APPLICATION FOR LAND USE CONSISTENCY DETERMINATION

San Mateo County Airport Land Use Commission

C/CAG ALUC

APPLICANT INFORMATION		
Agency: City of South San Francisco		
Project Name: Genentech Master Plan Amendment		
Address: 350 DNA Way	**APN**: multiple	
City: South San Francisco	**State**: CA	**Zip Code**: 94080
Staff Contact: Billy Gross, Principal Planner, City of SSF	**Phone**: (650) 877-8535	**Email**: Billy.Gross@ssf.net

PROJECT DESCRIPTION

Project Location and Campus Description

The Genentech Campus is approximately 207 acres in size, located in the City of South San Francisco and along the shoreline of central San Francisco Bay. It is approximately 1.5 miles north of San Francisco International Airport (SFO) and 10 miles south of downtown San Francisco. The Genentech Campus is located on a prominent hillside and hilltop location at the easterly point of the East of 101 Area of South San Francisco (East of 101), and immediately adjacent to the San Francisco Bay. It is bounded by San Francisco Bay to the northeast, east and south, and is connected to US 101 to the west by East Grand Avenue and Oyster Point /Forbes Boulevard (see ***2020 EIR Figure 3-1 – Regional Location of the Project Area***).

The Campus is located within the City's East of 101 Area, which contains over 200 biotechnology companies and 11.5-million square feet of biotechnology space. The Genentech Campus is the largest of these biotechnology campuses. The Genentech Campus currently comprises approximately 4.5 million square feet of building space within its 207 acres, at a Campus-wide floor-area-ratio (FAR) of approximately 0.52.

2020 Genentech Campus Master Plan

In 2020, the City of South San Francisco adopted the *2020 Genentech Campus Master Plan* (2020 Master Plan). The 2020 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 2020 Master Plan provides the City and Genentech with flexibility to implement the 2020 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 2020 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.

The City/County Association of Governments of San Mateo County (C/CAG), in its capacity as the Airport Land Use Commission (ALUC), approved the 2020 Master Plan for consistency with the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (ALUCP) on June 11, 2020 with two minor conditions:

1. Prior to approval of the subject Project, the City of South San Francisco shall incorporate language into the Genentech Master Plan Zoning District to:
    a. Address potential construction impacts that may require FAA review pursuant to FAR Part 77; and
    b. Ensure compliance with SFO ALUCP Policy AP-4 "Other Flight Hazards are Incompatible" at a project specific level.

Language to satisfy these requirements was incorporated into the Genentech Master Plan Zoning District regulations (see the Airspace Protection section below for the full text of these regulations).

Proposed 2025 Genentech Master Plan Amendments Project

Subsequent to adoption of the 2020 Master Plan, Genentech has acquired additional private properties within the campus boundaries, at 333 Point San Bruno Boulevard (APNs 015-250-410 and 015-250-140), 525 DNA Way (APN 015-250-210) and 383-393 East Grand Avenue (APN 015-250-390). 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. (See ***Addendum Figure 2 – Properties to be Added to the Genentech Master Plan***)

With these 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. Based on this, Genentech is also requesting acquisition of the rights-of-way and that the City vacate these streets as public roadways. These street rights-of-way, which total 8.55 acres, are also proposed to be added to the Genentech Master Plan and rezoned to the Genentech Master Plan District; the streets will continue to have public access and emergency vehicle access easements. (See ***Addendum Figure 3 – Street Rights-of-Way Proposed to be Added to the Genentech Master Plan***)

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. However, 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.

To allow this, the following actions are required:

1. Amendments to the Genentech Master Plan to incorporate the new private parcels and to reflect the ability to close the roadways to public through traffic.
2. Amendments to the General Plan to ensure internal consistency between the Genentech Master Plan and the General Plan, which include changes to the designation of DNA Way in General Plan Mobility and Access Element Figure 14 (Roadway Network Diagram) and Figure 16 (Truck Network and Restrictions Diagram).
3. Zoning Map Amendments to add the three new private properties and the vacated streets to the Genentech Master Plan District zoning. (See ***Addendum Figure 6 – Proposed Re-Zoning to Genentech Master Plan District***)

Genentech Master Plan Addendum

Prior to adopting the 2020 Master Plan, the City certified the Environmental Impact Report for the *Genentech Master Plan* (2020 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. When adopting the 2020 Master Plan, the City determined that implementation of the 2020 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 2020 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 EIR.

The 2020 Master Plan EIR cited the ALUCP, as used by C/CAG to promote compatibility between the SFO and surrounding land uses. The ALUCP compatibility criteria, as derived from the Federal Aviation Administration (FAA), are used to safeguard the general welfare of the public and were described in the 2020 Master Plan EIR. The 2020 Master Plan EIR also indicated that the Genentech Campus is entirely within the SFO Airport Influence Area (AIA) and as such, the compatibility criteria contained within the ALUCP are applicable to land use plans and development within the Campus. **The conclusion reached in the 2020 Master Plan EIR is that the 2020 Master Plan "is consistent with the noise, land use safety and building height criteria of the ALUCP, and would not conflict with plans and policies intended to protect and promote airport operations safety and/or airspace protection."**

For the 2025 Genentech Master Plan Amendments, the City prepared an Addendum to the 2020 Master Plan EIR and the EIR for the *South San Francisco 2040 General Plan Update, Zoning Code Amendments and Climate Action Plan* (2040 GP EIR) (State Clearinghouse No. 2021020064), together cited as the Prior EIRs. The purposes of this Addendum are to update the project description included in each of these Prior EIRs to include new details regarding Genentech's proposed acquisition of certain public rights-of-way within the Genentech Campus, 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.

The Addendum recognizes that the proposed 2025 Genentech Master Plan Amendments Project does not include any proposal for new Campus development and does not change any of the development regulations within the Genentech Master Plan and the Genentech Master Plan Zoning District. Based on this, the 2025 Genentech Master Plan Amendments Project continues to be consistent with the compatibility criteria specific to noise, safety and airspace protection as contained within the ALUCP. Relevant information from the 2020 Master Plan EIR and the Addendum are included in the discussion areas below to assist C/CAG in their review of this Project.

REQUIRED PROJECT INFORMATION:
For General Plan, Specific Plan or Zoning Amendments and Development Projects: Provide a copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (for example, a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):

a) NOISE: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP. Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies.

Land Use Compatibility

The ALUCP establishes boundaries within which noise compatibility policies apply. These boundaries depict "noise impact areas" or noise compatibility zones, defined by noise contours at the 65 dB CNEL, 70 dB CNEL, and 75 dB CNEL contours. Noise compatibility policies apply to each noise impact area or contour. Commercial uses (e.g., offices and business) or industrial and manufacturing use and related structures, such as those allowed as part of the Genentech Master Plan, are considered compatible without restrictions within all of these noise impact areas. As shown in 2020 Master Plan EIR ***Figure 13-1*** (attached), the Genentech Campus is not located within any of the ALUCP-identified noise impact areas. Thus, the 2020 Master Plan EIR found that the ALUCP land use noise exposure criteria do not apply to the Project (and would not restrict the Project's proposed land uses, even if they did apply), and that the Genentech Master Plan is consistent with the ALUCP noise criteria.

