



## MEMORANDUM

**DATE:** August 27, 2013

**TO:** Kohar Kojayan and Curtis Banks, City of Foster City

**FROM:** Adam Weinstein and David Clore, LSA Associates, Inc.

**SUBJECT:** Gilead Sciences Integrated Corporate Campus Master Plan Subsequent EIR – Response to Comments Document

This memorandum has been prepared to respond to comments received on the Draft Subsequent Environmental Impact Report (Draft SEIR) prepared for the proposed Gilead Sciences Corporate Campus Master Plan (project). The Draft SEIR identifies the likely environmental consequences associated with implementation of the proposed project, and recommends mitigation measures to reduce potentially significant impacts. This Response to Comments Document provides a response to comments on the Draft SEIR made by agencies and individuals, and makes revisions to the Draft SEIR, as necessary, in response to those comments or to clarify or revise information in the Draft SEIR. In addition, this Response to Comments Document briefly describes minor changes to the project that were proposed after preparation of the Draft SEIR. This document, together with the Draft SEIR, constitutes the Final SEIR for the proposed project.

### A. ENVIRONMENTAL REVIEW PROCESS

According to CEQA, lead agencies are required to consult with public agencies having jurisdiction over a proposed project and to provide the general public with an opportunity to comment on a Draft EIR.

On March 15, 2012, the City of Foster City circulated a Notice of Preparation (NOP) to help identify the types of impacts that could result from the proposed project, as well as potential areas of controversy. The NOP was mailed to public agencies (including the State Clearinghouse), organizations, and individuals considered likely to be interested in the proposed project and its potential impacts. Comments received by the City on the NOP and at a public scoping meeting held on April 5, 2012, were taken into account during preparation of the Draft SEIR.

The Draft SEIR was made available for public review on December 14, 2012, and distributed to local and State agencies, including responsible and trustee agencies. Copies of the Draft SEIR were distributed to all affected agencies, City departments, and the members of the Planning Commission and City Council.

The CEQA-mandated 45-day public comment period for the Draft SEIR ended on January 28, 2013. The Planning Commission also held a public hearing on the Draft SEIR during the comment period, on January 17, 2013. One member of the public provided verbal comments at this meeting, along with members of the Planning Commission. The City received three comment letters from government agencies and two letters from individuals during this period.

## **B. COMMENT LETTERS**

This memorandum includes a reproduction of each comment letter received on the Draft SEIR. Each comment letter or hearing transcript is assigned a letter (A, B, C, D, E, or F), and then individual comments within each letter or transcript are numbered consecutively. For instance, comment B-2 is the second numbered comment in Letter B.

The following comment letters on the Draft SEIR were submitted to the City:

### **LETTER A**

**David Koch**

December 30, 2012

### **LETTER B**

**Larry A. Patterson, P.E., Director of Public Works**

City of San Mateo

January 24, 2013

### **LETTER C**

**Diane Gyuricza**

January 28, 2013

### **LETTER D**

**Erik Alm, AICP, District Branch Chief**

State of California Department of Transportation

January 28, 2013

### **LETTER E**

**Scott Morgan, Director**

State of California Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

January 29, 2013

### **LETTER F**

**City of Foster City Planning Commission**

Comment Summary

January 17, 2013

## **C. RESPONSES**

Written responses to all written and verbal comments on the Draft SEIR are provided in this section. Letters received on the Draft SEIR are provided in their entirety. Each letter and public hearing comment is immediately followed by a response keyed to the specific comment.

Please note that text within individual letters that has not been numbered does not raise environmental issues or relate to the adequacy of the information or analysis within the Draft SEIR, and therefore no comment is enumerated or response required, per *CEQA Guidelines* Section 15132.

**From:** [SKOCHDKOCH@comcast.net](mailto:SKOCHDKOCH@comcast.net) [<mailto:SKOCHDKOCH@comcast.net>]  
**Sent:** Sunday, December 30, 2012 5:21 PM  
**To:** Kohar Kojayan  
**Cc:** Terry, Lee  
**Subject:** GILEAD SCIENCES DRAFT EIR

I again want to bring to the attention of all the impact of the increase in traffic this revised project will bring to the immediate area. Of particular concern is the intersection of Reef Drive and Mariner's Island Blvd. The Report indicates a need in the future for over 6000 parking spaces. With the current amount of traffic I believe it is most urgent that a traffic signal be erected at the above intersection, let alone with the addition of a far greater number of cars. The response received to the last time I raised this issue was that a signal would be considered as part of specific projects. Well, just which project will this come under, as I have seen a number of construction projects going on, but none seen to address the need for a signal at this intersection?

1

It is great to see a large number of good jobs coming to our area, but at the same time it is important for Gilead to become a good member of our community and recognize the impact their growth is also having on the residents of the City of San Mateo, which borders a large portion of their campus, and not just Foster City.

2

Regards,  
David Koch  
662 Port Drive  
San Mateo, CA 94404

**LETTER A**

**David Koch**

December 30, 2012

Response A-1: The installation of a traffic signal is typically imposed as a mitigation measure for a significant traffic impact at an intersection, if certain conditions are met. However, the project would not result in a significant impact at the intersection of Reef Drive and Mariners Island Boulevard under either Existing Plus Project or Cumulative Plus Project conditions. In addition, the *Manual on Uniform Traffic Control Devices*<sup>1</sup> contains a set of criteria for traffic signal installation to determine whether a new signal at a specific location is justified. These criteria – or “warrants” – encompass a variety of considerations, including traffic volumes, vehicle delays, pedestrian volumes, and accident history. At least one of the warrants must be met before traffic signals can be considered for installation. Using available data (existing and projected AM and PM peak hour volumes), the peak-hour volume warrant was evaluated for the intersection of Reef Drive and Mariners Island Boulevard. This intersection does not meet the signal warrant based on existing and projected volumes. Therefore a traffic signal is not required at this location and would not be installed as part of the project.

Response A-2: The environmental analysis in the Draft SEIR considered the impacts of the project (on traffic congestion, air quality, noise, and other environmental issues) throughout the affected area surrounding the project site, including the City of San Mateo. This comment, which pertains to the merits of the project, and not the adequacy of the environmental review, is noted.

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<sup>1</sup> Caltrans, 2012. *California Manual on Uniform Traffic Control Devices*.

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JAN 25 2013

PLANNING/  
CODE ENFORCEMENT



**Department of Public Works**  
Larry A. Patterson, P. E., Director

330 West 20th Avenue  
San Mateo, California 94403-1388  
Telephone (650) 522-7300  
FAX: (650) 522-7301  
www.cityofsanmateo.org

January 24, 2013

Ms. Kohar Kojayan, Senior Planner  
City of Foster City  
610 Foster City Boulevard  
Foster City, CA 94404

Re: *Comments on the Gilead Science Integrated Corporate Campus Master Plan*

Ms. Kojayan:

The City of San Mateo has reviewed the draft subsequent environmental impact report for the Gilead Science Master Plan and has the following comments:

