

## Land Use and Planning

This chapter evaluates the potential environmental impacts of the Project related to land use. This chapter describes the existing land uses of the Project Area and its surroundings and evaluates the extent to which the Project may affect land use. In particular, this chapter provides an assessment of the Project's consistency with the existing land use policy and regulatory framework applicable to the Project Area.

Setting information is derived from the following primary sources:

- the *General Plan* of the City of South San Francisco
- the City of South San Francisco *East of 101 Area Plan*
- the *Comprehensive Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Francisco International Airport* (City/County Association of Governments of San Mateo County, November 2012)
- the City of South San Francisco Municipal Code, Chapter 20: Zoning
- relevant land use planning principles and guidelines of the *Genentech Campus Master Plan Update*

### Setting

#### Land Use in the Surrounding East of 101 Area

The City of South San Francisco is bisected by the US 101 freeway. South San Francisco's downtown and other commercial and residential areas are primarily on the west side of the freeway, and freeway commercial, industrial and office land uses are primarily on the east side of the freeway. The east side of the freeway is known as the East of 101 Area.

The central portion of the East of 101 Area is composed primarily of biotechnology-related building space. Genentech is the largest biotechnology company in the area, but there are over 200 biotech companies and approximately 11.5-million square feet of biotechnology building space within the approximately 500-acre East of 101 Area.<sup>1</sup> The growth of the biotechnology industry has significantly changed land use in the East of 101 Area, which had historically been an area of heavy industry, manufacturing facilities and warehousing. Land uses in the East of 101 area are now principally modern, multi-story office and research and development (R&D) buildings, mostly in campus-type settings.

The south and southwest portion of the East of 101 Area has not yet undergone such significant transformation. This area still consists primarily of one and two-story industrial and light industrial buildings and airport-serving land uses, including hotels and fast food restaurants.

The northerly portion of the East of 101 Area is known as Oyster Point. In 2011, the City approved the Oyster Point Specific Plan, which calls for removal of an inn, office buildings, a yacht club and light industrial

<sup>1</sup> <http://www.ssf.net/our-city/biotech/biotech-in-ssf>

buildings for redevelopment with up to 2.3 million square feet of office/R&D building space, accessory commercial uses, public open space, recreational fields, marina improvements and a hotel. Phase 1 of the Oyster Point Specific Plan is under construction.

Along the entire Bay shoreline of the East of 101 Area is a shoreline trail (the Bay Trail) and greenbelt, which extends north and south along the Bay.

### Land Use Characteristics of the Project Area

The Project Area is located within the East of 101 Area, at the furthest easterly point. The Project Area is bordered by the San Francisco Bay to the north and east, and connected by Oyster Point Boulevard and East Grand Avenue to US 101 to the west, and is roughly one mile north of the San Francisco International Airport (SFO).

The Project Area is defined as the Genentech Campus, which had an existing 2017 baseline of approximately 4.7 million square feet of building space within its 207 acres, at a floor-area ratio (FAR) of approximately 0.52.<sup>2</sup> Several clusters of office, laboratory, manufacturing, and research facilities exist within the Project Area, and these building clusters are known as neighborhood campuses.

- The Lower Campus is located in the northerly portion of the Project Area along the Bay shoreline south of Oyster Point, and contains a mix of manufacturing and warehouse buildings, offices and laboratories, and structures containing the Project Area's primary power and infrastructure facilities.
- The Mid Campus is also located along the Bay shoreline, but sits atop a bluff south of the Lower Campus. The Mid Campus is composed almost exclusively of research and lab facilities, and its existing buildings are grouped into multiple building clusters.
- The Upper Campus is the geographic center of the Project Area and occupies the highest point on the hilltop. The Upper Campus is the center of the Genentech Campus and is composed almost entirely of office and related employee amenity land uses.
- The West Campus begins at East Grand Avenue/Allerton Street and along the base of Point San Bruno Hill. Existing building space within the West Campus includes mostly warehouse and distribution space, generally only one or two stories in height.
- The South Campus fronts the San Francisco Bay and was originally designed and constructed as an individual campus with a mix of office and laboratory space with centralized amenities and two parking garages.

The distribution of building space by neighborhood campus location and use type is shown below in **Table 13-1**.<sup>3</sup>

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<sup>2</sup> Per SSF municipal Code and East of 101 Area Plan, childcare facilities are not included in the FAR totals.

<sup>3</sup> Genentech's latest 2017 Annual Report shows a matching level of total Campus development, but because the Master Plan Update re-organizes the boundaries of neighborhood campuses, the total by neighborhood campus shown in Table 3-1 vary from that Annual Report.

**Table 13-1: Baseline (2017) Building Space by Land Use Type  
(building square feet)**

<b>Land Use Type:</b>	<b><u>Lower Campus</u></b>	<b><u>Mid Campus</u></b>	<b><u>Upper Campus</u></b>	<b><u>West Campus</u></b>	<b><u>South Campus</u></b>	<b><u>Total</u></b>
Office	257,000	82,000	907,000	89,000	230,000	1,566,000
Lab Space / R&D	482,000	469,000	59,000	139,000	568,000	1,718,000
Manufacturing and Distribution	487,000		34,000	764,000		1,285,000
Employee Amenity Space	10,000	2,000	108,000	54,000	23,000	145,000
<b>EIR Baseline, Total</b>	<b>1,237,000</b>	<b>554,000</b>	<b>1,107,000</b>	<b>1,046,000</b>	<b>821,000</b>	<b>4,766,000<sup>1</sup></b>
<b><u>Changes During 2017/2018</u></b>						
Employee Center:			71,000			
Demo (B54 and T06):				-107,000		
Child Care Center				73,000		
New Building 40					170,000	
As of beginning 2019:	<b>1,237,000</b>	<b>554,000</b>	<b>1,179,000</b>	<b>1,012,000</b>	<b>991,000</b>	<b>4,973,000</b>

Notes:

1. EIR baseline totals consistent with 2015/2016 Genentech Annual Report – but are not equal to FAR calculation. Pursuant to SSF Municipal Code and East of 101 Area Plan, childcare facilities are exempt from FAR limitations
2. Baseline totals (pre-2017/2018 changes) are consistent with 2017 Genentech Annual Report

Land use types by building space within the Project Area is generally evenly split between lab space (36% of total building space), office use (33% of total building space) and manufacturing/warehouse (27% of total building space). Employee amenity spaces currently comprise approximately 3% of the total Campus building space. As of the beginning of 2018, two additional buildings (the Employee Center on the Upper Campus, and the Child Care Center in the West Campus) were constructed, and an additional building (Building 40 in the South Campus) was under construction.

These existing land uses are consistent with other surrounding land uses within the East of 101 Area.

## Project Consistency with Regulatory Setting

Land use policies, standards and regulations applicable to the Project Area are contained in the South San Francisco General Plan, the *East of 101 Area Plan*, and the South San Francisco Municipal Code. The Project Area is also within the regulatory jurisdiction of other agencies. Along the Project Area's shoreline, the Bay Trail connects to the San Francisco Bay regional park system within the Bay Conservation and Development Commission's (BCDC) jurisdiction. The entire East of 101 area, including the Project Area, is within the SFO Airport Influence Area (AIA) and subject to rules and regulations of the City/County Association of Governments of San Mateo County (C/CAG) to promote compatibility between SFO and surrounding land uses. No natural community plan or habitat conservation plan is applicable to the Project Area.

Potential conflicts with the General Plan and other plans, policies and regulations do not inherently result in a significant effect on the environment within the context of CEQA. CEQA Guidelines Section 15358(b) states that, "effects analyzed under CEQA must be related to a physical change." CEQA Guidelines Section 15125(d)

further states that an EIR shall discuss any inconsistencies between a proposed project and the applicable general plan in the Environmental Setting section of the document, rather than as an impact. Further, Appendix G (Environmental Checklist Form) of the CEQA Guidelines indicates that a project would result in a significant impact related to land use and planning if it would, “*cause a significant environmental impact* due to a conflict with any applicable land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect” (emphasis added). Accordingly, this section of the EIR provides an evaluation of the overall consistency of the Project with applicable plans, policies and regulations, but the physical impacts that may result from any such conflicts are analyzed in the various impact sections of the EIR.

## **Federal – City/County Association of Governments of San Mateo County**

### Comprehensive Airport Land Use Compatibility Plan for SFO (2012)

The *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (ALUCP) is used by the City/County Association of Governments of San Mateo County (C/CAG) to promote compatibility between the San Francisco International Airport (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.

The Project Area 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 Project Area. As indicated below, the Project 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.