The proposed 2025 Genentech Master Plan Amendments do not modify or increase the potential buildout scenario as provided in the 2020 Master Plan or the SSF 2040 General Plan, and therefore the Project remains consistent with the ALUCP noise compatibility criteria.

Noise Impacts

The Master Plan EIR found that the Genentech Campus is not located within any of the ALUCP-identified noise impact areas, the ALUCP's noise exposure criteria do not apply and would not restrict proposed land uses, and the Master Plan is consistent with the ALUCP noise criteria. In summary, the Master Plan EIR found that no impact would occur, and no mitigation measures were required.

The proposed 2025 Genentech Master Plan Amendments do not modify the location of the Genentech Campus so that any portion of campus is located within any of the ALUCP-identified noise impact areas, and therefore the 2025 Genentech Master Plan Amendments remain consistent with the ALUCP noise impacts criteria.

REQUIRED PROJECT INFORMATION:

b) SAFETY: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP. Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.

Land Use Compatibility

The ALUCP defines five safety zones within its AIA, and land use compatibility standards are established to restrict development of certain types of land uses that could pose particular hazards to the public or to vulnerable populations in case of an aircraft accident. As shown on 2020 Master Plan EIR ***Figure 13-1*** (attached), none of the five safety zones associated with SFO apply to the Genentech Campus. The proposed 2025 Genentech Master Plan Amendments do not modify the Genentech Campus boundary so that any portion of the campus is located within the five safety zones. Thus, the ALUCP's criteria for land use safety do not apply to the Project, and the Project is consistent with these criteria.

Safety Hazards Related to a Public or Private Airport or Airstrip

The 2020 Master Plan EIR found that the Genentech Master Plan is consistent with the land use safety criteria of the ALUCP, and would not conflict with plans or policies intended to protect and promote airport operations

safety and/or airspace protection. The 2020 Master Plan EIR also found that none of the five safety zones or the ALUCP's criteria for land use safety associated with SFO apply to the Genentech Master Plan. The 2025 Genentech Master Plan Amendments do not modify the Genentech Campus boundary so that any portion of the campus is located within the five safety zones. Therefore, the ALUCP's criteria for safety hazards do not apply to the 2025 Genentech Master Plan Amendments, and they remain consistent with these criteria.

REQUIRED PROJECT INFORMATION:
c) AIRSPACE PROTECTION: Include relevant citations/discussion of allowable heights in relation to the protected airspace/proximity to airport, as well as addressment of any land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards. If applicable, identify how property owners are advised of the need to submit Form 7460-1: Notice of Proposed Construction or Alteration, with the FAA.

Land Use Compatibility

The ALUCP includes plans and policies that minimize public exposure to potential safety hazards that could be created through the construction of tall structures, and that seek to protect the public interest in providing for orderly development at and near SFO, by ensuring that new development in the Airport environs avoids compromising the airspace in the Airport vicinity.

The criteria used in establishing these policies is based on the Code of Federal Regulations (CFR) 14, Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace (Part 77), which governs the FAA's review of proposed construction exceeding certain height limits, defines airspace obstruction criteria, and provides for FAA aeronautical studies of proposed construction. Pursuant to these federal regulations, any new structure or alterations to an existing structure (including portions of structures, mechanical equipment, flag poles, and other projections) with a height that would exceed Part 77 elevation thresholds is required to file a Notice of Proposed Construction or Alteration with the FAA. Part 77 Subpart C establishes obstruction standards for the airspace around airports including approach zones, conical zones, transitional zones and horizontal zones, known as "imaginary surfaces." These imaginary surfaces rise from the primary surface (ground level at the SFO runways), and gradually rise along the approach slopes and sides of the runways. The FAA considers any objects that penetrate these imaginary surfaces as potential obstructions to air navigation. Obstructions may occur without compromising safe air navigation, but they must be marked, lighted and/or noted on aeronautical publications to ensure that pilots can see and avoid them.

The ALUCP also includes mapping that illustrates the critical aeronautical surfaces that protect the airspace required for multiple types of flight procedures (such as those typically factored into FAA aeronautical studies). These critical aeronautical surfaces depict the lowest elevations from all FAA-required obstacle clearance criteria to ensure safe separation of aircraft. Any proposed structures penetrating these critical surfaces are likely to receive a Determinations of Hazard from the FAA, and these surfaces indicate the maximum height at which structures can be considered compatible with Airport operations - see 2020 Master Plan EIR ***Figure 13-2*** (attached).

Regulatory Requirements

The 2020 Master Plan EIR clarified the building height limits that are intended to apply any development project within the Campus with the following mitigation measure:

> **MM Land Use 2 - Building Height Limits**: Any proposed building within the Project Area that would exceed FAA notification heights shall file a Notice of Proposed Construction or Alteration with the FAA.

a. Any structure that exceeds the Horizontal Surface Plane of 163.2 feet above mean sea level, that otherwise exceeds applicable FAA Part 77 criteria, or which exceed 200 feet above the ground level of its site shall be required to comply with the findings of an FAA aeronautical study. Structures subject to such FAA review shall comply with any FAA-recommended alterations in the building design and/or height, and any recommended marking and lighting of the structure as may be necessary to be found by the FAA as not posing a hazard to air navigation.

b. The maximum height of new buildings within the Project area shall be the lower of the height shown on the SFO Critical Aeronautical Surfaces Map, or the maximum height determined by the FAA as being "not a hazard to air navigation" based on an aeronautical study.

c. The Project proponent shall provide documentation to the City Planning Division demonstrating that the FAA has issued a 'Determination of No Hazard to Air Navigation" when such determination is applicable.

In addition, as part of the 2020 Master Plan approvals, the Genentech Master Plan Zoning District was modified to include the following language, in keeping with the ALUC's June 11, 2020 approval conditions.

SSFMC 20.260.003 Genentech Master Plan District Development Standards and Requirements

20.260.003.C. Building Height. The maximum building height shall be the lower of the height shown on the SFO Critical Aeronautical Surfaces Map, or the maximum height determined by the FAA as being "not a hazard to air navigation" based on an aeronautical study for any buildings, and construction thereof (e.g. tall cranes) exceeding the height of FAA Part 77 air surfaces. Buildings and/or construction activities thereof that do not exceed the height of FAA Part 77 air surfaces are deemed not a hazard to air navigation.