1. There needs to be more specifics regarding source information for trip generation estimates would be helpful. Was the trip generation data based on data from a single or multiple locations? Single or multiple days? **1**
2. How was the laboratory rate developed? **2**
3. How was the Foster City Multi-Project Analysis and earlier Gilead trip distribution estimates developed or verified? How would it compare with zip code information for existing Gilead employees? **3**
4. What is the basis for a 22 percent internal (Foster City) trip distribution? **4**
5. Why weren't freeway to freeway ramps considered in the analysis? In particular, given existing mainline queuing it seems (as a minimum) that the ramp from WB SR92 to SB US 101 should be analyzed. The City of San Mateo studied the affected interchange ramps during the environmental review of the Bay Meadows Specific Plan and Rail Corridor Plan. As an informative document, it is important for an environmental document to reveal all known areas of congestion where project impacts might occur even though mitigation may not be feasible. That necessitates an evaluation by the elected officials regarding whether there should be a finding of overriding significance. Therefore, the City of San Mateo requests the review of the interchange ramps: **5**
  - Baker Way/State Route 92 (SR 92) Westbound Ramps and Fashion Island Boulevard/Bridgepointe Parkway
  - SR 92 Westbound Ramps and Chess Drive
  - SR 92 Eastbound Ramps and Edgewater Boulevard/Mariners Island Boulevard

**Letter  
B  
cont.**

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JAN 25 2013

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Ms. Kohar Kojayan, Senior Planner  
City of Foster City  
January 24, 2013

- 
- |    |   |   |
|----|---|---|
| 6. | There should be a threshold of significance established for freeway on-ramps and freeway to freeway ramps.  | 6 |
| 7. | Use of trip reduction strategies as a mitigation measure is not acceptable for cumulative project impacts at the 3 <sup>rd</sup> /Norfolk intersection unless regular monitoring occurs and approval of the project is conditioned to specific feasible physical intersection mitigations if trip reduction thresholds are not met. | 7 |
| 8. | Trip reduction strategies should not be permitted as mitigation on freeway segments. Success of trip reduction strategies can vary over time and are impacted by things outside of the applicant's control.   | 8 |
| 9. | The math is not clear regarding the conclusions reached on freeway segment impacts. It would be helpful to know what lane and segment capacity was used for the segments analyzed.  | 9 |

If you have any questions, please feel free to contact me. I can be reached by phone at (650) 522-7300, or by e-mail at [lpatterson@cityofsanmateo.org](mailto:lpatterson@cityofsanmateo.org).

Sincerely,

  
Larry A. Patterson, P.E.  
Director of Public Works

c: Ron Munekawa, Chief of Planning  
Gary Heap, Senior Engineer  
Chron/File

**LETTER B**

**Larry A. Patterson, P.E., Director of Public Works**

City of San Mateo

January 24, 2013

Response B-1: The trip generation estimates were based on trip generation rates developed for Gilead Sciences by Kimley-Horn Associates. The rates were based on counts collected at all entrances and driveways providing access to the 2008 Gilead Sciences campus (referred to as “South Campus” in the Draft SEIR) from March 11 through March 13, 2008. These counts were verified with additional counts conducted on March 27 and April 1, 2008.

Response B-2: The laboratory trip rates for the project were developed based on driveway counts conducted at fully-occupied laboratory buildings at the Gilead Sciences campus in 2008. The laboratory rates were cross checked with nationwide trip generation rates collected for and reported in the Institute of Transportation Engineers’ (ITE) *Trip Generation Manual* and at the Genentech campus in South San Francisco.

Response B-3: Trip distribution patterns used in the Foster City Multi-Project Traffic Analysis were based on existing travel patterns, information from the San Mateo County travel demand forecasting model, and U.S. Census data (2000). These data were also used as part of the 2010 Master Plan EIR, which functioned as a primary background information document for the Draft SEIR. In preparing the Draft SEIR, background information from the 2010 Master Plan EIR was updated only where existing conditions changed substantially since the 2010 Master Plan EIR was prepared. The trip distribution patterns of Gilead Sciences employees have not changed substantially since the 2010 Master Plan was prepared, thus no new distribution data were collected.

In preparing the trip distribution component of the Multi-Project Traffic analysis, the amount of local versus regional traffic was estimated, with local traffic defined as traffic coming from and going to locations within Foster City and San Mateo. The San Mateo County travel demand forecasting model was the primary tool used for this part of the analysis. Then the percentage of traffic using each major regional roadway and local subarea was estimated.

During the AM and PM peak hours, most of the trips generated by office/business park/research and development uses would be made by employees traveling between their jobs and their homes. Based on information from the model and the U.S. Census data, it is estimated that 33 percent of the office/business park/research and development trips would be local trips and the remaining 67 percent would be regional trips.

U.S. Census journey-to-work data regarding the county of residence for employees with jobs in San Mateo County (summarized in Table 1) were used, in part, to determine the origins of the regional trips.

**Table 1: San Mateo County Jobs Filled by Employees Residing In Each County**

<b>County</b>	<b>Jobs</b>
San Mateo	206,093 (59%)
San Francisco	43,306 (12%)
Santa Clara	40,666 (12%)
Alameda	33,501 (10%)
Rest of Region	23,334 (7%)
<b>Total</b>	<b>346,900 (100%)</b>

Source: U.S. Census, 2000.

The regional trips (67 percent) would be distributed over regional roadways as follows:

- 15 percent north on US 101 (primarily trips to/from northern San Mateo County and San Francisco)
- 20 percent south on US 101 (primarily trips to/from southern San Mateo County and Santa Clara County)
- 20 percent west on SR 92 (primarily trips to/from western San Mateo County and portions of Santa Clara County)
- 12 percent east on SR 92 (primarily trips to/from Alameda County and points farther east)

As shown in Table 2, zip code information for Gilead Sciences employee residences shows a distribution pattern that is similar to that used in the Multi-Project Traffic Analysis and Draft SEIR. The trip distribution used in the Multi-Project Traffic Analysis and Draft SEIR includes a slightly higher percentage of local trips to Foster City and San Mateo to account for shopping or other trips that Gilead Sciences employees may make on their way between home and work. Compared to the zip code data, the trip distribution pattern used in the Multi-Project Traffic Analysis and Draft SEIR thus represents a slightly more refined understanding of how project trips would be distributed on the roadway network.

**Table 2: Trip Distribution Comparison**

	<b>Draft SEIR Trip Distribution</b>	<b>Employee Zip Code Distribution</b>
Foster City	17%	10%
City of San Mateo	16%	9%
North on US 101	15%	20%
South on US 101	20%	23%
West on SR 92	20%	18%
East on SR 92	12%	20%
<i>Total</i>	<i>100%</i>	<i>100%</i>

Note: Employee data provided by Gilead Sciences. Percentages have been rounded to the nearest percent.

Source: Fehr & Peers and LSA Associates, Inc., 2013.

Response B-4: The San Mateo County travel demand forecasting model was used to estimate the proportion of internal trips (within Foster City) associated with the project. As discussed in Response B-3, other elements of the project's expected trip distribution (such as the breakdown of local and regional trips) utilized other data sources, such as the U.S. Census.

Response B-5: The transportation analysis in the Draft SEIR was conducted following the guidelines of the City of Foster City and the San Mateo City/County Association of Governments (C/CAG), which do not require the evaluation of a project's effects on freeway-to-freeway ramps. Per these guidelines, the analysis must include intersections (to evaluate local roadway impacts) and freeway segments (to evaluate regional roadway impacts). The C/CAG Transportation Impact Analysis (TIA) Guidelines state that impacts of large development proposals on the Congestion Management Program (CMP) network must be evaluated, and the CMP network includes mainline freeway segments but not ramps. It should be noted that the Notice of Preparation and scope of work for the Draft SEIR were mailed to the commenting agency prior to preparation of the Draft SEIR. At that time, a request was not submitted requesting that the City evaluate the anticipated impacts of the project on freeway-to-freeway ramps.