#### *Land Use Safety*

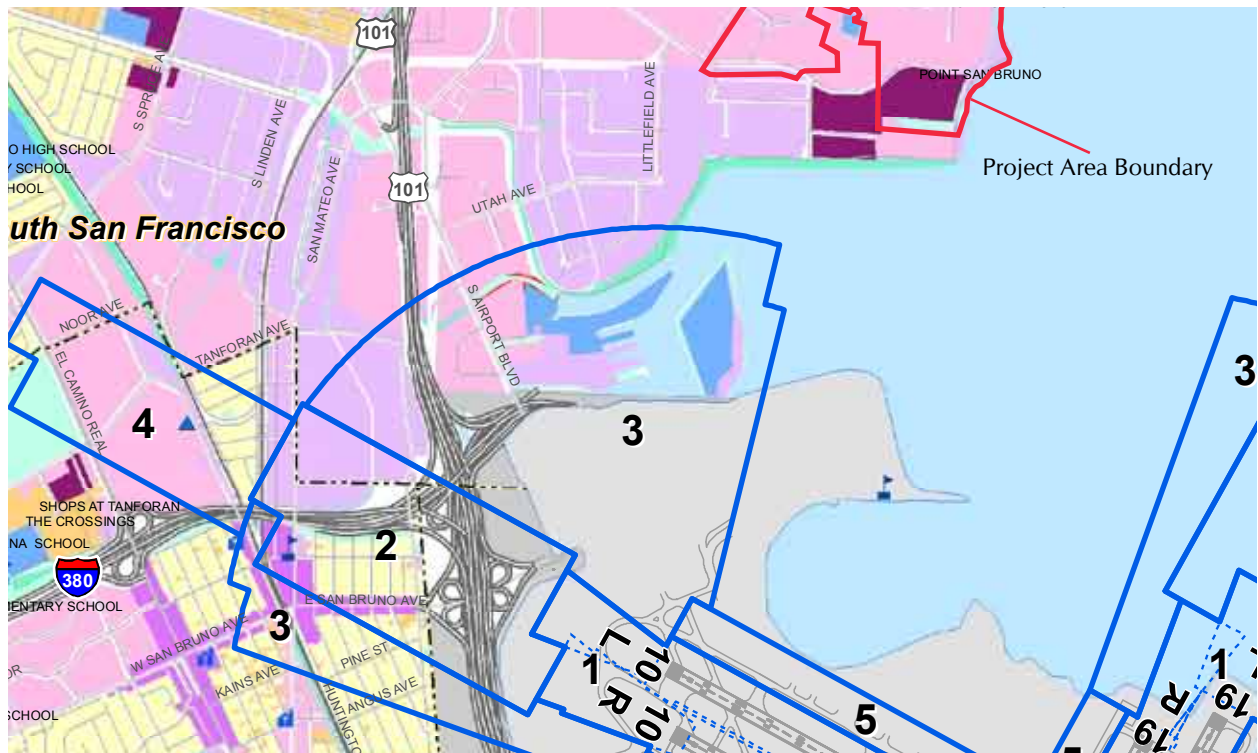
The ALUCP defines five safety zones within its AIA, and land use compatibility standards are established to restrict development of certain types of land uses that could pose particular hazards to the public or to vulnerable populations in case of an aircraft accident.

**Consistency:** As shown on **Figure 13-1**, none of the five safety zones associated with SFO apply to the Project Area. Thus, the ALUCP’s criteria for land use safety do not apply to the Project, and the Project is consistent with these criteria.

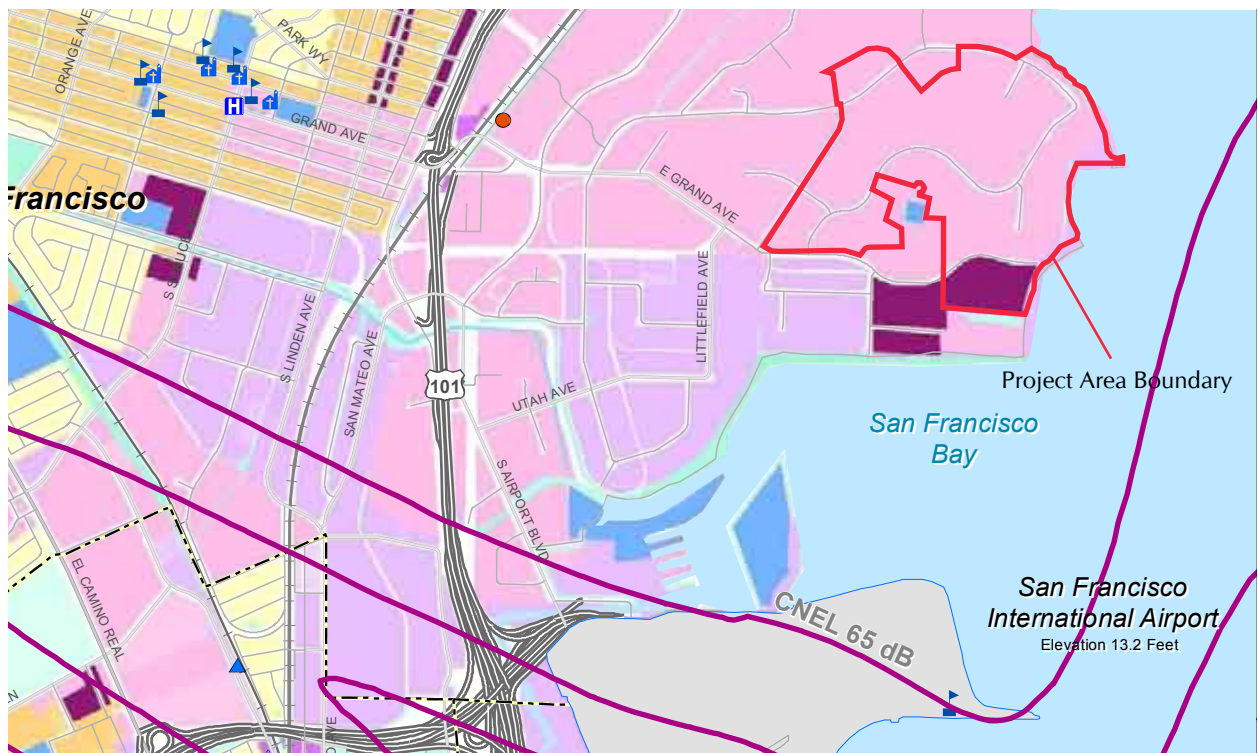
#### *Noise*

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 uses and related structures are considered compatible without restrictions within all of these noise impact areas.

**Consistency:** As shown in **Figure 13-1**, the Project Area is not located within any of the ALUCP-identified noise impact areas. Thus, 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 the Project is consistent with the ALUCP noise criteria.



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

### *Airspace Protection*

The ALUCP includes plans and policies related to the compatibility of proposed land uses and airspace protection. The purposes of these policies are:

- To protect the public health, safety, and welfare by minimizing the public's exposure to potential safety hazards that could be created through the construction of tall structures, and
- to protect the public interest in providing for the orderly development of 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, 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 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.

Consistency: Important building height criteria of the ALUCP applicable to the Project Area include:

- Within the Project Area, new or altered buildings that exceed between 80 feet above mean sea level (AMSL) in the southern portion of the Campus, to 120 feet AMSL in the northerly portion of the Campus, are required to file a Notice of Proposed Construction or Alteration with the FAA.
- As indicated on **Figure 13-2**, the Part 77 airport imaginary surfaces that define potential obstructions to air navigation begin at a horizontal surface of 163.2 feet MSL for a majority of the Project Area, and rise to a height of over 200 feet AMSL in the northerly portion of the Campus. Buildings exceeding the heights of these imaginary surfaces are subject to an aeronautical study prepared by the FAA (known as an Obstruction Evaluation/Airport Airspace Analysis, or OE/AAA review process), and a determination by the FAA that the building is "not a hazard to air navigation".
- As also indicated on **Figure 13-2**, the maximum height at which structures can be considered compatible with airport operations (i.e., the "critical aeronautical surface") within the Project Area ranges from 325 feet AMSL in the South Campus, to as high as 500 feet AMSL in the northwest portions of the Campus. Any proposed structures penetrating these critical surfaces are likely to receive Determinations of Hazard (DOH) from the FAA through the aeronautical study process.





According to the Genentech Campus Master Plan Update, the maximum heights of new buildings within the Campus shall comply with the height regulations and restrictions as established by FAA criteria. Pursuant to these proposed height regulations, new buildings exceeding the FAA Part 77 height limits will be subject to FAA review and may be required to provide marking and/or lighting, or may not be acceptable to the FAA if found to have unexpected impacts to the safety or efficiency of operations at SFO. Compliance with these regulations would ensure that the Project does not result in new buildings that exceed applicable ALUCP building height limits, and would therefore be consistent with the ALUCP criteria. The following **Table 13-2** provides a generalized indication of how these FAA Part 77 surface contours apply to new buildings within the Project Area, and the implications for FAA notification and review (see **Figure 13-3**). To ensure consistency with ALUCP and FAA criteria, any new building exceeding these FAA Part 77 surface heights must apply to the FAA for review, thus ensuring consistency with ALUCP and FAA criteria.

**Table 13-2: Applicable FAA Building Height Regulations and Restrictions**

	<u>Approx. Ground Level</u>	<u>Approx. FAA Part 77 Surface Height</u>	<u>Approx. Building Height Requiring FAA Review <sup>1</sup></u>	<u>FAA Critical Surface Height</u>	<u>Approx. Building Heights Exceeding FAA Critical Surface <sup>2</sup></u>
Lower Campus(Bayview)	10	170	160	425	415
Lower Campus (near Gull)	20	200	180	450	430
Mid Campus (south)	50	163	110	375	325
Mid Campus (near Upper)	80	163	80	425	345
Upper Campus (north of DNA)	90	170	80	450	360
Upper Campus (south of DNA)	100	163	60	450	350
West Campus (near Grand)	30	163	130	350	320
West (near Forbes)	30	180	150	475	445
West (north of Forbes)	30	200	170	500	470
South	20	163	140	325	305

Notes:

1. New buildings exceeding these approximate heights are not expressly prohibited, but are subject to an aeronautical study prepared by the FAA and a determination by the FAA that the building is "not a hazard to air navigation"
2. New buildings may not exceed the Critical Aeronautic Surface heights.

