Given that the Project involves no development or new building space within the Campus, the potential for the Project to result in population or employment growth impacts can be summarized as follows:

- the Project would not result in any new or more severe impacts related to a substantial increase in local South San Francisco employment, or inducing population growth beyond that contemplated in the county or the region

Public Services

Given that the Project involves no development or new building space within the Campus, the potential for the Project to result in impacts to public services can be summarized as follows:

- the Project would not result in any new or more severe impacts related to any increased demand for police services or increased demand for police facilities;
- would not result in any new or more severe impacts related to any increased demand for fire protection and emergency medical services or increased demand for fire protection and emergency medical facilities; and
- would not result in any new or more severe impacts related to any increased demand for recreational space or increased demand for recreational space

Utilities

Given that the Project involves no development or new building space within the Campus, the potential for the Project to result in impacts to public utility services can be summarized as follows:

- the Project would not result in any new or more severe impacts related to increased water demands during normal, dray and multiple dry years;
- would not result in any new or more severe impacts related to increased demand for wastewater treatment facilities;
- would not result in any new or more severe impacts related to increased demands for solid waste disposal, and would not impair the attainment of solid waste reduction goals;
- would not result in any new or more severe impacts related to incremental increased demands for gas and electrical power; and
- would not result in any new or more severe impacts related to wasteful, inefficient or unnecessary consumption of energy resources, or conflict with or obstruction of a state or local plan for renewable energy or energy efficiency

CEQA Conclusion

The proposed changes to the SSF 2040 GP and the Genentech Master Plan represented by Genentech's proposed acquisition and potential closure/partial closure of certain public rights-of-way within the Genentech Campus (including DNA Way, Point San Bruno Boulevard and Cabot Road) and the addition of 4 new properties to the Genentech Campus would not lead to new significant impacts or significant increases in the severity of any significant impacts as previously identified in the prior SSF 2040 GP EIR or the Genentech Campus Master Plan EIR (the Project). No additional mitigation measures are required for the proposed Project. The potential impacts associated with implementation of the Project are within the scope of impacts identified in these Prior EIRs, and those Prior EIRs adequately address all impacts of the changes resulting from implementation of the Project.

Based on the above, an Addendum is the appropriate CEQA document for SSF's approval of the proposed Project, which includes:

- General Plan Amendment to remove DNA Way, Point San Bruno Boulevard and the short segment of Cabot Road as public streets, with the commitment to retain public access to Wind Harp
- Rezoning of DNA Way, Point San Bruno Boulevard and the short segment of Cabot Road to the Genentech Master Plan District
- Re-zoning of six newly acquired or Genentech-controlled properties to the Genentech Master Plan District
- Transfer of ownership of the rights-of-way for DNA Way, Point San Bruno Boulevard and the short segment of Cabot Road to Genentech

None of the conditions described in CEQA Guidelines Section 15162 or 15163 calling for a subsequent or supplemental EIR apply. This Addendum has appropriately disclosed the potential impacts of the Project, and this Addendum will be included as part of the CEQA record for the SSF 2040 GP and the Genentech Master Plan. A Notice of Determination for this Addendum will be filed with the California State Clearinghouse within the State of California Office of Planning and Research.

Sources

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Fehr & Peers, *Analysis of Potential Closure of DNA Way and Point San Bruno Boulevard*, February 10, 2025

Nelson Nygaard, *Genentech South San Francisco Campus Mode Share and Parking Report*, Fall of 2023

South San Francisco (SSF), *South San Francisco 2040 General Plan Update, Zoning Code Amendments and Climate Action Plan,* October 2022

--- SSF, *South San Francisco 2040 General Plan Update, Zoning Code Amendments and Climate Action Plan EIR*, (State Clearinghouse No. 2021020064), September 6, 2022

--- SSF, *Genentech Master Plan*, January 2020

--- SSF, *Genentech Master Plan EIR*, (State Clearinghouse No. 2017052064), October 2019