Regional access to the Gilead Sciences campus is provided via multiple freeway interchanges along SR 92 and US 101. Due to the many points of access, the project trips would be dispersed among several ramps, reducing the likelihood of impacts to any one ramp. Impacts to regional transportation facilities are more accurately captured through evaluation of freeway segments, as drivers typically have little flexibility in selecting which freeway to travel on (as opposed to which ramps to use). Therefore, a freeway-to-freeway ramp analysis is not necessary to evaluate the impacts of the project on the regional transportation system, including local freeway segments.

Response B-6: Significance criteria for intersections and freeway segments are based on adopted Foster City General Plan policies and CMP guidelines. Because freeway-to-freeway ramps were not included in the analysis, corresponding criteria of significance were not developed. Furthermore, as discussed in

Response B-5, a freeway-to-freeway ramp analysis is not necessary to evaluate the impacts of the project on freeways.

Response B-7: The Mitigation Monitoring and Reporting Program for the project contains monitoring requirements that would be employed by the City to ensure that the transit mode split of Gilead Sciences employees is maintained at 15.3 percent, and that the project does not contribute a substantial number of vehicle trips to the intersection of Norfolk Street/East Third Avenue. The monitoring mechanism would primarily be the collection of trip counts at project driveways and access points.

The monitoring plan would proceed as follows: 1) The applicant would submit annual counts of employees to the City each year on a specified date; 2) When the employee count reaches 4,000 or total building square footage reaches 1,800,000 (whichever comes first), the applicant would submit annual reports to the City describing the specific Transportation Demand Management (TDM) measures that are being implemented, the number of employees on-site, and the success of the measures expressed in AM and PM peak hour vehicle trips generated by the project; 3) The driveway traffic counts would be summarized and added together, to confirm that the traffic generation of the project during the peak hours is less than 2,110 AM peak-hour vehicles and 2,230 PM peak hour vehicles; 4) If the trip threshold is exceeded, the applicant would prepare and implement a plan for further trip reductions within 180 days of notification by the City; 5) After implementation of the plan for further trip reduction, additional traffic counts would be collected, and if the target trip level is still exceeded, the applicant would be required to pay a penalty for every trip over the threshold; and 6) The penalties would be assessed every 6 months, until the trip threshold is not exceeded.

The TDM Program as described in Appendix G of the TIA was approved by C/CAG in February 2013.

In addition, City of San Mateo documents, including the San Mateo General Plan and the 400 Mariners Island Boulevard Initial Study/Mitigated Negative Declaration identify no recommended roadway changes for the intersection of East Third Avenue/Norfolk Street. Therefore, a pro rata contribution to such an improvement was not identified as mitigation in the Draft SEIR.

Response B-8: See Response B-7. The trip reduction strategies contained in Gilead's TDM Program include measures over which Gilead Sciences has control and that have been shown empirically to reduce vehicle trips (e.g., the provision of subsidized transit passes and on-site amenities to employees to reduce unnecessary travel off-campus). In addition, as discussed in Response B-7, a monitoring program would be implemented to ensure that the specified trip reductions are achieved.

Response B-9: Please refer to Appendix E of the Transportation Impact Analysis (Appendix B of the Draft SEIR) for the freeway analysis, which identifies the numbers and types of lanes on each analyzed segment and the resulting segment

capacities. Mixed flow lanes have a capacity of 2,300 vehicles per hour and auxiliary lanes have a capacity of 1,150 vehicles per hour.

**From:** Diane [<mailto:dq3fus@comcast.net>]  
**Sent:** Monday, January 28, 2013 5:02 PM  
**To:** Kohar Kojayan  
**Cc:** [frank@infinitypropertymanagement.com](mailto:frank@infinitypropertymanagement.com); seanfullerton  
**Subject:** re: Gilead Master Plan Draft and Enviromental Impact & Public Hearing

Dear Kohar,

I would once again like to reiterate my concerns over the Significant Anticipated Environmental Effects of the EIR that were discussed on January 17, 2013 at The Planning Commission Meeting. have As the report stated “These impacts would remain significant and unavoidable, since the mitigation measures identified in the Subsequent EIR would not reduce the impacts to a less-than significant level”. Mitigate, “to make less severe” its definition, a word used so many times at the meeting, but does not really adjust the problem. “ The resulting conflict with the Bay Area Air Quality Management District 2010 Clean Air Plan”, as stated in the article, has to be recognized. There are going to be significant years of construction with increased noise and air pollution and then permanent changes to our environment. We need to see the Clean Air Plan respected. We need to see the project-related traffic directed away from our street, Mariner’s Island Blvd. We cannot ignore the many Spare The Air Days we’ve had in the past two weeks. It s not an unusual occurrence. I’d like to see the word “mitigate” removed from use as the end-all to every sentence. We will all be in this for a very long time and we care about our community and will continue to be here. We ask that our thoughts are not disregarded as this community continues to grow.

1

Sincerely yours,

Diane Gyuricza  
The Reef  
490 Mariner’s Island Blvd  
Unit 322  
San Mateo,m CA 94404

**LETTER C**  
**Diane Gyuricza**  
January 28, 2013

Response C-1: This comment, which expresses concern about the significant environmental impacts identified in the Draft SEIR, including those related to traffic and conflicts with the Clean Air Plan, is noted. With the implementation of the mitigation measures identified in the Draft SEIR, all of the traffic impacts of the project would be reduced to a less-than-significant level. The air quality impacts of the project, including the conflict with the Clean Air Plan, are primarily a function of the size of the project. Even though the project incorporates TDM measures that would substantially reduce vehicle trips, associated vehicle emissions would still exceed the operational-related criteria air pollutant thresholds of the Bay Area Air Quality Management District (BAAQMD) CEQA Air Quality Guidelines. These air pollutant thresholds are thresholds for total project emissions, and are not calculated on a per capita basis. Therefore, significant unavoidable air quality impacts are typical of campus and other large development projects in the Bay Area, even ones that have robust programs in place to reduce vehicle trips and associated emissions.

The commenter is correct that there is an emphasis in the Draft SEIR on identifying mitigation measures to reduce significant impacts, as directed by *CEQA Guidelines* Section 15126.4(a)(1): “An EIR shall describe feasible measures which could minimize significant adverse impacts ...” Thus the recommendation of mitigation measures is not only an appropriate response to the identification of significant impacts in the Draft SEIR, it is required by CEQA. For significant impacts that cannot be reduced to a less-than-significant level through the imposition of feasible mitigation measures or alternatives, the City decision-makers, when deciding whether to approve the project, are authorized to consider whether the benefits of the project outweigh its significant unavoidable environmental impacts.

DEPARTMENT OF TRANSPORTATION  
111 GRAND AVENUE  
P. O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 286-6053  
FAX (510) 286-5559  
TTY 711

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JAN 28 2013

STATE CLEARING HOUSE

SM092145  
SCH# 2008122064  
SM-92-R12.95

Ms. Kohar Kojayan  
City of Foster City  
610 Foster City Boulevard  
Foster City, CA 94404

Dear Ms. Kojayan:

**AMENDMENT TO GILEAD SCIENCES CORPORATE CAMPUS MASTER PLAN PROJECT  
- SUBSEQUENT ENVIRONMENTAL IMPACT REPORT**

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the Amendment to Gilead Sciences Corporate Campus Master Plan project. The following comments are based on the Subsequent Environmental Impact Report (SEIR).