Any proposed building that exceeds the critical aeronautical surface is presumed to be a hazard to aircraft operations and would not be acceptable. The Project does not propose any new buildings that would exceed critical aeronautical surface elevations, and thus is consistent with these ALUCP criteria.





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

## State

### McAteer-Petris Act

The McAteer-Petris Act of 1965 created the San Francisco Bay Conservation and Development Commission (BCDC), and mandated a study of the Bay. The original *San Francisco Bay Plan* was completed and adopted in 1968. The most recent *Bay Plan* was adopted in 2012, including amendments made in 2011 to address climate change. In 2017, BCDC initiated two amendments to the Bay Plan to address fill for habitat projects, and to address social equity and environmental justice. These amendments processes are currently underway.<sup>4</sup>

The *Bay Plan* includes two essential components: policies to guide future uses of the Bay and shoreline, and maps that apply these policies to the present Bay and shoreline. The area over which BCDC has jurisdiction includes the San Francisco Bay (all areas that are subject to tidal action including sloughs, marshlands located within five feet above mean sea level, tidelands, and submerged lands); a shoreline band between the Bay shoreline and 100 feet landward of that line; salt ponds; managed wetlands, and other certain waterways. Within the BCDC shoreline jurisdiction, the *Bay Plan* specifies that certain water-oriented land uses should be permitted on the shoreline as a priority use, and that BCDC may deny applications for BCDC permits [for projects within the shoreline band and subject to BCDC jurisdiction] that fail to provide maximum feasible public access to the Bay and the shoreline.

The Project Area is immediately adjacent to the shoreline band and other jurisdictional areas, where certain *Bay Plan* policies (including, but not limited to those listed below) may be relevant:

- Projects should be sited and designed to avoid, or if avoidance is infeasible, minimize adverse impacts on any transition zone present between tidal and upland habitats. Where a transition zone does not exist and it is feasible and ecologically appropriate, shoreline projects should be designed to provide a transition zone between tidal and upland habitats.
- Diversions of fresh water should not reduce the inflow into the Bay to the point of damaging the oxygen content of the Bay, the flushing of the Bay, or the ability of the Bay to support existing wildlife.
- All projects (other than repairs of existing facilities, small projects that do not increase risks to public safety, interim projects and infill projects within existing urbanized areas) should be designed to be resilient to a mid-century sea level rise projection. If it is likely the project will remain in place longer than mid-century, an adaptive management plan should be developed to address the long-term impacts that will arise based on a risk assessment using the best available science-based projection for sea level rise at the end of the century.
- New shoreline protection projects and the maintenance or reconstruction of existing projects and uses should be authorized if:
  - a) the project is necessary to provide flood or erosion protection for existing development, use or infrastructure, or proposed development, use or infrastructure that is consistent with other *Bay Plan* policies
  - b) the type of the protective structure is appropriate for the project site, the uses to be protected, and the erosion and flooding conditions at the site

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<sup>4</sup> <http://www.bcdc.ca.gov/planning/>

- c) the project is properly engineered to provide erosion control and flood protection for the expected life of the project based on a 100-year flood event, taking into account future sea level rise
  - d) the project is properly designed and constructed to prevent significant impediments to physical and visual public access; and
  - e) the protection is integrated with current or planned adjacent shoreline protection measures. Professionals knowledgeable of the Commission's concerns, such as civil engineers experienced in coastal processes, should participate in the design.
- Shore areas not proposed to be reserved for a priority use should be used for any purpose (acceptable to the local government having jurisdiction) that uses the Bay as an asset and in no way affects the Bay adversely. This means any use that does not adversely affect enjoyment of the Bay and its shoreline by residents, employees, and visitors within the site area itself or within adjacent areas of the Bay or shoreline.
  - Public access should be sited, designed and managed to prevent significant adverse effects on wildlife.
  - Public access improvements provided as a condition of any approval should be consistent with the project and the physical environment, including protection of Bay natural resources, such as aquatic life, wildlife and plant communities, and provide for the public's safety and convenience. The improvements should be designed and built to encourage diverse Bay-related activities and movement to and along the shoreline, should permit barrier free access for persons with disabilities to the maximum feasible extent, should include an ongoing maintenance program, and should be identified with appropriate signs.
  - Whenever public access to the Bay is provided as a condition of development, on fill or on the shoreline, the access should be permanently guaranteed. This should be done wherever appropriate by requiring dedication of fee title or easements at no cost to the public, in the same manner that streets, park sites, and school sites are dedicated to the public as part of the subdivision process in cities and counties. Any public access provided as a condition of development should either be required to remain viable in the event of future sea level rise or flooding, or equivalent access consistent with the project should be provided nearby.
  - Access to and along the waterfront should be provided by walkways, trails, or other appropriate means and connect to the nearest public thoroughfare where convenient parking or public transportation may be available. Diverse and interesting public access experiences should be provided which would encourage users to remain in the designated access areas to avoid or minimize potential adverse effects on wildlife and their habitat.

Consistency: The Project does not specifically propose any development within the 100-foot shoreline band or other lands subject to BCDC jurisdiction, and thus the majority of Bay Plan policies do not apply. The Project Area is immediately adjacent to the shoreline band, but does not result in any inconsistencies with the environmental protection and public access policies listed above. If Genentech were to consider any development within BCDC jurisdiction in the future, such development proposal would be subject to BCDC's Shoreline Development Permit process.

#### *Genentech's BCDC Permits*

Genentech holds two BCDC permits - Permit #18-74(A) and -74(B) originally issued in 1975 and as amended through December 2009, and Permit #MO5-9 issued August 2006. Among other matters, these permits require Genentech to:

- provide, improve and use approximately 2.5 acres for public access to and along the Bay shoreline along the Lower Campus (including irrigated landscaping, a public access pathway and connector paths, public amenities and public access signs, and parking), and to make the Building 4 parking lot available to the general public on the weekends and after normal business hours for those using the public access areas (Permits #18-74(A&B), and to
- construct, use, and maintain a 12-foot-wide public access trail along approximately 2,335 feet of shoreline along 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 (Permit #MO5-9)

Consistency: The Project does not propose any development or other activity or use that would be inconsistent with these existing BCDC permits. If Genentech were to propose modifications to these permits (e.g., to suggest a relocation of provided public parking facilities), such a proposal would be subject to BCDC's Shoreline Development Permit process.

## Local

### South San Francisco General Plan (1999)

#### *Land Use Element*

The Land Use Element of the City of South San Francisco General Plan outlines the framework that guides land use decision-making, provides the General Plan land-use classification system, and outlines citywide land use policies.

According to the General Plan Land Use Diagram (see **Figure 13-4**), the entire Project Area is designated as Business and Technology Park, and the South Campus is also combined with a Coastal Commercial designation. The General Plan Land Use Element policies and guidelines applicable to the Business and Technology Park and Coastal Commercial Land Use designations, and the Project's consistency with these policies and guidelines, is discussed below.

**Building Intensity:** The General Plan establishes density/intensity standards for each use classification. Maximum permitted ratio of gross floor area to site area (FAR) is specified for non-residential uses. Building area devoted to structured or covered parking is not included in FAR calculations for non-residential developments. According to Table 2.2-2 of the Land Use Element, the base FAR permitted in the Business and Technology Park land use designation is 0.5, but an increase to a maximum FAR of 1.0 is permitted with implementation of a TDM Program and discretionary design standards.

Consistency: The Project represents new development located within the City's designated Business and Technology Park land use designation, and will have an ultimate FAR of 1.0. Accordingly, the Project is required by City Municipal Code to achieve a TDM trip reduction rate of 35 percent. The Project proposes a TDM goal of a 50 percent reduction in drive-alone arrivals to the Campus prior to buildout, and establishes a Trip Cap that is equal to the number of AM peak hour single-occupant vehicle trips as assumed in the 2007 MEIR, while still growing in building space and employees. The combination of a TDM goal of 50 percent and the Trip Cap will far exceed the City's TDM requirement. Thus, the Project's proposed Campus-wide limit for the Project at an FAR of 1.0, combined with required Design Review for new development, is fully consistent with the building intensity policies of the General Plan Land Use Element.

BTP - Business Technology Park  
 MI - Mixed Industrial  
 COAC - Coastal Commercial  
 BC - Business Commercial  
 PR - Park and Recreation  
 OS - Open Space



**Figure 13-4**  
**South San Francisco General Plan, Land**  
**Use Diagram**



Source: <http://zoning.ssf.net/>

**Height Limits:** Figure 2-2 of the General Plan Land Use Element established airport-related height limits, based on the ALUCP. For the majority of the Project Area, this height limit is identified as 161 feet, and up to 211 feet in the northerly portion of the Project Area.<sup>5</sup>

Consistency: As indicated above, the ALUCP has been amended and updated since the 1999 General Plan, and effective height regulations and limitations are now more precisely defined. The Project proposes zoning changes that would be consistent with these new definitions of FAA-established height limits. These new ALUCP regulations allow new buildings to be as tall as:

- the maximum currently effective (per the 2012 ALUCP) FAA Part 77 air surfaces, or
- taller than the FAA Part 77 air surface, if additional FAA review determines a “no hazard”
- Buildings are prohibited if their height exceeds FAA critical surface heights, or if they are found to be a hazard to aircraft or airport operations based on FAA review.

The Project proposes zoning changes based on these newer ALUCP criteria, which are thus consistent with the General Plan height limits.