20.260.003.I.2. Uses – Additional Restrictions. Proposed land uses with characteristics that may cause visual, electronic, or wildlife hazards to aircraft taking off or landing at the SFO Airport or in flight shall not be permitted. Specific characteristics that may create hazards to aircraft in flight and which are incompatible include:

a. Sources of glare, such as highly reflective buildings or building features, or bright lights, including search lights or laser displays, which would interfere with the vision of pilots making approaches to the San Francisco International Airport ("Airport").

b. Distracting lights that could be mistaken by pilots on approach to the Airport for airport identification lighting, runway edge lighting, runway end identification lighting, or runway approach lighting.

c. Sources of dust, smoke, or water vapor that may impair the vision of pilots making approaches to the Airport.

d. Sources of electrical interference with aircraft or air traffic control communications or navigation equipment, including radar.

e. Land uses that, as a regular by-product of their operations, produce thermal plumes with the potential to rise high enough and at sufficient velocities to interfere with the control of aircraft inflight. Upward velocities of 4.3 meters (14.1 feet) per second at altitudes above 200 feet above the ground shall be considered as potentially interfering with the control of aircraft in flight.

f. Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations. Exceptions to this regulation are acceptable for wetlands or other environmental mitigation projects required by ordinance, statute, court

order, or Record of Decision issued by a federal agency under the National Environmental Policy Act.

The proposed 2025 Genentech Master Plan Amendments do not propose any amendments to the Zoning Ordinance that would modify the airspace protection related standards and requirements. Thus, the 2025 Genentech Master Plan Amendments remain consistent with ALUCP's criteria for airspace protection.

OTHER REQUIRED PROJECT INFORMATION:
For General Plan, Specific Plan or Zoning Amendments and Development Projects, provide a copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to provide the following:
2: Real Estate Disclosure requirements related to airport proximity

To the extent that Genentech Campus properties are required to include a real estate disclosure regarding airport impacts, such disclosures would be included in any future real estate transactions of Genentech-owned property within the Campus. No disclosures are required at this time, as no real estate transactions are proposed.

3. Any related environmental documentation (electronic copy preferred)

An electronic copy of the Addendum is provided as an attachment to this application. The 2020 Master Plan EIR and the 2040 Shape SSF General Plan Update EIR can also be viewed at the City of South San Francisco website at:

- 2020 Genentech Master Plan EIR
- 2040 Shape SSF General Plan Update EIR

4. Other documentation as may be required (ex. related staff reports, etc.)

Attached to this Application for Land Use Consistency Determination, please find the following accompanying Exhibits from the Genentech application and specific Figures from the *Addendum to the Genentech Master Plan EIR* and the original *Master Plan EIR*:

- 2020 EIR Figure 3-1: Regional Location of the Project Area
- 2020 EIR Figure 13-1: SFO Safety and Noise Compatibility Zones - Relationship to Project Area
- 2020 EIR Figure 13-2: SFO FAA Part 77 Building Height Review Requirements and Restrictions
- 2020 EIR Figure 13-3: Approximate Building Heights Triggering FAA Part 77 Review
- 2025 Addendum Figure 2: Properties to be Added to the Genentech Master Plan
- 2025 Addendum Figure 3: Street ROW Proposed to be Added to the Genentech Master Plan
- 2025 Addendum Figure 6: Proposed Re-Zoning to Genentech Master Plan District
- 2025 Addendum Figure 7: Modified Campus Boundary

Also attached are the following Exhibits from the Genentech application:

- Exhibit A: Genentech Campus Master Plan Amendments
- Exhibit B: General Plan Amendments