**Highway Operations and Trip Generation**

- 1. Under Cumulative Plus Project conditions, the intersection (IS) of State Route 92/Chess Drive would perform at level of service (LOS) F. Please provide mitigation measures that will improve the operation of this IS to LOS E under Cumulative conditions. 1
- 2. Figure IV.G-11, Cumulative Conditions, Intersection Peak Hour Volumes: It is not clear whether this Figure represents Cumulative Conditions or Cumulative Plus Project conditions. Please clarify. Also, please provide turning movement diagrams for each study intersection under Cumulative and Cumulative Plus Project conditions for our review. 2

Please feel free to call or email Sandra Finegan of my staff at (510) 622-1644 or [sandra\\_finegan@dot.ca.gov](mailto:sandra_finegan@dot.ca.gov) with any questions regarding this letter.

Sincerely,

ERIK ALM, AICP  
District Branch Chief  
Local Development – Intergovernmental Review

c: State Clearinghouse

**LETTER D**

**Erik Alm, AICP, District Branch Chief**

State of California Department of Transportation

January 28, 2013

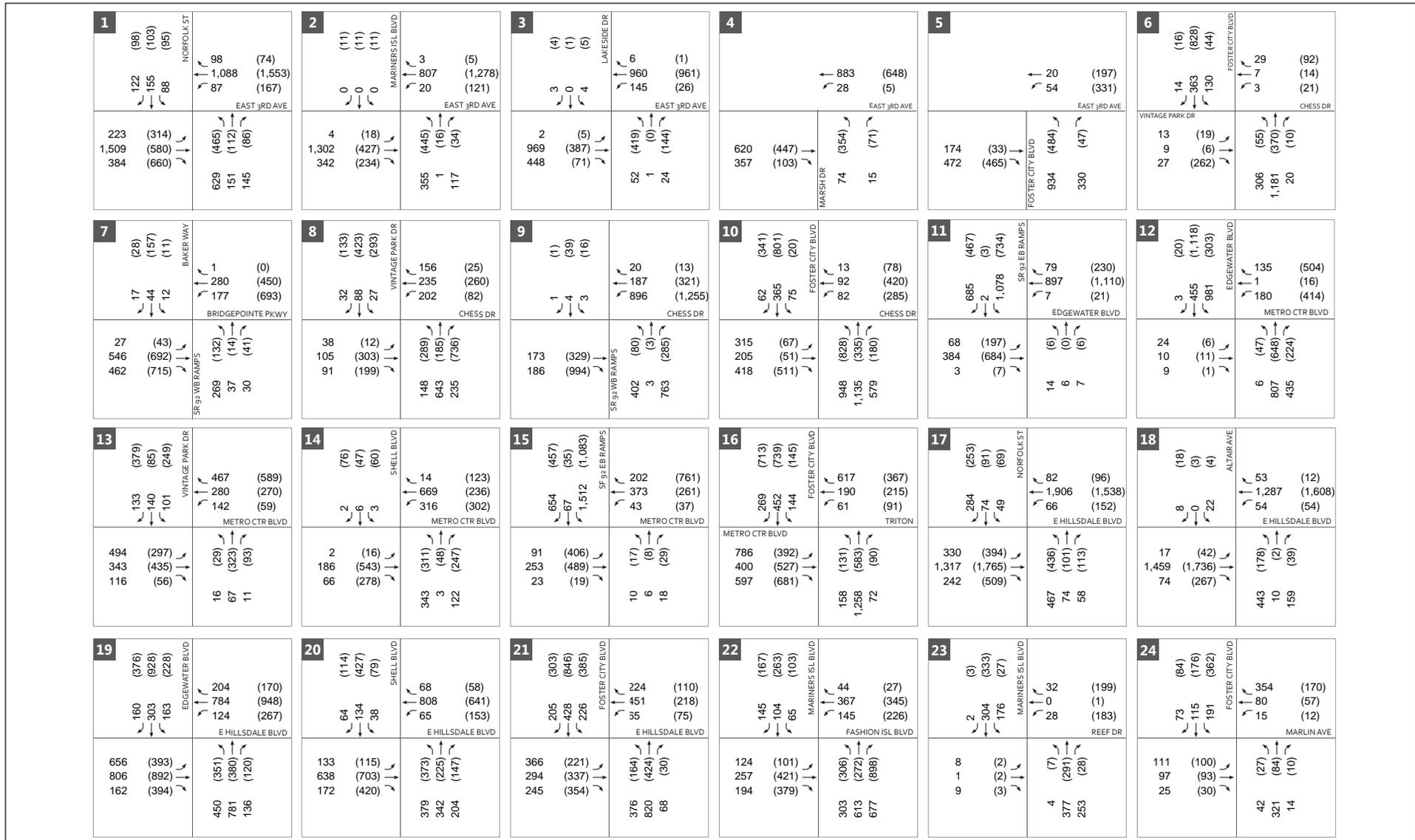
Response D-1:

The adopted City of Foster City General Plan and associated significance criteria indicate that Level of Service (LOS) F operations are acceptable at the intersection of State Route 92 (SR 92) and Chess Drive. Therefore the project would not result in an impact at this intersection and no mitigation is required. However, the City has pursued a roadway project at this location with the State Department of Transportation (Caltrans) in order to improve operations. The project proposed by the City, which was initially identified in the Foster City Multi-Project Traffic Analysis (2008), includes the widening of the SR 92/Chess Drive on-ramp to provide two lanes onto westbound SR 92 from Chess Drive and modifications to the SR 92/Chess Drive off-ramp to provide two right-turn lanes from the westbound SR 92 off-ramp onto eastbound Chess Drive, maintaining the existing two left-turn lanes, and signalizing the right-turn movement.

The City initiated contact with Caltrans about implementing this project in April 2010. A subsequent Traffic Operations Report/Traffic Operations and Analysis Report for the project was approved by Caltrans on March 29, 2012. The City then submitted a Permit Engineering Evaluation Report for the project on April 10, 2012. However, the project was rejected by Caltrans on May 14, 2012 and then again on June 6, 2012. At that point the City decided to no longer pursue the project, as the project was deemed infeasible without Caltrans support.

Response D-2:

Figure IV.G-11, Cumulative Conditions, Intersection Peak Hour Volumes, shows peak hour traffic volumes at each of the study intersections under Cumulative No Project Conditions. Turning movement diagrams for each study intersection under Cumulative Plus Project conditions are provided in Figure 1.



L S A FIGURE 1

Legend XX (YY): AM (PM)

*Gilead Sciences Integrated Corporate  
Campus Master Plan SEIR  
Response to Comments Document*

**Cumulative Plus Project Intersection Peak Hour Volumes**

SOURCE: FEHR & PEERS, OCTOBER 2012.  
I:\CFS1201 Gilead North\RTC\RTC figures\Fig\_1.ai (3/4/13)



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

January 29, 2013

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Kohar Kojayan  
City of Foster City  
610 Foster City Boulevard  
Foster City, CA 94404

Subject: Amendment to Gilead Sciences Corporate Campus Master Plan  
SCH#: 2008122064

Dear Kohar Kojayan:

The State Clearinghouse submitted the above named Supplemental EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 28, 2013, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures

cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044  
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2008122064  
**Project Title** Amendment to Gilead Sciences Corporate Campus Master Plan  
**Lead Agency** Foster City

**Type** SIR Supplemental EIR

**Description** The proposed project would amend the 2010 Master Plan and the Vintage Park General Development Plan to incorporate and develop an additional approximately 32 acres acquired from Electronics for Imaging (EFI) adjacent to the 40-acre site comprising the 2010 Master Plan. The 2012 Master Plan would redevelop a portion of the approximately 73-acre project site, including demolition of up to 12 of the existing office and laboratory buildings, and construction of up to 17 new buildings. Buildout of the 2012 Master Plan would result in a total of up to 22 office and laboratory buildings (comprising approximately 2,500,600 sf of interior space) and 6,050 parking stalls on the project site. Development envisioned under the proposed 2012 Master Plan would require an amendment to the Vintage Park General Development Plan/Rezoning.