**Permitted Land Uses:** The Business and Technology Park land use designation provides locations for a mix of corporate headquarters, research and development facilities and other offices in a campus-like environment. Permitted uses include incubator-research facilities, prototype manufacturing, testing, repairing, packaging, publishing and printing as well as offices and research facilities. Marinas and shoreline-oriented recreation are allowed in light of the shoreline location. Warehousing, distribution, manufacturing and small-scale retail and service uses serving local employees and visitors may be permitted as secondary uses. All development is subject to high design and landscape standards.

Consistency: The Project provides for new growth and development of office, lab/research and development and other ancillary employee-serving amenity uses within the Genentech Campus, and provides for continuation of high-level landscaping and design. The Project’s proposed land uses and facilities are fully consistent with the permitted land uses under the General Plan Land Use Element.

#### *Planning Sub-Areas Element, East of 101*

The Planning Subareas Element of the City General Plan established policies specific to individual planning sub-areas in the city. Policies in this element complement citywide policies included in the Land Use and other Elements. Areas requiring special emphasis in the City’s planning process include the East of 101 Area. As South San Francisco’s employment base, the East of 101 area is expected to accommodate a major share of South San Francisco’s new non-residential development. The East of 101 Sub-area Element policies of the General Plan are identified and assessed for Project consistency in **Table 13-3**, below.

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<sup>5</sup> Figure 2-3 of the Land Use Element indicates that, “For areas subject to airport-related height limitations, building heights must be in accordance with the limits indicated in the most recently adopted Comprehensive Airport Land Use Plan.”



**Table 13-3: Consistency with General Plan Policies of the East of 101 Sub-Area Element**

<b><u>Guiding Policies</u></b>	
<i>Policy 3.5-G-1:</i> Provide appropriate settings for a diverse range of non-residential uses.	<b>Consistent:</b> The Project includes an expected range of office, laboratory, amenity and other biotechnology-related uses, and does not include any residential uses
<i>Policy 3.5-G-2:</i> Direct and actively participate in shaping the design and urban character of the East of 101 area.	<b>Consistent:</b> The Project (the Master Plan Update) includes an Urban Design chapter specifically intended to help further shape the design and urban character of the Project Area.
<i>Policy 3.5-G-3:</i> Promote campus-style biotechnology, high technology, and research and development uses.	<b>Consistent:</b> The Project is a Master Plan Update that promotes campus-styled biotechnology and R&D land uses within the Project Area.
<i>Policy 3.5-G-4:</i> Use the East of 101 Area Plan as a guide for detailed implementation of General Plan policies.	See further discussion below regarding East of 101 Area Plan
<b><u>Implementing Policies</u></b>	
<i>Policy 3.5-I-1:</i> Maintain the East of 101 Area Plan as the detailed implementation guide for the area; amend it as appropriate for consistency with the General Plan. This includes design review of projects in accordance with policies established in the Design Element of the East of 101 Area Plan.	See further discussion below regarding East of 101 Area Plan
<i>Policy 3.5-I-5:</i> Do not permit any residential uses in the East of 101 area.	<b>Consistent:</b> The project does not include any new residential uses.
<i>Policy 3.5-I-4:</i> Unless otherwise stipulated in a specific plan, allow building heights in the East of 101 area to the maximum limits permissible under Federal Aviation Regulations Part 77.	<b>Generally Consistent:</b> The Project proposes zoning changes that would allow new buildings to be as tall as the maximum height of the FAA Part 77 air surfaces, or to exceed the FAA Part 77 surfaces if additional FAA review concludes in a “no hazard” determination. Building heights that would exceed FAA critical surface heights or that are found to be a hazard to aircraft or airport operations would be prohibited. These proposed regulations and restrictions represent a more accurate interpretation of applicable FAA criteria.
<i>Policy 3.5-I-5:</i> Do not vary permitted maximum development intensities based on lot size.	<b>Consistent:</b> The Project establishes one uniformly applied FAR of 1.0 across the entire Project Area
<i>Policy 3.5-I-7:</i> Prepare signage and streetscape plan for the areas designated as Business Commercial and Business and Technology Park on the General Plan Diagram, treating the entire area as one large campus, with unified signage and orchestrated streetscapes that make wayfinding easy and pleasant.	<b>Consistent:</b> The Project includes continuation of the existing streetscape and signage program as currently exists within the Project Area (i.e., within the Genentech Campus)
<i>Policy 3.5-I-8:</i> Encourage the development of employee-serving amenities with restaurants, cafes, and support - commercial establishments such as dry-cleaners, to meet the needs of the employees in the East of 101 area. Such uses could be located within independent centers or integrated into office parks or technology campuses.	<b>Consistent:</b> The Project provides for, and anticipates, expansion of employee-serving amenity uses as an integral component of new growth and development in the Project Area.

**Table 13-3: Consistency with General Plan Policies of the East of 101 Sub-Area Element**

<i>Policy 3.5-I-9: Examine the feasibility of developing a shoreline park at the terminus of East Grand Avenue.</i>	The terminus of East Grand Avenue is now at the Genentech South Campus. The South Campus was developed in 2002 as the Britannia East Grand project, and its construction precludes development of a shoreline park in this area. This inconsistent condition already exists and is not attributable to the Project. Thus, the Project is neither consistent nor inconsistent with this policy. Opportunities for a shoreline park near the terminus of East Grand Avenue are further to the south, not within the Project Area.
<i>Policy 3.5-I-11: Do not permit any new warehousing and distribution north of East Grand Avenue or in areas designated Business Commercial.</i>	<b>Consistent:</b> The majority of the Project Area is located north of East Grand Avenue, and the Project does not propose any new warehouse or distribution uses. The Project Area does include existing warehouse and distribution land uses that may be retained into the future, or that may be redeveloped for new office and lab space.
<i>Policy 3.5-I-13: Facilitate waterfront enhancement and accessibility</i>	<b>Consistent:</b> The Project Area includes shoreline public access along the Bay Trail, which will be retained as part of the Project. The Project (the Urban Design chapter of the Master Plan Update) also anticipates enhanced access to the shoreline Bay Trail with additional bike and pedestrian trail connections as part of new individual development projects that may occur nearest the shoreline. These enhanced access improvements would require BCDC review and consent, but would be consistent with BCDC objectives to facilitate waterfront access.

### *Economic Development Element*

Although not required by State law, the city's Economic Development Element of the General Plan provides a policy framework for ensuring South San Francisco's long-term competitiveness in the region. This Element outlines the City's economic development objectives, serves to ensure that economic decision-making is integrated with other aspects of the city's development, and provides a framework for detailed implementing actions. The Economic Development Element address a wide range of economic development sectors, but includes the following specific to the Project:

***"Policy 6-I-6: Create a task force of biotech/R&D industry leaders to work toward the creation of a campus environment in the East of 101 area, and to promote the area as a high amenity growth-based industrial activity center.***

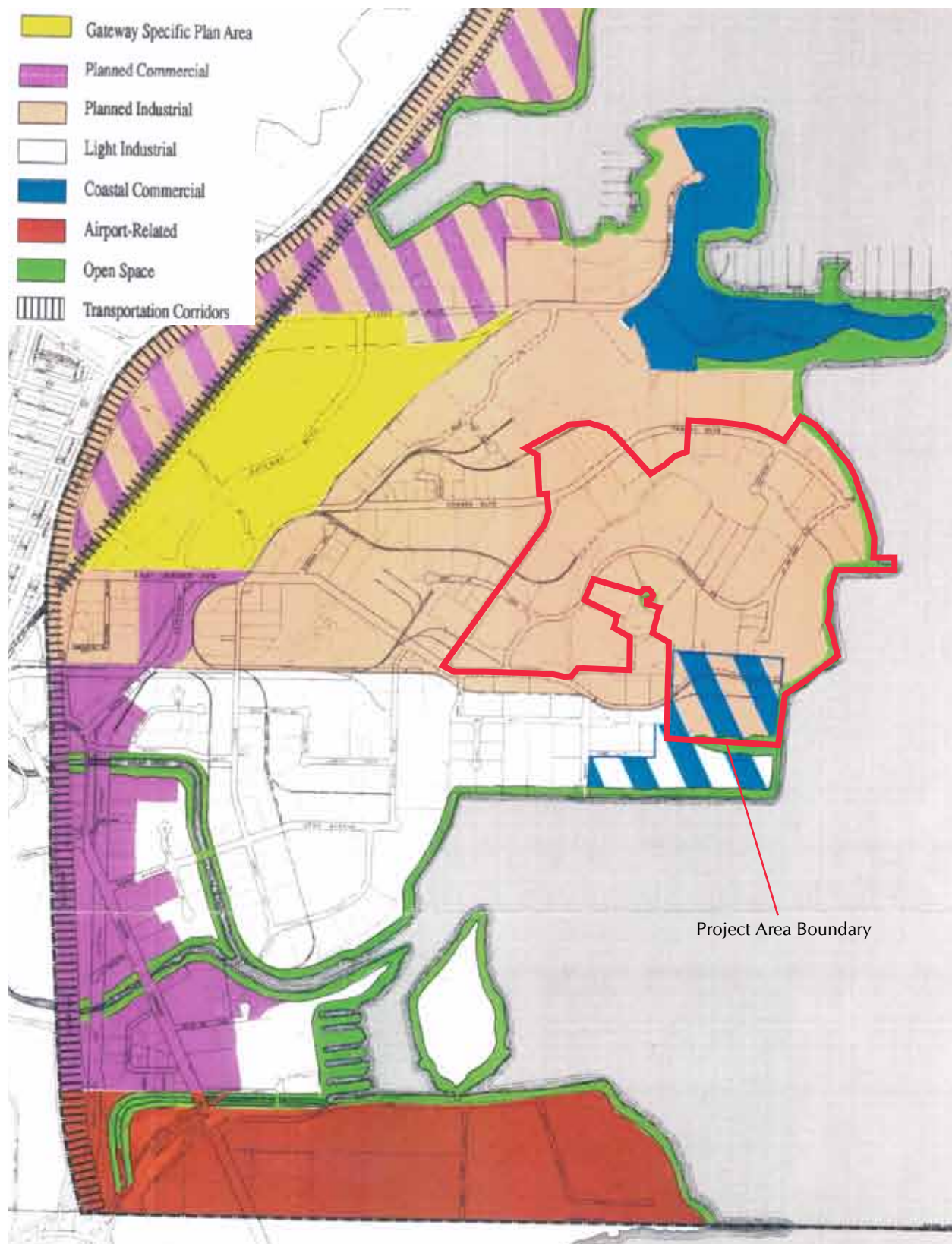
*The biotech/R&D industry is South San Francisco's largest industrial cluster. While the provisions of the General Plan permit a doubling of current employment at Plan buildout, many other cities are also targeting similar development. The most likely source of competition is likely to be the Mission Bay project in San Francisco, which includes the new UCSF biotech/R&D campus. It is vital that the City strives to create an environment that is beneficial in realizing this potential and maintains the City's competitive edge. The creation of a campus environment in the East of 101 area would not only enhance the prestige of South San Francisco as the biotech/R&D capital, but also promote the City as a high amenity location for these activities. This concept would include a high level of landscaping and design, a unified signage and wayfinding system, orchestrated streetscapes, nearby services including child care programs, and access to parkland or open space."*