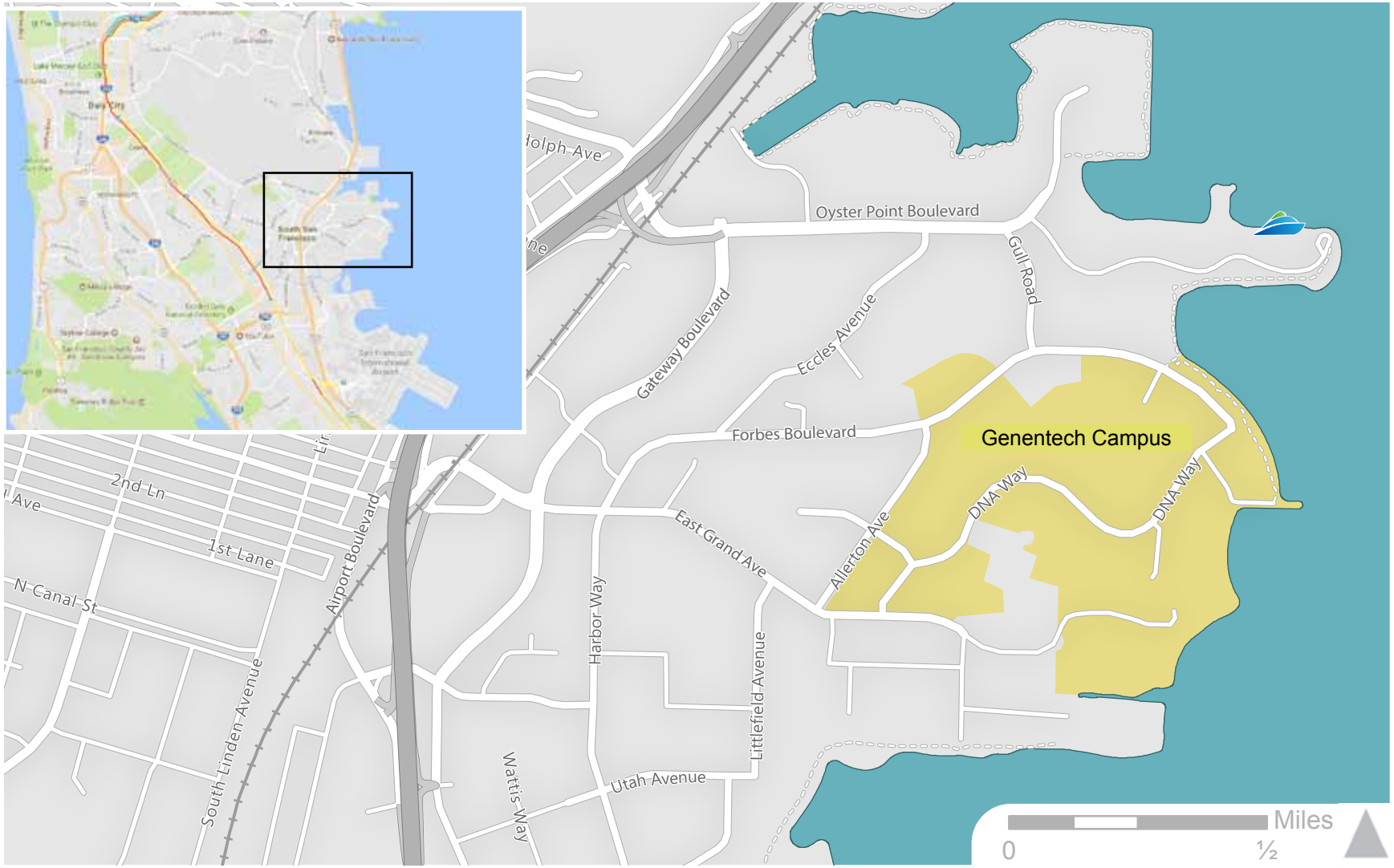
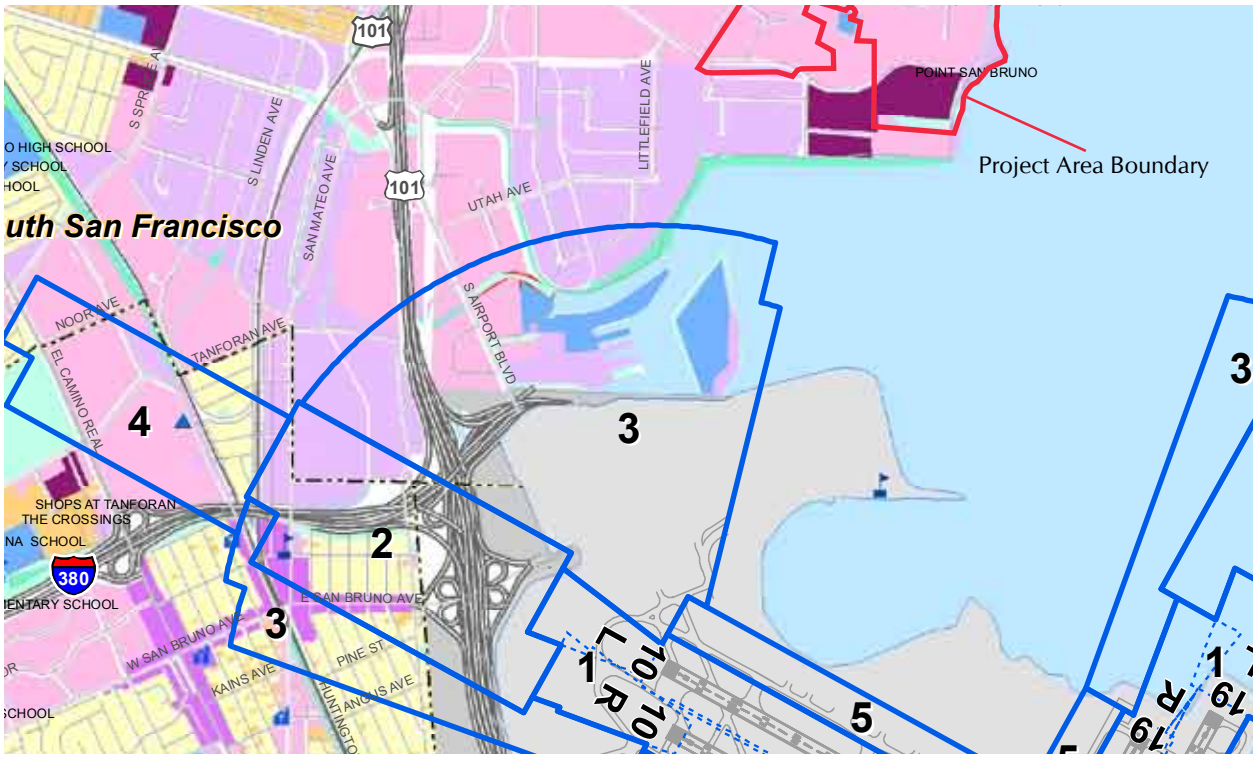
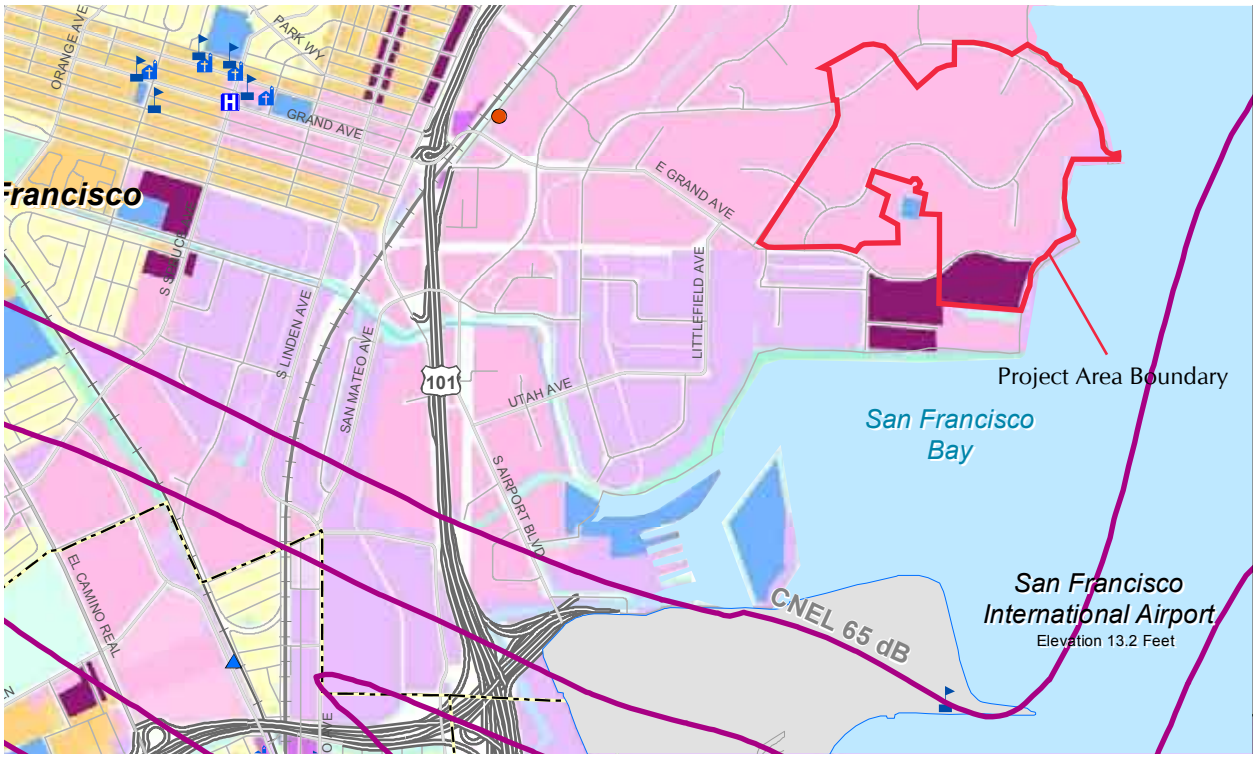