**Lead Agency Contact**

**Name** Kohar Kojayan  
**Agency** City of Foster City  
**Phone** 650 286 3237 **Fax**  
**email**  
**Address** 610 Foster City Boulevard  
**City** Foster City **State** CA **Zip** 94404

**Project Location**

**County** San Mateo  
**City** Foster City  
**Region**  
**Lat / Long** 37° 33' 58" N / -122° 16' 53" W  
**Cross Streets** E. Third Ave./Lakeside Dr./Marsh Dr./Vintage Park Dr./Reef Dr./Mariners Island Blvd  
**Parcel No.** 094-901-290,300,310,340,370,380,390,400,410;094-904-290,300,310,320,330,340  
**Township** **Range** **Section** **Base**

**Proximity to:**

**Highways** Hwy 92  
**Airports**  
**Railways**  
**Waterways** San Francisco Bay  
**Schools** Audubon Elementary, Brewer Island Elementary, Bowditch Middle, Fost  
**Land Use** Office and Research and Development/Commercial Mix-Planned Development/Research Office Park

**Project Issues** Archaeologic-Historic; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Vegetation; Growth Inducing; Landuse; Cumulative Effects; Other Issues; Aesthetic/Visual; Air Quality

**Reviewing Agencies** Resources Agency; California Coastal Commission; Department of Conservation; Department of Fish and Wildlife, Region 3; Office of Historic Preservation; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission

**Date Received** 12/14/2012 **Start of Review** 12/14/2012 **End of Review** 01/28/2013

**LETTER E**

**Scott Morgan, Director**

State of California Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

January 29, 2013

Response E-1:            This letter, which transmits the January 28, 2013, letter from the State Department of Transportation (see Letter D), and acknowledges that the City has “complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act,” is noted.

**City of Foster City Planning Commission**  
**January 17, 2013**  
**Gilead Sciences Integrated Corporate Campus Master Plan**  
**Draft Subsequent Environmental Impact Report**

**Public and Planning Commission Comments Summary**

Comments from the Public

*Diane Gyuricza*

- Significant unavoidable air quality impacts are of concern, including those related to Bay Area Air Quality Management District criteria and the Clean Air Plan. No mitigation is feasible for those impacts. | **1**
- Harm that air pollution will cause to the air, asthma sufferers, and local residents is a concern. | **2**
- One of the main project parking garages would be located across the street from residents. This garage should be relocated. | **3**
- Weekend construction could disrupt residents. Would like to see some restrictions on weekend construction, and notification of residents that weekend construction activity is impending. Perhaps postcards could be used for such notification. | **4**

Comments from the Planning Commission

*Paul Williams*

- Why was Building 303 (Velocity Way) not included in the project site? | **5**
- The Draft SEIR seemed to address traffic effects comprehensively. | **6**
- The animated simulation was useful and would be a good tool to use in understanding the visual effects of other projects in the City. | **6**

*Ollie Pattum*

- All environmental impacts seem to be adequately addressed in the Draft SEIR. | **7**
- The mitigation measures identified in the Draft SEIR seems sound. | **7**

*Dan Dyckman*

- In reviewing the document and listening to the staff/consultant presentation, the noise impacts of the project are understandable. | **8**
- If the project was divided into smaller sites, it likely would not trigger some of the air quality impacts identified in the Draft SEIR. That outcome would seem contrary to careful master planning of the type that is undertaken in Foster City. | **9**
- The Draft SEIR seems to have covered the key environmental issues adequately. | **10**

**LETTER F**

**City of Foster City Planning Commission**

Public and Planning Commission Comments Summary

January 17, 2013

Response F-1: As discussed in Section IV.I, Air Quality, of the Draft SEIR, vehicle trips associated with operation of the project would generate pollutants that would exceed BAAQMD criteria and violate air quality standards, result in a significant cumulative net increase in criteria pollutant emissions, and result in an inconsistency with the Clean Air Plan. Mitigation Measure TRANS-1, which would require implementation of a TDM Program, would reduce the number of vehicle trips generated by the project and associated vehicle emissions, but the emissions would still exceed thresholds of significance used by the BAAQMD. Therefore, the impacts identified above would remain significant and unavoidable.

These air quality impacts, including those related to BAAQMD criteria and conflicts with the Clean Air Plan, are primarily a function of the size of the project. Even though the project would incorporate TDM measures that would reduce vehicle trips beyond baseline levels, associated vehicle emissions would still exceed the operational-related criteria air pollutant thresholds of the BAAQMD (as these thresholds are for total project emissions, not per capita emissions). Therefore, significant unavoidable air quality impacts are typical of campus and other large development projects in the Bay Area, even ones that have robust programs in place to reduce vehicle trips and associated emissions.

Response F-2: As discussed on pages 252 to 253 of the Draft SEIR, construction of the project and operation of generators on-site could expose sensitive receptors in the vicinity of the site to toxic air contaminants and associated health risks. However, these impacts would be reduced to a less-than-significant level with the implementation of Mitigation Measure AIR-4 and Mitigation Measure AIR-5, which would require the preparation of a health risk assessment for construction activities and generators, and the modification of construction activities, equipment use, and generator locations if identified health risk thresholds would be exceeded. Thus residents surrounding the project site would not be exposed to significant project-related concentrations of air pollution, including those that would result in health risks.

Response F-3: This comment pertains to the location of Parking Garage-2 (PG-2), proposed for the southeast quadrant of Lakeside Drive and Reef Drive. The location of this parking garage is the same as that approved as part of the 2010 Master Plan. Moving the parking garage to a different location would result in changes to traffic patterns and noise levels associated with the project, and would not be necessary to reduce the significant impacts of the project to a less-than-significant level. In addition, the location of the parking garage at the western periphery of the site would make the interior of the campus more

comfortable for pedestrians. Therefore, the relocation of PG-2 is not proposed or advised as a mitigation measure or project alternative.