**Consistency:** The Project is a direct example of the type of development promoted pursuant to this Economic Development policy. Genentech is a biotechnology leader and is firmly established in the East of 101 Area with an already well-defined campus. The Project provides for new growth and development within the Genentech Campus, and provides for continuation of high-level landscaping and design, a unified signage and wayfinding system, orchestrated streetscapes, nearby services including child care programs, and access to park land or open space.

East of 101 Area Plan (adopted 1994)

The Project Area is located within the *East of 101 Area Plan*. This Area Plan provides detailed implementation guidelines for the area, principally used to provide direction related to project design and certain other facets of development not otherwise covered in the General Plan or other City plans. As indicated in **Figure 13-5**, the *East of 101 Area Plan* designates the Project Area as Planned Industrial, with the South Campus shown as a combined designation with Coastal Commercial. The land use plan was intended to provide a balance between industrial and commercial development, and designed to accommodate market demands for expansion. All development in the East of 101 Area is to be consistent with the provisions of these land use categories, and with those policies that are specifically related to the Project Area and assessed for consistency in Table 13-4, below.

**Consistency:** As indicated in **Table 13-4**, the Project is fully consistent with those broad Area Plan policies that promote planned industrial office and commercial uses. The Project is also consistent with policies that encourage or promote development that enhances net revenues to the City, creates quality jobs for South San Francisco and that respects and is in character with the Bay environment. In addition to the specific policies mentioned above, the *East of 101 Area Plan* also lists guiding policies to control the design of individual buildings, sites, and streetscape, including policies related to parking, loading, and access design; landscaping and lighting; utility lines; fencing and screening; open space; and signage.



**Figure 13-5**  
**East of 101 Area Plan, Land Use Map**



Source: South San Francisco, *East of 101 Area Plan*

**Table 13-4: Consistency with East of 101 Area Plan Policies for Planned Industrial Land Uses**

The Planned Industrial land use category includes industrial parks, light manufacturing, distribution wholesale and warehouse uses office uses and research and development. Incidental retail sales and commercial service uses are also allowed in the Planned Industrial category. The principal development and employment-generating uses allowed in this district are characterized by research, product development and related activities. Small business space offices and support retail intended to serve the immediate area are also conducive to the Planned Industrial land use. The quality of on-site improvements in this area will commonly be higher than the Light Industrial category. The Planned Industrial land use category is intended to accommodate campus-like environments for corporate headquarters research and development facilities and office or warehouse uses in high quality buildings

**Consistent:** The Project provides for expansion and growth of land uses as defined in the East of 101 Area Plan as research and development, with incidental employee-serving ancillary retail and service uses. The Project provides for continuation and enhancement of the campus-like environment for the Genentech corporate facilities, with high quality buildings and on-site improvements.

Policy LU-5a: Uses allowed in the Planned Industrial category shall typically include non-nuisance light manufacturing, incubator facilities, testing, repairing, packaging, publishing and printing offices, administrative activities, research and development facilities big-box retail and warehouse sales, freight forwarding, warehousing, distribution centers and facilities, customs brokerages, offices, service businesses that serve the uses described above, marinas and shoreline-oriented recreation.

**Consistent:** The Project consists of new and existing office and administrative facilities, research and development, biotechnology manufacturing, warehouse and distribution facilities, and services that serve the uses described above, fully consistent with this policy.

Policy LU-5b: The maximum allowed Floor Area Ratio in the Planned Industrial category is 0.55. Structured parking areas ancillary to the main use on a site are excluded from the Floor Area Ratio calculations.

LU Policy 7b: The maximum allowed Floor Area Ratio in the Coastal Commercial category is 0.60.

*Policy LU-15:* Maximum allowed Floor Area Ratios for the land use categories in Policies LU-4 through LU-7 shall apply only to new construction Where existing buildings on a site exceed the allowed FAR they may be replaced or remodeled with buildings up to the existing FAR on the site provided that all new construction meets all other policies of this Plan and all other codes and regulations in effect at the time of construction

Policy LU-17: The maximum allowed Floor Area Ratio may be exceeded through development of a Master Plan, provided the Planning Commission conduct a one-time review of the Master Plan and determines that sufficient roadway and infrastructure capacity exists to accommodate greater FARs at the facility. After such review, future developments at the facility can exceed the FARs allowed, without additional Planning Commission review as long as they are consistent with the Master Plan.

**Consistent:** The prior 2007 Master Plan anticipated a buildout potential of up to 6 million square feet, at an FAR of 0.69 – exceeding the East of 101 Area Plan limit of 0.55. This increased FAR was permitted pursuant to approval of that 2007 Master Plan. Similarly, the Project proposes increasing the buildout potential of the Project Area up to 9 million square feet, at an FAR of 1.0. The 1.0 FAR is consistent with the underlying Genentech Master Plan zoning district, provided the temporary buildout limitation (expected through year 2016) is removed, as proposed pursuant to the Project.

**Table 13-4: Consistency with East of 101 Area Plan Policies for Planned Industrial Land Uses**

<p><i>Policy LU-7a:</i> Uses allowed in the Coastal Commercial category shall typically include business and professional services, administrative and business offices, convenience sales, restaurants, personal services, repair services, limited retail sales, hotel and motel uses with a coastal orientation, recreational facilities and marinas.</p>	<p><b>Consistent:</b> The combined Coastal Commercial/ Planned Industrial designation enables additional land uses that may not be fully consistent with one or the other land use designation. As indicated above, the Project is fully consistent with the Planned Industrial category, and does not need to be simultaneously consistent with the Coastal Commercial category.</p>
<p><i>Policy LU-11:</i> In areas in a mixed Coastal Commercial/ Planned Industrial or Coastal Commercial/ Light Industrial category, any industrial uses should be transitional. The City deems Coastal Commercial uses to be most appropriate in these areas and such uses are encouraged.</p>	<p><b>Consistent:</b> At the time the Britannia East Grand project (now South Campus) was incorporated into the Genentech Master Plan zoning district, the accompanying City Resolution concluded that the proposed Zoning Map and Text Amendments and Master Plan Amendments were “consistent and compatible with all elements of the City of South San Francisco General Plan.” The General Plan includes policies and programs that are designed to encourage the development of high-technology campuses in the East of 101 Area. The Project is a continuation and expansion of such high-technology campus uses.</p>
<p><i>Policy LU-13:</i> No residential development shall occur in the East of 101 Area.</p>	<p><b>Consistent:</b> The Project does not include any residential land use.</p>
<p><i>Policy LU-16:</i> The City shall encourage development of campus settings and planned growth for multiple-parcel developments and shall promote the development of facility Master Plans and design standards that meet the Area Plan objectives. Master Plans shall include specific commitments to high quality design that meet the City goals for a site. The minimum size for a Master Plan site is 20 acres.</p>	<p><b>Consistent:</b> The Project provides for new growth and development within a campus setting (the approximately 207-acre Genentech Campus), and provides for continuation of high-level landscaping and design, a unified signage and wayfinding system, orchestrated streetscapes, nearby services including child care programs, and access to park land or open space.</p>
<p><i>Policy LU-18:</i> Noxious industrial uses that emit odors or large quantities of air pollutants or are visually unattractive shall not be allowed in the East of 101 Area. This restriction includes meat processing plants above-ground flammable liquid storage and other similar intensive industrial uses.</p> <p><i>Policy LU-19:</i> Uses that emit loud noise or create hazardous materials, water contaminants, or other pollutants shall only be allowed in the East of 101 Area after review by the Planning Commission which must find in addition to any other required findings that a proposed use would include all feasible measures to mitigate such adverse impacts and that the use would also have mitigating benefits such as employment creation or revenue generation.</p>	<p><b>Consistent:</b> The Project Area includes industrial/manufacturing activities and anticipates expansion of lab/R&amp;D uses, but those activities are, and will be operated in a manner as to not emit noxious odors or large quantities of air pollutants, and designed to be visually attractive.</p> <p>Use of hazardous materials or generation of hazardous materials, water contaminants, or other pollutants that maybe associated with the Project will be regulated to avoid adverse impacts (see other relevant chapters of this EIR).</p>
<p><i>Policy LU-23:</i> Maximum heights of buildings in the East of 101 Area shall not exceed the maximum heights established by the Airport Land Use Commission based on Federal Aviation Regulations Part 77 Criteria.</p>	<p><b>Generally Consistent:</b> The Project proposes zoning changes that would allow new buildings to be as tall as the maximum height of the FAA Part 77 air surfaces, or to exceed the FAA Part 77 surfaces if additional FAA review concludes in a “no hazard” determination. Building heights that would exceed FAA critical surface heights or that are found to be a hazard to aircraft or airport operations would be prohibited. These proposed regulations and restrictions represent a more accurate interpretation of applicable FAA criteria.</p>