Figure 3-1
Regional Location of the Project Area



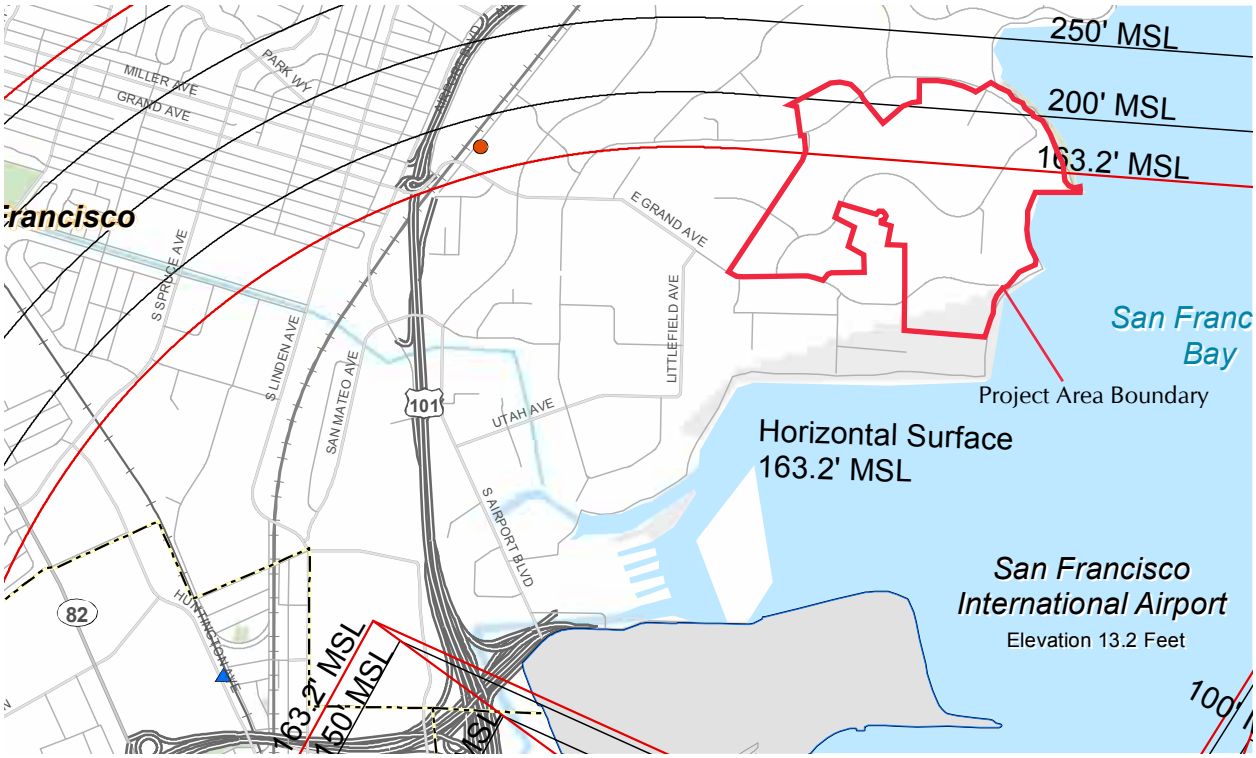
A: Safety Compatibility Zones



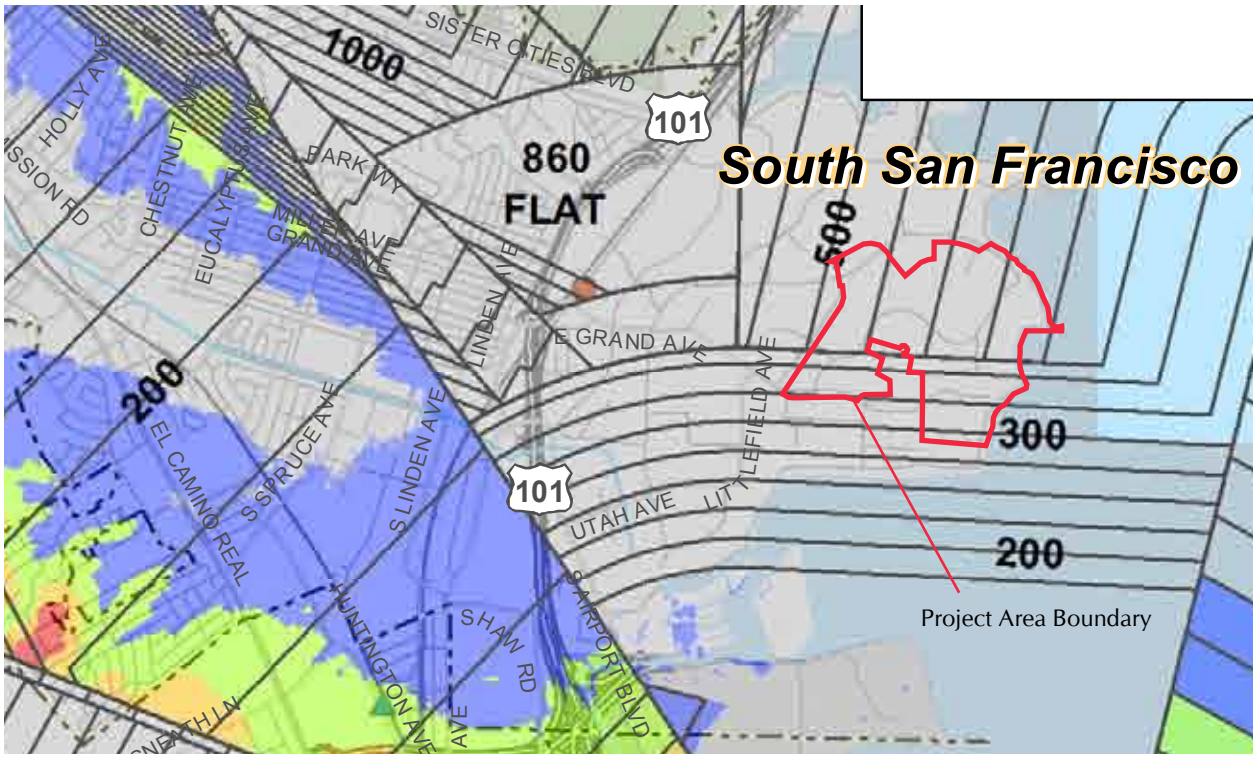
B: Noise Compatibility Zones

Figure 13-1
SFO Safety and Noise Compatibility Zones - Relationship to Project Area

Source: *SFO ALUCP*, Exhibits IV-4 and IV-6, San Mateo C/CAG, 2012



A: Part 77 Surface Heights



B: SFO Critical Aeronautical Surfaces

Figure 13-2
SFO's FAA Part 77 Building Height Review Requirements and Restrictions