- Response F-4: As described on page 223 (under Mitigation Measure NOI-1b), no weekend construction activities would be permitted as part of the project, although quiet activities may be permitted on Saturdays, subject to approval by the director of the Community Development Department. Such activities would not be permitted to include the use of engine-driven machinery.
- Response F-5: A verbal response was provided to this question at the January 17, 2013, hearing. In summary, Gilead Sciences did not assume ownership of Building 303 until November 1, 2012, well after preparation of the Draft SEIR was initiated (CEQA requires the analysis of existing conditions to reflect conditions that exist at the time the NOP is published; in the case of the Draft SEIR, the NOP was published on March 15, 2012). Existing vehicle trips associated with Building 303 were evaluated as part of existing traffic conditions in the Draft SEIR. In addition, as Building 303 is expected to remain after project implementation (and would house approximately 850 employees), it was analyzed as part of cumulative conditions in the Draft SEIR.
- Response F-6: These comments about the adequacy of the analysis in the Draft SEIR are noted.
- Response F-7: These comments about the adequacy of the analysis in the Draft SEIR are noted.
- Response F-8: This comment, which states that the noise analysis in the Draft SEIR is understandable, is noted.
- Response F-9: This comment correctly characterizes the operational-related criteria air pollutant and air precursor thresholds in the BAAQMD CEQA Air Quality Guidelines. Under these thresholds, a large project may exceed the thresholds (which are based simply on total project-generated emissions and not on per capita emissions) while a development of the same size consisting of many different smaller, discrete projects may not exceed the same thresholds. The BAAQMD thresholds would seem to discourage the type of large-scale coordinated development that is favored in Foster City.
- Response F-10: This comment about the adequacy of the analysis in the Draft SEIR is noted.

## D. MINOR CHANGES TO PROJECT

After publication of the Draft SEIR on December 14, 2012, Gilead Sciences proposed changes to the configuration of parking facilities within the project site. As discussed in more detail below, these changes are not considered “significant new information” as defined in *CEQA Guidelines* Section 15088.5 (Recirculation of an EIR Prior to Certification), because they would not result in new or substantially more severe environmental impacts, considerably different mitigation measures or alternatives that the project applicant declines to adopt, or introduce new information into the record indicating that the Draft SEIR is fundamentally inadequate. The discussion below provides a brief description of the changes to the project, and a finding that the impacts identified in the Draft SEIR would not change as a result of these project modifications.

**Project Changes.** The changes to the project would be confined to the South Campus and involve the relocation of PG-4 from the southern boundary of the project site to a location bounded by New Building (NB)/355 on the north, NB/357 on the east, Lakeside Drive on the south, and NB/353 on the west. The new location of PG-4 was initially proposed to contain a surface parking lot containing approximately 100 spaces. The changes to the project were proposed by Gilead Sciences to facilitate access to on-site parking by consolidating parking facilities in a more centralized location.

Revised Figures II-4 and II-7 show the proposed configuration of buildings and circulation plan for the project, respectively.

As originally proposed, PG-4 would contain three to six levels and 412 parking spaces. Under the current proposal, PG-4 would contain either five levels and 549 parking spaces or six levels and 660 parking spaces. One of these options would be pursued when the Specific Development Plan/Use Permit for the parking facility is submitted by Gilead Sciences. The original location of PG-4, along the southern boundary of the project site, would be developed with a surface parking lot containing approximately 90 spaces. Access to relocated PG-4 would remain from Vintage Park Drive and Lakeside Drive. In addition, the total number of parking spaces provided on the site (6,050) would not change from that analyzed in the Draft SEIR. Furthermore, the total number of parking spaces in the South Campus would remain at 2,254.

Because the relocated PG-4 would contain more parking spaces than the initially-proposed PG-4, the amount of parking provided in PG-3 (adjacent to Mariners Island Boulevard) would be reduced. PG-3 was initially proposed to contain 658 spaces in up to six levels. If PG-4 contains 549 parking spaces, PG-3 would be designed to contain 521 spaces in four levels. If PG-4 contains 660 spaces, PG-3 would contain 410 spaces in three-and-a-half levels.

In addition, Gilead Sciences withdrew its request for a Development Agreement for the Integrated Corporate Campus, instead proposing a First Amendment to the existing South Campus Development Agreement. This change relates to clarification of the scope of vested rights and would not result in new or substantially more severe environmental impacts.

**Less-Than-Significant Impacts.** The changes to the project described above would not change the impact findings in the Draft SEIR, as summarized below for each of the environmental topics analyzed in detail in Chapter IV, Setting, Impacts and Mitigation Measures. In general, this analysis evaluates the “worst case” scenario of a six-level (660-space) PG-4.

- *Land Use.* The changes to the project would not alter the configuration of land uses on the site from that analyzed in the Draft SEIR, as the PG-4 relocation site was initially proposed

to contain parking uses. The proposed composition of office and laboratory space, and the location of these uses on the site, would be unchanged.

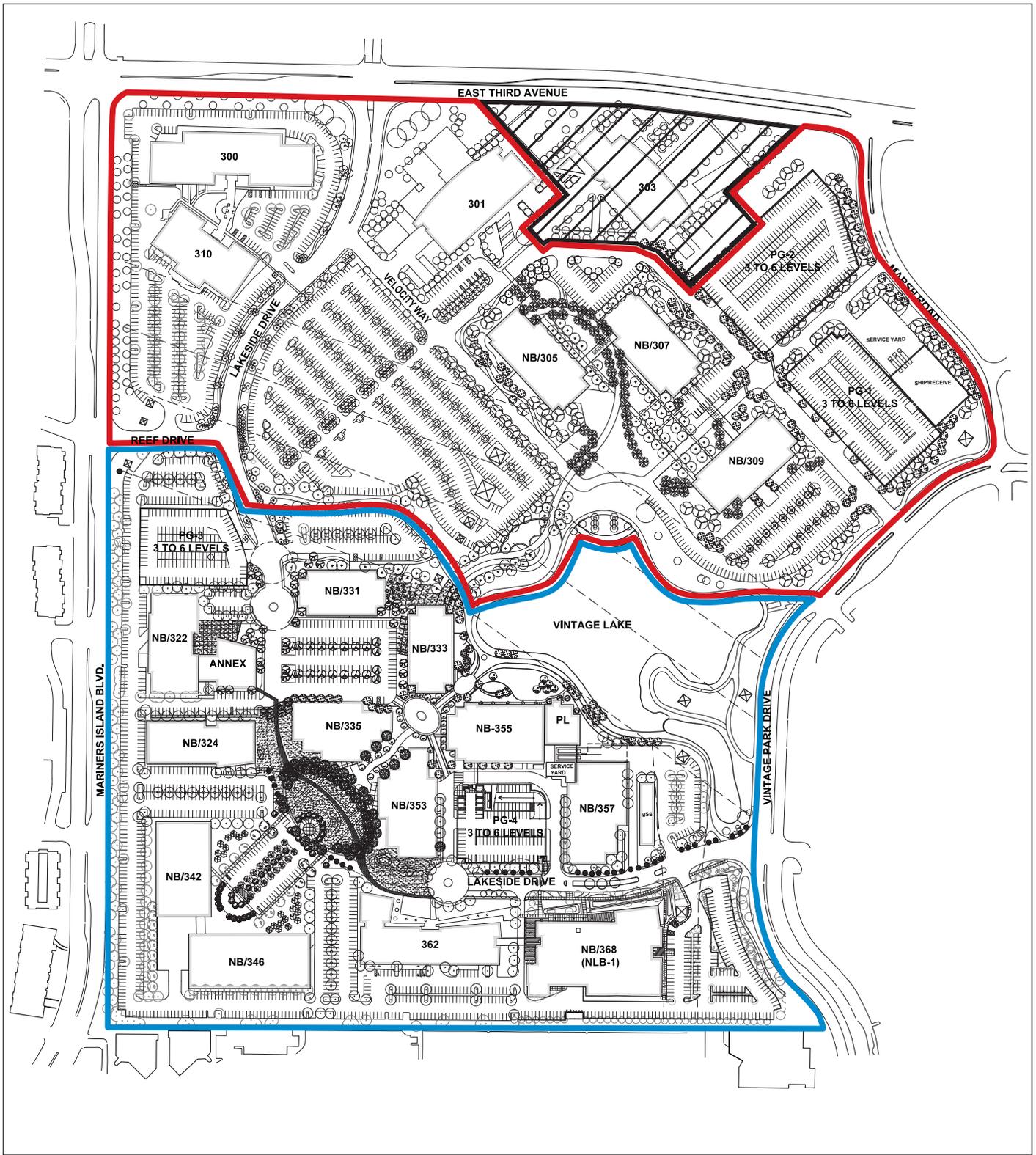
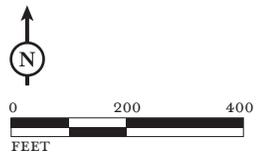