**Table 13-4: Consistency with East of 101 Area Plan Policies for Planned Industrial Land Uses**

<i>Policy LU-24:</i> Retail and personal services shall be encouraged throughout the area to serve the employees of the East of 101 Area. In the Light Industrial and Planned Industrial categories, dedicated retail space may be included in a development without being applied to the allowed FAR, provided such development includes adequate parking and does not exceed 10 percent of the building square footage of a project.	<b>Consistent:</b> The Project provides for and anticipates expansion of employee-serving amenity uses (such as on-site retail and personal services) as an integral component of new growth and development in the Project Area. The amount of proposed employee-serving amenity uses (approximately 305,000 sf) represents approximately 7% of the total Project (4,239,000 SF), thus not exceeding 10 percent of the total.
<i>Policy LU-26:</i> Childcare facilities may be built as part of a commercial or industrial development and shall not be counted as part of the Floor Area Ratio of the project.	<b>Consistent:</b> The Project Area includes child-care facilities and may include expansion of such facilities in the future.
<i>East of 101 Area Development Potential:</i> The East of 101 Area could probably accommodate a total of 16,491,304 square feet of new building area. This would result in a total building area of 34,588,073 square feet in the East of 101 Area <sup>6</sup>	<b>Consistent:</b> Based on the traffic model inputs for cumulative buildout in the East of 101 Area as used in this EIR, the cumulative scenario (which includes approximately 9 million square feet in the Project Area) shows a total of approximately 33.8 million square feet of building space. This is within the probable development potential of approximately 34.6 million square feet as estimated in the East of 101 Area Plan.

### General Plan and East of 101 Area Plan Policies Regarding Steep Slopes

#### *General Plan Health and Safety Element*

The 1999 South San Francisco General Plan Health and Safety Element contains policies designed to minimize the risks associated with development in areas of seismic hazards. As such, the South San Francisco General Plan Health and Safety Element has set forth specific guidelines with respect to site treatment and building design and the unique geological hazards of the area. As indicated in the Health and Safety Element, *“the strong ground motions that occur during earthquakes are capable of inducing landslides, generally where unstable soil conditions already exist. The parts of the San Francisco Bay region having the greatest susceptibility to landsliding are hilly areas underlain by weak bedrock units of slope greater than 15 percent. In South San Francisco this hazard is primarily located on the southern flank of San Bruno Mountain in the Terrabay development and near Skyline Boulevard.* Implementing Policy 8.1-2 provides that:

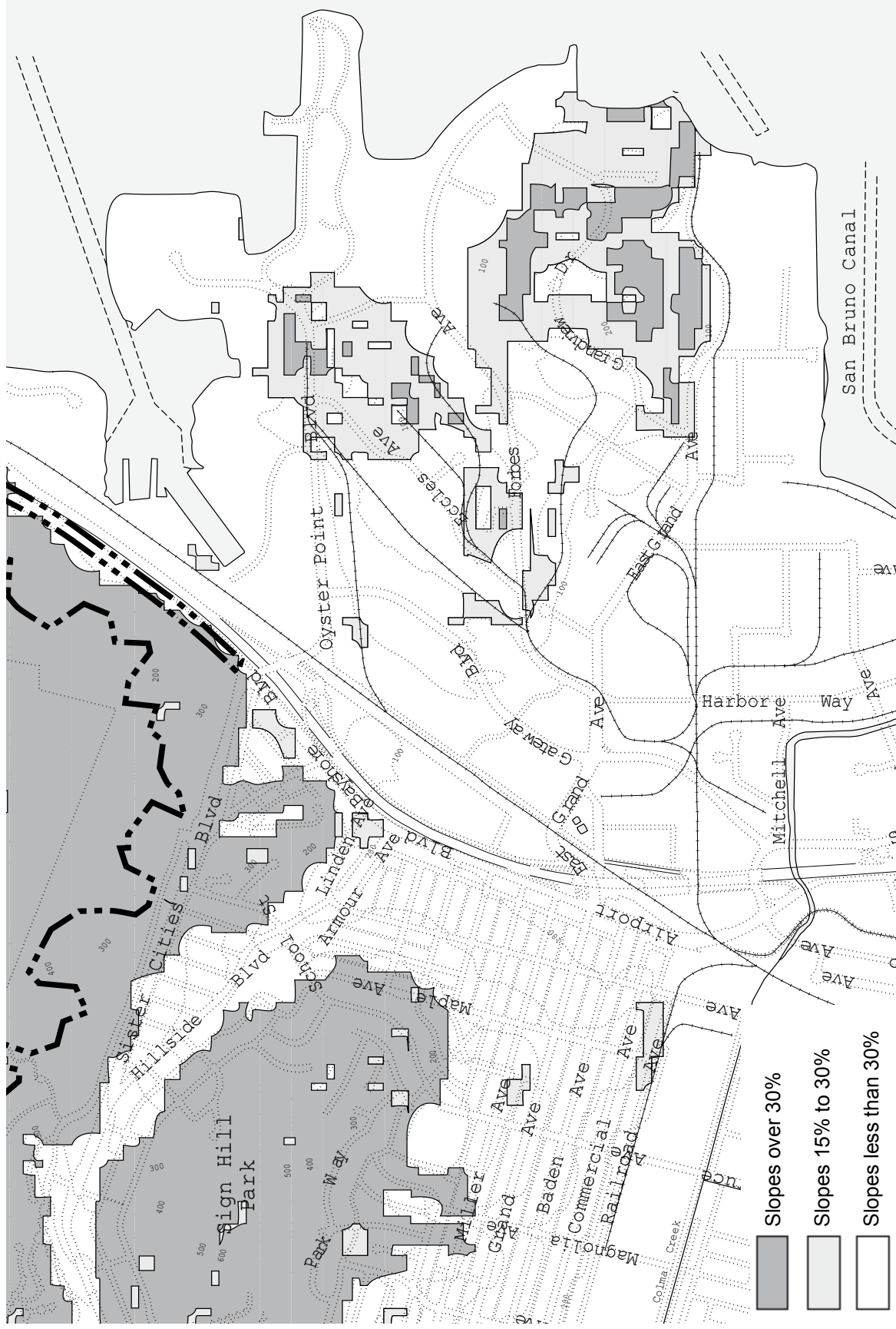
*“Steep hillside areas (i.e., slopes in excess of 30 percent grade) should be retained in their natural state. Development of hillside sites should follow existing contours to the greatest extent possible. Grading should be kept to a minimum.”*

As indicated in **Figure 13-6**, the East of 101 Area of South San Francisco generally does not contain steep slopes, except for portions of the Genentech Campus that are at and below Point San Bruno Hill.

#### *East of 101 Area Plan*

The East of 101 Area Plan includes a Geotechnical Safety Element (Chapter 10). This chapter provides policies to ensure acceptable protection of people and development from the risks associated with geotechnical hazards in the East of 101 Area. Among these policies is Policy Geo-9 regarding steep slopes:

<sup>6</sup> East of 101 Plan, Table 1: Area Plan Development Potential



**Figure 13-6**  
**General Plan Health and Safety Element, Slope Map**



***“Policy GEO-9: Steep hillside areas in excess of 30 percent grade shall be retained in their natural state. Development of hillside sites should follow existing contours to the greatest extent possible and grading should be kept to a minimum.”***

*“The slopes of San Bruno Point Hill may exceed 30 percent grade. The hill is a visually prominent landmark in the East of 101 Area and should be preserved. In addition, the slopes of the hill may have unstable conditions due to their steep grade. Therefore, preservation of the natural landmark should continue and development shall not encroach upon the slopes of the hillside.”*

**Consistency:** This EIR’s Project Description identifies general locations where new development or redevelopment pursuant to the Master Plan Update is most likely to occur, indicated as “Opportunity Sites” throughout the Campus. Among these identified Opportunity Sites are certain areas of steep topography (i.e., slopes in excess of 30 percent grade) that has presented a challenge to cohesive campus planning, separating lower portions of the Campus from the upper portions of the Campus by elevation. The Project Descriptions indicates that it is possible for new buildings, potentially including new parking structures, to be constructed into the base or sides of these hillsides, such that the top portions of these new buildings could serve as a “bridge” linking the upper and lower elevations of the Campus together. The environmental implications of development on these steeper Opportunity Areas have been fully analyzed elsewhere in this EIR.