Source: *SFO ALUCP*, Exhibits IV-14 and IV-17, San Mateo C/CAG, 2012

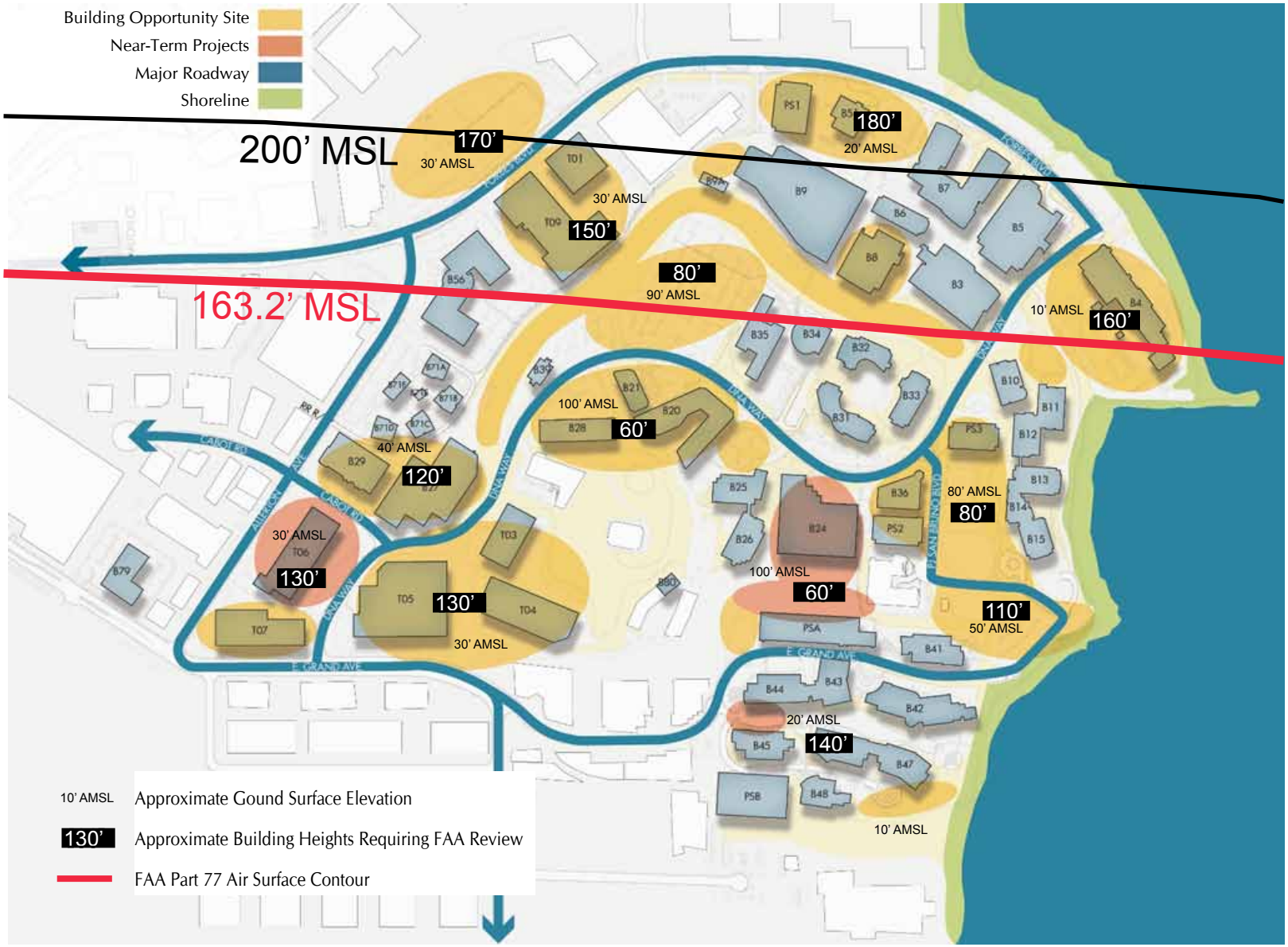


Figure 13-3
Approximate Building Heights Triggering FAA Part 77 Review

Source: SFO ALUCP, Exhibit IV-14, San Mateo C/CAG, 2012