FIGURE II-4  
Revised

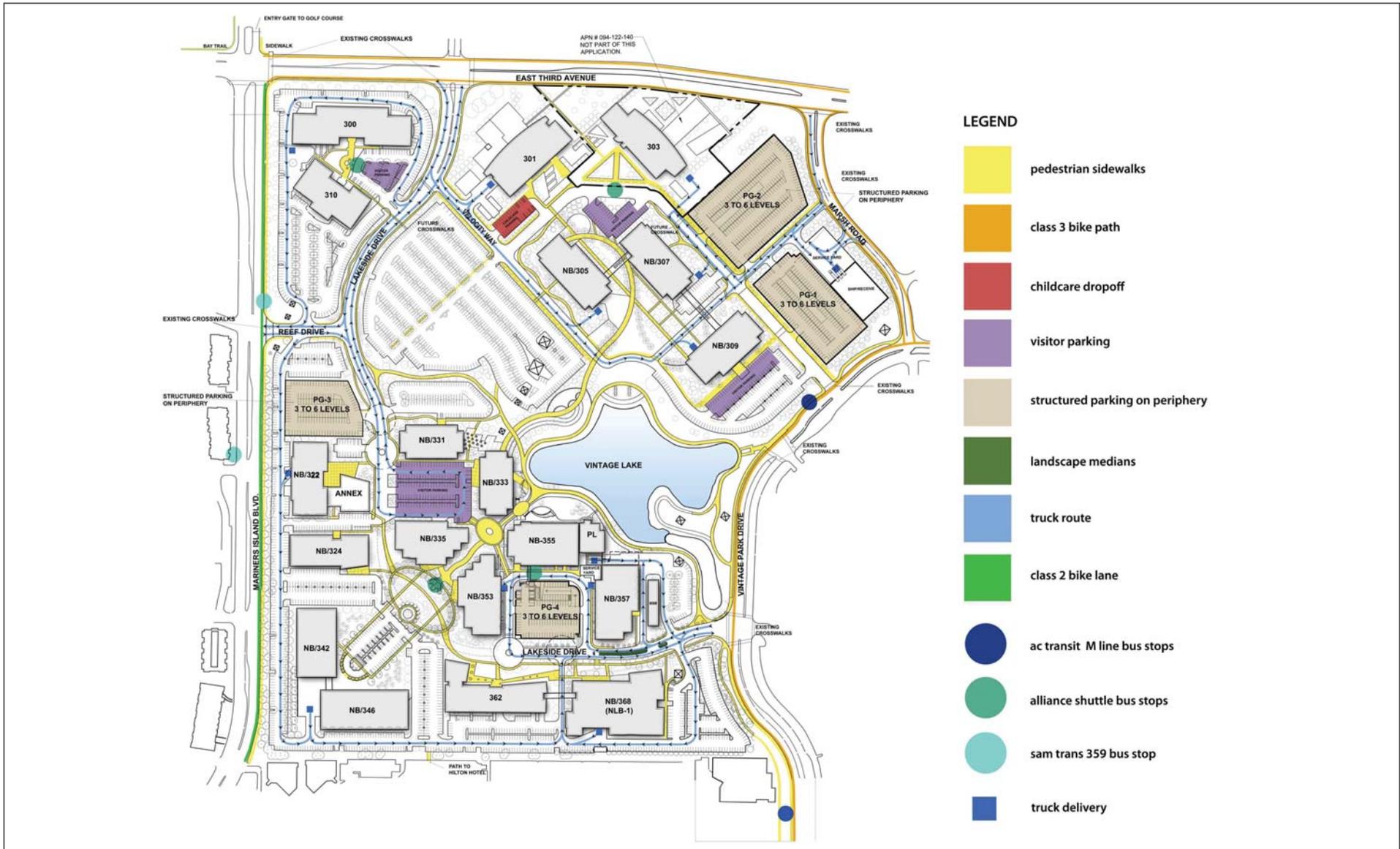
LSA



- North Campus
- South Campus
- Not Part of Application

*Gilead Sciences Integrated  
Corporate Campus Master Plan Subsequent EIR  
Revised Maximum Building Envelope,  
2012 Master Plan*

SOURCES: DES ARCHITECTS-ENGINEERS; LSA ASSOCIATES, INC., JULY 2013.



- LEGEND**
- pedestrian sidewalks
  - class 3 bike path
  - childcare dropoff
  - visitor parking
  - structured parking on periphery
  - landscape medians
  - truck route
  - class 2 bike lane
  - ac transit M line bus stops
  - alliance shuttle bus stops
  - sam trans 359 bus stop
  - truck delivery

LSA FIGURE II-7  
Revised

  
 NOT TO SCALE

SOURCE: DES ARCHITECTS/ENGINEERS, JULY 2013.  
 I:\CFS1201 Gilеad North\RTC\RTC figures\Fig\_II7 Revised.ai (7/25/13)

*Gilead Sciences Integrated Corporate  
 Campus Master Plan Subsequent EIR  
 Revised Circulation Plan*

- Visual Quality.* The relocation of PG-4 would result in the development of an up to six-story parking structure on a site previously proposed to contain a surface parking lot. PG-4 would be surrounded by an up to 10-story building to the north and six-story buildings to the east and west. Therefore, views from the north, east, and west of the site would not be substantially changed with the relocation of PG-4. Views from Lakeside Drive within the project site would change with the relocation of the parking garage, although view corridors encompassing Vintage Lake would already be blocked by 10-story NB/355 and six-story NB/357. The change to the project would alter the massing of the buildings on the project site, but not in a way that would adversely affect scenic views or the visual character of the site. Similarly, the development of the initial location of PG-4 with a surface parking lot would not adversely affect views into the interior of the project site (including Vintage Lake) because such views would already be blocked by proposed buildings to the north. The basic proposed development pattern characterized by the clustering of taller buildings near the south shoreline of Vintage Lake would remain unchanged with the relocation of PG-4. The maximum height of PG-3 would be reduced with the relocation of PG-4, resulting in a diminished visual impact to views into the site from locations west of Mariners Island Boulevard.
- Population, Employment, and Housing.* The relocation of PG-4 would not alter the amount of office or laboratory space on the project site, or the total number of employees that would ultimately occupy the site. Therefore, the changes to the project would not modify the conclusions of the Draft SEIR regarding population, employment, and housing.
- Geology, Hydrology, and Hazards.* The relocation of PG-4 would not alter the underlying geologic constraints of the project site, or require new engineering features to reduce seismic risks or other geologic hazards. Construction of the parking garage would be subject to a design-level geotechnical investigation, similar to that required for other proposed buildings within the site. In addition, the changes to the project would not change the proposed coverage of impervious surfaces on the site and would therefore not change the potential for flooding or polluted stormwater runoff. In addition, Mitigation Measures HAZ-1a through HAZ-2c, as identified in the Draft SEIR, would ensure that construction activities associated with the development of PG-4 would not release hazardous materials into the environment, or adversely expose construction workers or the public to existing site contamination.
- Transportation and Circulation.* The shift in parking spaces from the western side of the South Campus (PG-3) to the central portion of the South Campus (PG-4) associated with the relocation of PG-4 would amount to fewer than 250 spaces, or less than 15 percent of the total parking supply on the South Campus. This change in parking allocation is not expected to cause a substantial shift in project-related travel patterns, as the parking supply would continue to be distributed in a manner similar to that initially proposed and analyzed in the Draft SEIR. Also, vehicles would continue to be able to travel between Reef Drive and Vintage Park Drive on the parking lot drive aisle along the southern and western edges of the project site.