- Chapter 9: Geology includes an evaluation of potential impacts related to the risk of landslides and slope instability on these identified hillside Opportunity Sites, and Mitigation Measure Geology 2 - Geotechnical Requirements for Hillside Opportunity Sites, specifically requires site-specific geotechnical studies to be conducted for each new development at hillside Opportunity Sites, with implementation of site specific recommendations as part of detailed plans for subsequent development at these sites. These geotechnical studies must include site-specific geotechnical recommendations to address the stability of existing and proposed slopes and the stability of proposed excavations, detailed recommendations addressing the stability of the underlying bedrock, appropriate shoring systems to be used to ensure the stability of excavations, evaluation of drainage and infiltration, installation of horizontal drains to remove seepage, and construction of buttress wall at the base of the slopes to reduce the risk of damage.
- Chapter 5: Aesthetics includes an evaluation of potential impacts related to the loss of views of the Point San Bruno Hill, concluding that redevelopment of steeper Opportunity Sites does not include substantial re-grading that would encroach into the steep sides of the Point San Bruno Hill and would not modify the natural landform of Point San Bruno Hill, and thus would not result in significant impacts related to views of this landmark geologic feature.

However, development of steeper Opportunity Sites is not consistent with the direction of Policy Geo-9 of the East of 101 Area Plan requiring that steep hillside areas in excess of 30 percent grade “shall be” retained in their natural state. Development of steeper Opportunity Sites is also not fully consistent with Policy 8.1.2 of the General Plan Health and Safety Element, which less directly provides that steep hillside areas (i.e., slopes in excess of 30 percent grade) “should be” retained in their natural state.

Pursuant to pending General Plan update efforts, the Planning Commission and City Council may choose to consider amendments to these policies to provide further clarification. Absent a revision or modification to the policies in the East of 101 Area Plan, Opportunity Sites identified on any slopes greater than 30% will be subject to further review, including an individual determination of whether Mitigation Measure Geology 2 (Geotechnical Requirements for Hillside Opportunity Sites) demonstrates an alternative means of complying with the underlying purpose of these policies to address the susceptibility of hillside areas to landsliding.

### South San Francisco Municipal Code

The South San Francisco Municipal Code, Title 20: Zoning, section 20.260.001 establishes the Genentech Master Plan zoning district, and prescribes land use regulations for facility-wide development in accordance with the 2007 Genentech Facilities Ten-Year Master Plan. The entire Project Area is located within the Genentech Master Plan zoning district (see **Figure 13-7**). Under these zoning regulations, new development is required to comply with the development standards and requirements set forth in the Business Technology Park zoning district and conditions of prior City approvals, except for certain specific development standards and requirements that uniquely apply to the Genentech Master Plan zoning district. The purposes of the unique Genentech Master Plan zoning district's development standards are:

- To establish a facility-wide architectural character, a system of open space elements and a pedestrian and vehicular circulation plan linking buildings and uses together in a flexible, logical and orderly manner for the Genentech all lots of record and their structures owned or leased by Genentech and reclassified such that the uniform regulations and requirements covered by the Genentech Master Plan district apply;
- To increase the flexibility of the City's land use regulations and the speed of its review procedures to reflect the quickly changing needs of a research and development focused corporation;
- To establish facility-wide development standards and design guidelines consistent with the City's General Plan and the *East of 101 Area Plan*; and
- To define a baseline of existing conditions for each lot reclassified to the Genentech Master Plan district.

### Zoning Standards of the Genentech Master Plan Zoning District

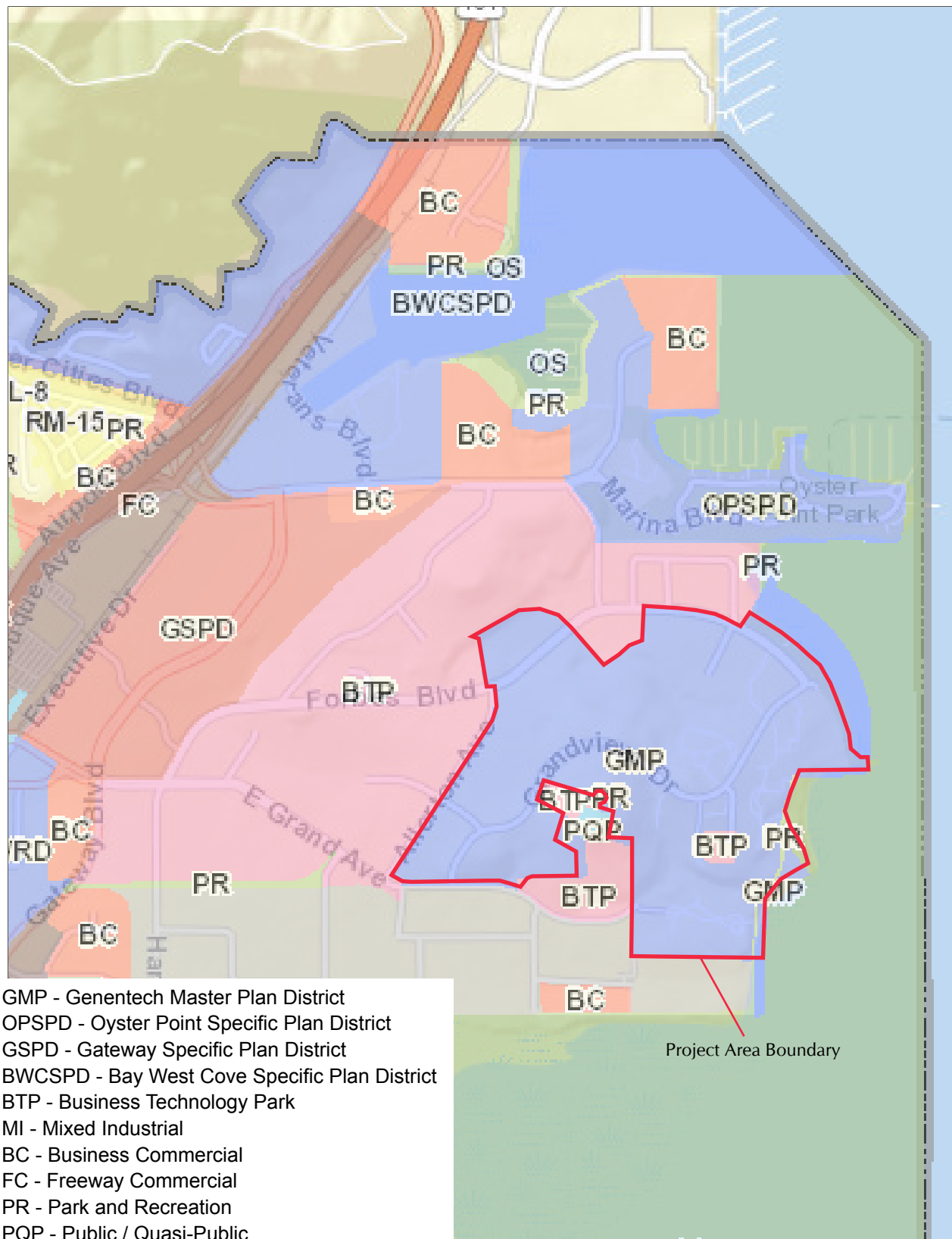
The Project proposes a number of changes to the development standards of the Genentech Master Plan zoning district. These changes are proposed as a means of addressing the unique purpose of the Genentech Master Plan District's development standards to "increase the flexibility of the City's land use regulations and the speed of its review procedures to reflect the quickly changing needs of a research and development focused corporation."<sup>7</sup> These proposed zoning changes address both substantive development standards and City processes related to the following topics:

- Lot coverage (see Aesthetics chapter)
- Floor-to-Area Ratio (FAR) (see Project Description)
- Building heights (see full analysis in this Land Use chapter and in the Hazards chapter)
- Off-street parking requirements (see Transportation chapter)
- Growth and development projections (i.e., removing the temporary development limitations for the Genentech Campus at an overall limit of 6 million square feet – see Project Description), and
- Signage (see Aesthetics chapter)

These proposed zoning changes do not result in any physical changes not otherwise fully described in the Project Description, and so do not individually or collectively result in a physical environmental impact beyond those effects identified elsewhere in this EIR. For reference, the text of these proposed zoning text changes are included in **Appendix 13-A**.

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<sup>7</sup> South San Francisco Municipal Code, Section 20.260.001 (B)



**Figure 13-7**  
**South San Francisco Zoning Map**



Source: <http://zoning.ssf.net/>

## Impacts and Mitigation Measures

### Analytic Method

This section discusses potential land use impacts that could result from implementation of the proposed Project. It presents the thresholds of significance, describes the approach to the analysis and identifies potential impacts and mitigation measures as applicable. The analysis of land use impacts focuses on physical land use changes that would have a direct or indirect adverse effect on the physical environment. Analysis of the Project's consistency with those established land use plans and policies that are not related to, or adopted for the purpose of avoiding or mitigating an environmental effect, are discussed above in the Regulatory Setting section.

### Thresholds of Significance

The following thresholds of significance are based on Appendix G of the CEQA Guidelines and established City of South San Francisco standards and practices. For purposes of this EIR, implementation of the Project could result in potentially significant land use impacts if the Project would result in any of the following:

1. Physically divide an established community
2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect

### Physically Divide an Established Community/Residential or Business Displacement

**Land Use 1:** The Project would not physically divide an established community (**No Impact**).

Existing and future uses within the Project Area include commercial, manufacturing, and research and development activities. These uses are consistent with existing land uses in the surrounding area, which include industrial, warehouse, commercial and research and development activities.

There are no residential structures within the Project Area, and residential use is not permitted in the East of 101 Area. No existing business or residential community would be displaced by the proposed Project. Therefore, there would be no impact.