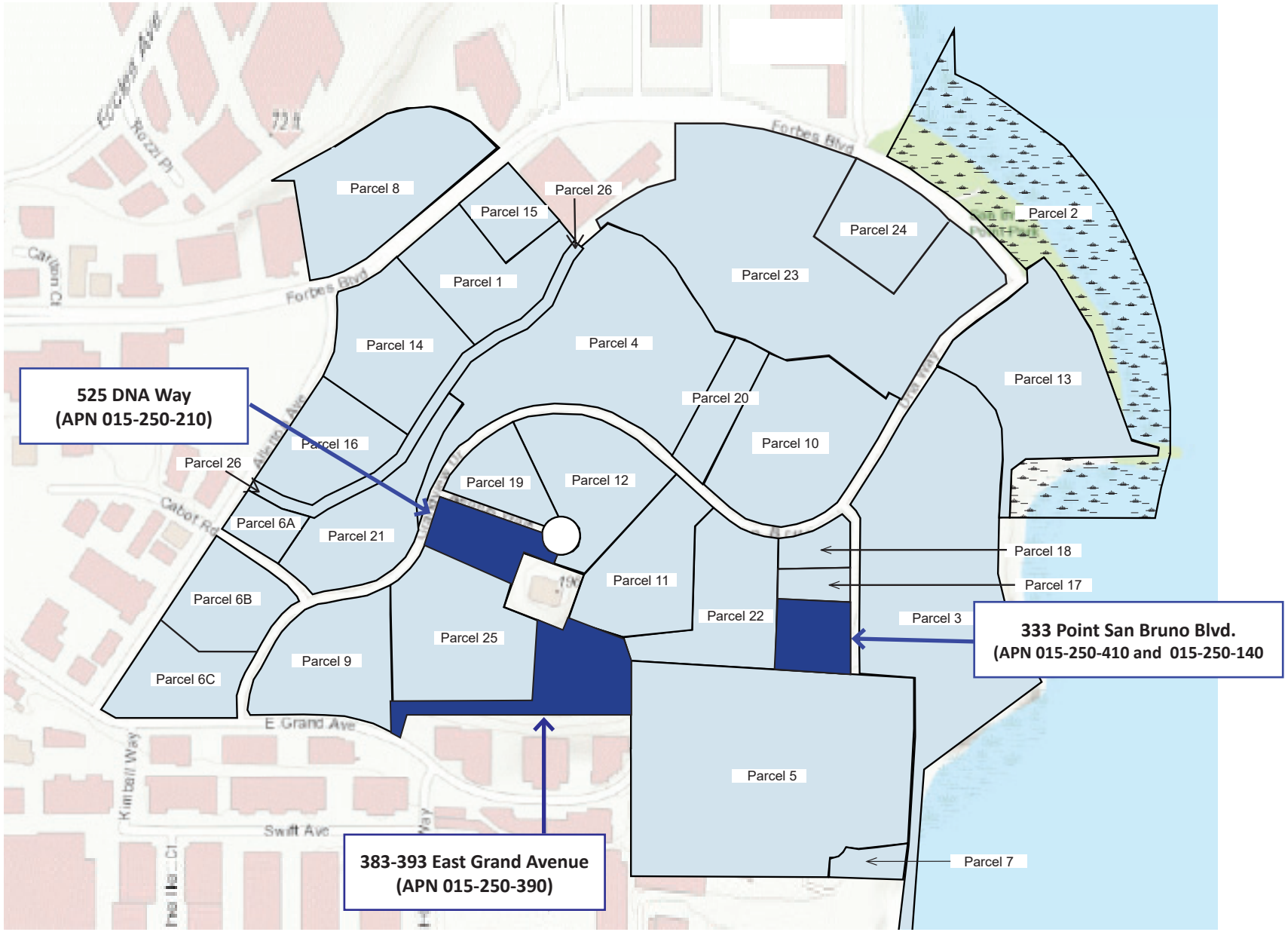


Figure 2
Properties to be Added to the Genentech Master Plan

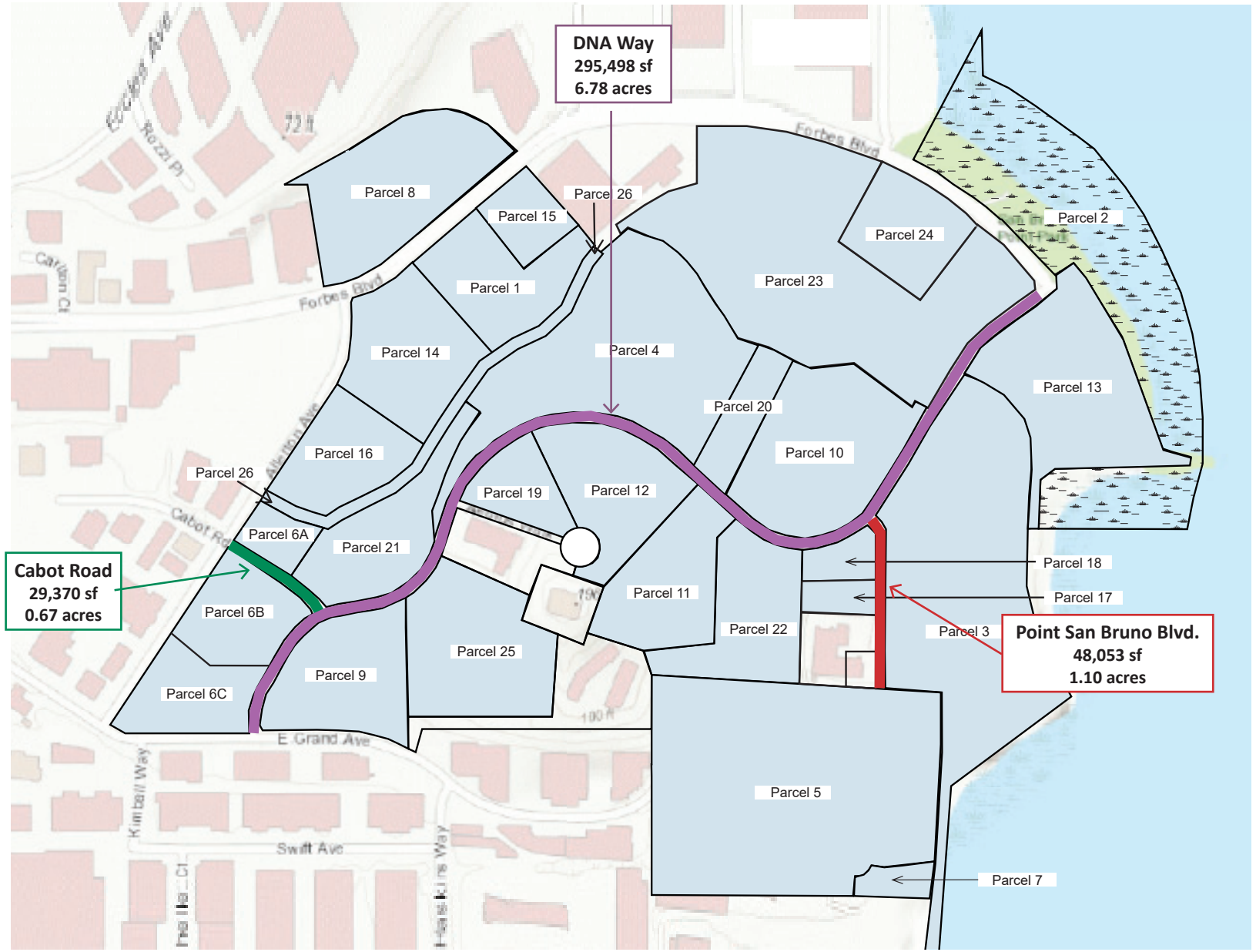
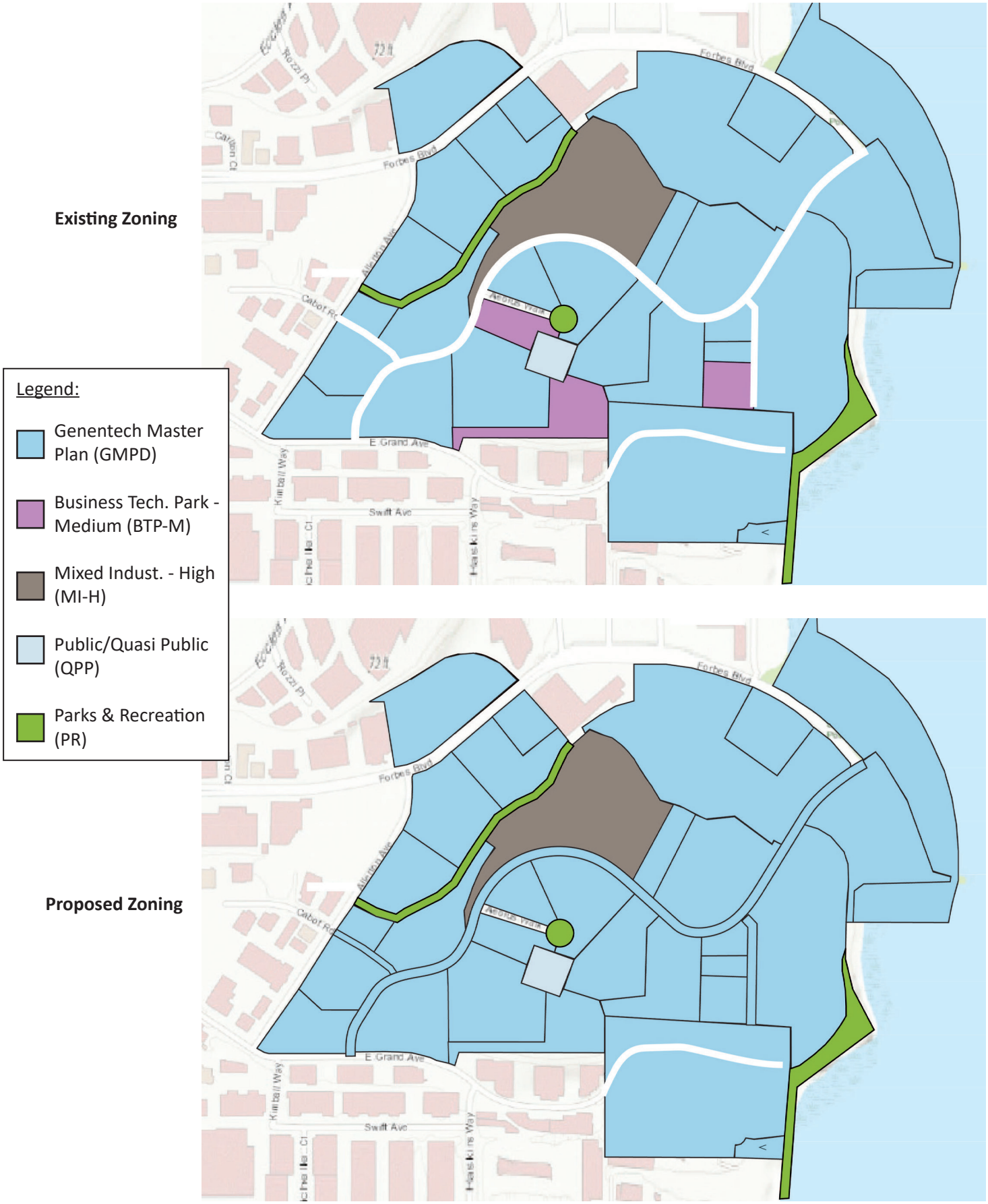