### Mitigation Measures

No mitigation required.

### Conflict with Policies or Regulations Adopted to Avoid or Mitigate an Environmental Effect

**Land Use 2:** Implementation of the Project would modify or change certain land use regulations applicable to the Project Area, but would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. (**LTS**)

### *Consistency with SFO ALUCP*

As more fully described in the above Regulatory Setting section of this Chapter, the San Francisco International Airport Land Use Compatibility Plan (ALUCP) provides policies and regulations pertaining to land use that may affect, or be affected by airport operations. As indicated in the Consistency Analysis, the Project would not result in a conflict with any of the following applicable land use plans, policies or regulations of the ALUCP that have been adopted for the purpose of avoiding or mitigating an environmental effect:



- The Project Area is not located within an ALUCP-designated Safety Compatibility zones established to restrict the development of land uses that could pose particular hazards to the public or to vulnerable populations in case of an aircraft accident.
- The Project Area is located outside of the area subject to airport operations-related noise contours of 65 dBA CNEL, in an area where commercial and industrial land use and related structures (such as the Project) are compatible, without restrictions.
- The Project Area is subject to Federal Aviation Regulations Part 77, which provide guidance for the height of objects that may affect normal aviation operations or that could create a safety hazard for aircraft. The majority of the Project Area is located within the Horizontal Surface Plane established by the ALUCP at an elevation of 163.2 feet above mean sea level (MSL), and the northern portion of the Project Area is outside of the Horizontal Surface Plane where building heights can begin to exceed 163.2 feet MSL at a 20:1 slope. Any proposed new building or structure within the Project Area that exceeds the applicable FAA Part 77 surface elevations would be inconsistent with the airspace protection criteria of the ALUCP, could adversely affect airport operations and/or could create a safety hazard for aircraft. The Master Plan Update includes policies and plans that require all new buildings within the Project Area to respect the height restrictions imposed by the FAA to ensure a “No Hazard” determination, such that no inconsistencies would occur. Guidance provided by the FAA Part 77 criteria is not absolute, and deviation from the Part 77 standards does not necessarily mean that a No Hazard determination can be achieved, only that the object must be evaluated by the FAA. Based on this review, the FAA may determine that the building may proceed, but that mitigating actions (such as markings or lighting) may be required.
- No new buildings are proposed pursuant to the Project that would exceed elevations indicated as SFO “critical aeronautical surfaces”.

#### *Consistency with BCDC Bay Plan*

As more fully described in the above Regulatory Setting section of this Chapter, the *Bay Plan* provides policies and regulations to assist BCDC in its protection of the Bay and in its exercise of permit authority over development adjacent to the Bay. The McAteer-Petris Act defines BCDC’s jurisdiction as being inclusive of all areas of the San Francisco Bay subject to tidal action (including sloughs, marshlands lying between mean high tide and five feet above mean sea level, tidelands, submerged lands) and a shoreline band located between the shoreline and a line 100 feet landward of and parallel with that shoreline.

The Project does not propose any specific development activity within areas subject to BCDC jurisdiction. If Genentech were to consider any development within BCDC jurisdiction in the future, such development proposal would be subject to BCDC’s Shoreline Development Permit process and additional environmental review. The Project does not result in a conflict with any BCDC policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect, as further described below.

- The Project would not adversely affect any transition zone between tidal and upland habitats, and the 100-foot shoreline band (within which no development is proposed) provides a transition zone between tidal habitats and developed upland areas.
- The Project does not include any diversions of fresh water (runoff) that would reduce inflow into the Bay or damaging the oxygen content, flushing, or the ability of the Bay to support existing wildlife.
- The Project does not propose any new shoreline protection projects, or new or modified maintenance or reconstruction of existing shoreline protection projects.
- The Project uses the Bay as an aesthetic, visual and recreational asset, and does not adversely affect enjoyment of the Bay and its shoreline.

- The Project maintains existing public access improvements that were provided as conditions of prior approvals, including public access easements for the Bay Trail.
- The Project retains and proposes expanded opportunities for access to and along the waterfront via walkways and trails connected to the Campus.
- Most of adverse effects of mid-century sea level rise at the Genentech Campus will likely be confined to the 100-foot shoreline setback along the Bay (see Hydrology chapter of this EIR). This setback restricts Campus development adjacent to sensitive natural areas such as tidal wetlands, and provides for storm surge and wave dissipation. In the longer term (or under accelerated and/or more severe weather conditions) adaptation to sea level rise at the Campus will likely prove to be more critical. As new development occurs in susceptible areas of the Campus, Genentech will consider adaptation strategies. These strategies may include targeting new infrastructure investments for areas that are at lower risk for inundation and storm surge, elevating the grade of certain new development projects above the expected sea level rise inundation zone, and building a levee to protect the lower Campus areas from inundation and erosion resulting from sea level rise.

#### *Consistency with the SSF General Plan*

As indicated in the Regulatory Setting section above, the Project is generally consistent with the City of South San Francisco General Plan (including the Land Use Element, the East of 101 Sub-Area Element and the Economic Development Element). The Project's only identified inconsistency with the General Plan pertains to effective height regulations and limitations, which are now more precisely defined to represent an accurate interpretation of applicable FAA criteria (see discussion under Consistency with SFO ALUCP, above). The Project would not conflict with any South San Francisco General Plan policies adopted for the purposes of avoiding or mitigating an environmental effect.

#### *Consistency with the East of 101 Area Plan*

The Project is generally consistent with policies of the *East of 101 Area Plan*. The Project's only identified inconsistency with the *East of 101 Area Plan* pertains to effective height regulations and limitations, which are now more precisely defined to represent an accurate interpretation of applicable FAA criteria (see discussion under Consistency with SFO ALUCP, above). The Project would not conflict with any *East of 101 Area Plan* policies adopted for the purposes of avoiding or mitigating an environmental effect.

#### *Consistency with Policies Pertaining to Steep Slopes*

As more fully described in the above Regulatory Setting section of this Chapter, the South San Francisco General Plan and the East of 101 Area Plan each include policies indicating steep hillside areas in excess of 30 percent grade should/shall (respectively) be retained in their natural state. As indicated in the Consistency Analysis above, the Project does propose development on steeper hillside sites, but mitigation measures (Mitigation Measure Geology 2 - Geotechnical Requirements for Hillside Opportunity Sites) specifically require site-specific geotechnical studies to be conducted for each new development at these hillside Opportunity Sites, with implementation of site-specific recommendations as part of detailed plans for subsequent development. With implementation of these mitigation requirements, the potential environmental impacts pertaining to development of hillside areas susceptible to landsliding would be reduced to less than significant, and the potential conflict with these policies would not result in significant environmental effect not otherwise addressed.

#### *Consistency with City Zoning*

As indicated in the Regulatory Setting section above, the Project proposes numerous changes to the regulatory standards of the Genentech Master Plan zoning district. Primary among these proposed changes is the removal of the temporary (through year 2016) limitation on buildout potential at 6 million square feet,

replaced with an FAR limit of 1.0, which would effectively enable a buildout potential within the Project Area of 9 million square feet. The environmental consequences of this proposed change to the zoning standards is the focus of this EIR, and all such impacts are fully disclosed. The Project also proposes new building height limits that are a more accurate interpretation of applicable FAA criteria (see discussion under Consistency with SFO ALUCP, above). None of the other proposed changes to effective zoning standards would directly conflict with any standards adopted specifically for the purposes of avoiding or mitigating an environmental effect.

#### Mitigation Measures

None required. However, to clarify the City's position regarding consistency with ALUCP criteria, the following mitigation measure is recommended:

**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.

#### Conflicts with Applicable Habitat Conservation Plan

**Land Use 3:** The Project would not conflict with any applicable habitat conservation plan or natural community conservation plan. **(No impact)**

The Project site is not included in any natural community conservation plan or applicable habitat conservation plan. Therefore, the Project has no impact related to potential conflicts with such plans or programs. This conclusion is consistent with the conclusions of the 2007 MEIR and 2012 SMEIR.

#### Mitigation Measures

No mitigation required.

#### Cumulative Land Use Effects

Chapter 4 of this Draft EIR identifies the foreseeable future buildout of the East of 101 Area. The majority of the anticipated future cumulative development consists of new office/R&D and commercial uses. The Project would contribute to these overall changes in land use in the East of 101 Area. Development pursuant to the Master Plan Update, in combination with other cumulative development in East of 101 will increase the density of the employment-generating land use in the East of 101 Area, but would be consistent with buildout expectations of the SSF General Plan and East of 101 Area Plan. The City encourages redevelopment of underutilized sites with high-quality campus-style biotechnology, technology and research and development uses.

Other office/R&D uses anticipated under cumulative conditions are anticipated to be consistent with land use plans and policies in effect at the time. However, to the extent that other cumulative development may not be fully consistent with the General Plan and other plans, policies and regulations, such inconsistencies are not inherently a cumulative CEQA impact unless such inconsistencies cause a significant environmental effect. The Project will maintain the BCDC 100-foot shoreline easement that includes the Bay Trail, and will add new connections from the Campus to facilitate access to the waterfront. The Master Plan Update, in combination with other cumulative development in East of 101 will not contribute to a physical division of the established business community.

For these reasons, the Project in combination with past, present and reasonably foreseeable future projects in the East of 101 Area will have a less than significant cumulative land use impact. The Project will not make a cumulatively considerable contribution to a significant cumulative land use impact, and no mitigation measures are necessary.