Figure 3
Street Rights-of-Way Proposed to be Added to the Genentech Master Plan Zoning District

Existing Zoning



Proposed Zoning

Figure 6
Proposed Re-zoning to Genentech Master Plan District

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

Figure 7
Modified Campus Boundary and Neighborhood Campuses

Exhibit A – General Plan Amendments

General Plan Amendments to incorporate the potential future closure of DNA Way within the Genentech Master Plan Area.

Chapter 9: Mobility and Access

1. Modify the Roadway Network diagram (Figure 14: Proposed Roadway Network on page 182 of the General Plan) to remove DNA Way as 'Existing Connector (Collector)'. 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, use of DNA Way and Point San Bruno Boulevard are overwhelmingly used by employees of Genentech who will maintain access to campus via the existing streets that surround the campus.
2. Modify the Truck Network and Restrictions diagram (Figure 16: Truck Network and Restrictions on page 187 of the General Plan) to remove DNA Way as a designated "Truck Route".

The General Plan uses a base street network map throughout all figures within the General Plan to provide context to the reader, and this base map often shows DNA Way and Point San Bruno as Connector Streets. Since these base maps are intended only to provide context and do not relay standards or specific roadway requirements, the requested General Plan Amendments are limited to Figures 14 and 16 discussed above.

Exhibit B - Genentech Master Plan Amendments

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

Chapter 3: Urban Design

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

    - ~~A shared-street concept may be considered, whereby DNA Way is scheduled for partial closure to general vehicle traffic during specified times of the day, and opened as a pedestrian-only environment with accommodations for emergency vehicles and shuttle and bus access.~~ A pedestrian oriented Campus may be achieved by vacating DNA Way, Point San Bruno Boulevard and Cabot Road. With review and approval by the City, these roads may remain open, partially open, or closed, as long as proper emergency vehicle, and shuttle and bus access is provided.

2. Page 53 - amend to read:

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

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

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

Chapter 4: Transportation, Circulation and Parking

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

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

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

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

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

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

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

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

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

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

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

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

SAN FRANCISCO INTERNATIONAL AIRPORT

May 8, 2025

Susy Kalkin
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Redwood City, California 94063

TRANSMITTED VIA EMAIL
kkalkin@smcgov.org

Subject: **San Francisco International Airport's Comments on the Land Use Consistency Determination for Genentech Master Plan 2025 Amendment**

Dear Susy:

Thank you for notifying San Francisco International Airport (SFO or the Airport) of the Airport Land Use Commission's (ALUC) consistency determination for proposed amendments to the City of South San Francisco's (City's) Genentech Campus Master Plan and the Zoning Map (the Proposed Project), which would incorporate additional parcels and vacated public rights-of-way into the Master Plan boundary. We appreciate this opportunity to coordinate with ALUC to evaluate the Proposed Project.

According to the Application for Land Use Consistency Determination, the Proposed Project area would increase from 207 to approximately 225 acres, incorporating additional properties located at 333 Point San Bruno Boulevard (Assessor's Parcel Numbers [APNs] 015-250-410 and 015-250-140), 525 DNA Way (APN 015-250-210) and 383-393 East Grand Avenue (APN 015-250-390), and vacated rights-of-way for DNA Way, Point San Bruno Boulevard, and Cabot Road.

SFO ALUCP AIRPORT INFLUENCE AREAS

The area of the Proposed Project lies within two Airport Influence Areas (AIAs): Area A – Real Estate Disclosure Area (all of San Mateo County) and Area B – Policy/Project Referral Area, as defined by the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP). Within Area A, the real estate disclosure requirements of state law apply. A property owner offering a property for sale or lease must disclose the presence of planned or existing airports within two miles of the property. Within Area B, the Board of Directors of the City/County Association of Governments of San Mateo County, acting as the designated ALUC, shall review proposed land use policy actions, including new general plans, specific plans, zoning ordinances, plan amendments and rezonings, and land development proposals. The real estate disclosure requirements in Area A also apply in Area B.

SFO ALUCP POLICIES

The Proposed Project area is outside of the 65 decibel Community Noise Equivalent Level contour and all safety compatibility zones. Therefore, the Proposed Project would not appear to be inconsistent with the Noise and Safety Compatibility Policies adopted in the SFO ALUCP.

As described in Exhibit IV-17 of the SFO ALUCP, the elevation of the critical aeronautical surfaces at the Proposed Project site range from approximately 290 to 500 feet above mean sea level (AMSL) as defined from the origin of the North American Vertical Datum of 1988 (NAVD88). The ground elevation of the Proposed Project site ranges from approximately 10 to 100 feet AMSL. The maximum height of the structures would be 180 feet, leading to a top-of-building elevation of 190 to 290 feet AMSL depending on the specific location. This would be below the elevation of the lowest critical aeronautical surfaces. Therefore, the Proposed Project would not appear to be inconsistent with the Airspace Protection Policy AP-3 (Maximum Compatible Building Height) of the SFO ALUCP, subject to the issuance of a Determination of No Hazard to Air Navigation from the Federal Aviation Administration (see below) for any proposed structures.

This evaluation does not waive the requirement for the Proposed Project sponsor to undergo Federal Aviation Administration airspace review as described in 14 Code of Federal Regulations Part 77 and in Exhibit IV-10 of the SFO ALUCP for both (1) the permanent structures and (2) any equipment taller than the permanent structures required to construct those structures.

All proposed development within the City is subject to the airspace protection policies adopted in the SFO ALUCP (see Attachment B). Exhibit IV-17 of the SFO ALUCP shows the elevations of critical aeronautical surfaces throughout the area in feet above mean sea level as defined by the North American Vertical Datum of 1988.

As noted previously, land development proposals that are within AIA B must be reviewed by the ALUC for consistency with the SFO ALUCP.

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The Airport appreciates your consideration of these comments. If I can be of assistance, please do not hesitate to contact me at (650) 821-6678 or at nupur.sinha@flysfo.com.

Sincerely,

DocuSigned by:
Nupur Sinha
7D552AE6A4CE495...

Nupur Sinha
Director of Planning and Environmental Affairs

cc: E. Choi, SFO
C. DiPrima, SFO