Access to relocated PG-4 would be primarily via Vintage Park Drive and Lakeside Drive, similar to access to the initial location of PG-4. To access the original location of PG-4, drivers would enter the site and make a left hand turn off Lakeside Drive between NB/368 and Building 362. To access the relocated PG-4, drivers would instead make a right turn directly into the parking garage. This change in access is expected to improve on-site circulation, as vehicles would be able to access the parking garage directly from Lakeside Drive (instead of navigating between two campus structures). In addition, the revised site

plan would improve the visibility of PG-4 to visitors unfamiliar with the campus, reducing the potential of drivers circling the campus looking for parking. Overall, the changes to the project are expected to have little effect on traffic and vehicle circulation.

The changes to the project are expected to improve pedestrian circulation. The pedestrian pathway along the south side of Lakeside Drive would cross the primary entrance point to the initial location of PG-4 between Buildings 362 and NB/368 under the circulation plan evaluated in the Draft SEIR. This pedestrian pathway would include buffered sidewalks and would be the primary pedestrian route along Lakeside Drive from the pedestrian-only core of the site to Vintage Park Drive. With relocated PG-4, fewer vehicles would make a left turn across this pedestrian path, potentially reducing vehicle-pedestrian conflicts.

The changes to the project are not anticipated to affect bicycle circulation. The primary bicycle route through the project site would be located along the perimeter of the site, along Vintage Park Drive, Marsh Drive, and East Third Avenue. These streets would be unchanged as part of the relocation of PG-4. Therefore, vehicle/bicycle conflicts are not expected to change under the revised site plan. The revised site plan is also not anticipated to affect transit circulation. Transit circulation would remain the same as presented in the Draft SEIR (the Lincoln Centre shuttle and North Foster City shuttle would need to be rerouted due to the closure of Lakeside Drive).

In addition, because the changes to the project would not substantially alter trip distribution patterns on the site from what was analyzed in the Draft SEIR, the transportation impacts associated with the Lakeside Drive Open alternative would remain the same as identified in the Draft SEIR.

- *Noise and Air Quality.* As noted above under Transportation and Circulation, the relocation of PG-4 and the reallocation of parking spaces on the site would not substantially change trip distribution patterns. Thus the patterns of project-related motor vehicle noise and pollution would not change beyond those identified in the Draft SEIR. In addition, adjacencies of office/laboratory and parking uses would not change substantially with the changes to the project. Thus office and laboratory uses would not be subject to increased vehicle noise generated within parking facilities.
- *Public Services, Utilities, and Recreation.* Because the changes to the project would not change employment on the project site, demand for public services, utilities, and recreation facilities would not change beyond the levels identified in the Draft SEIR.
- *Global Climate Change.* The relocation of PG-4 could result in very minor changes to construction-period greenhouse gas emissions. These slight changes in emissions would result from changes in the use of building materials on the site and the length of construction trips, and adjustments in the use of machinery on the site to reflect the currently-proposed building size and configuration. These changes would not substantially alter the impact of the project on global climate change (e.g., substantially worsen the impacts of the project in regard to the 1,100 metric tons CO<sub>2</sub>e threshold as well as the threshold of 4.6 metric tons of CO<sub>2</sub>e per employee per year). Operational emissions, which would be generated by vehicle trips, building energy usage, and landscaping activities, would remain relatively unchanged.

## E. TEXT CHANGES

This final section of the memorandum presents specific changes to the text of the Draft SEIR that are being made to clarify information in the Draft SEIR, in response to comments received during the public review period or the direction of City staff. In no case do these revisions introduce “significant new information” as defined in *CEQA Guidelines* Section 15088.5, including new or more severe environmental impacts, new mitigation measures, or alternatives that the project applicant declines to adopt, or information indicating that the Draft SEIR is fundamentally inadequate. All revisions contained herein are minor in nature. Where revisions to the main text are called for, the page is listed, followed by the associated revision. Added text is indicated with underlined text. Text deleted from the Draft SEIR is shown in ~~strikeout~~. Page numbers correspond to the page numbers of the Draft SEIR.

### Page S-3 is modified as follows:

Development envisioned under the proposed 2012 Master Plan would require an amendment to the Vintage Park General Development Plan/Rezoning, ~~an amended and restated Development Agreement~~, and various other City entitlements, including demolition, construction, and development permits. A more detailed description of the proposed project is provided in Chapter II, Project Description.

### Table II-2 on page 11 is modified as follows:

**Table II-1: Existing Buildings**

Building Number	Building Use	Building to be Removed	Stories	Building Square Footage
300	Office	No	2	87,560
301	Office	No	5	163,000
310	Office	No	2	53,440
320	Office/Laboratory	Yes	1	25,728
322	Office	Yes	2	42,048
324	Laboratory	Yes	1	22,272
331	Office	Yes	1	20,737
333	Office	Yes	2	37,104
335	Laboratory	Yes	1	24,768
342	Laboratory	Yes	1	31,000
344	Laboratory	Yes	1	29,763
346	Laboratory	Yes	1	18,117
353	Laboratory	Yes	1	27,648
355	Office	Yes	2	54,828
357	Laboratory	<del>No</del> Yes	1	33,408
362	Laboratory	No	2	63,260
NLB-1	Laboratory	No	4	192,054
<b>Total</b>				<b>926,735</b>

Note: 303 Velocity Way is not part of the project site. NLB-1 is under construction as of May 2012.

Source: DES Architects + Engineers, 2012.

### Page 13 is modified as follows:

On November 29, 2011, Gilead Sciences submitted a request to amend the Vintage Park General Development Plan to integrate the approved South Campus with the newly-acquired North Campus. The 2012 Master Plan, as shown in conceptual form in Figure II-4, is intended to incorporate the additional parcels and respond to the business needs of Gilead Sciences for up to an approximately 15-

to 20-year buildout period (2013 through 2028 to 2033).<sup>44</sup> The development diagram shown in Figure II-4 illustrates the maximum buildout potential of the project, and not specific building massing or footprints. Figure II-5 shows a perspective of this conceptual plan.

<sup>44</sup>The Development Agreement for the project, which is under negotiation as of October 2012, is expected to be generally consistent with the overall project buildout time frame assumed in this Subsequent EIR.

**Page 28 is modified as follows:**

**2. Development Agreement First Amendment to the South Campus Development Agreement**

Project approvals would include amending and restating the Development Agreement for the South Campus, between the project applicant and the City, to include the North Campus. The Development Agreements would provide, among other things, for vesting of entitlements and local land use approvals, and would set forth certain respective rights and obligations of the applicant and the City relating to implementation of the 2012 Master Plan. Project approvals would include a First Amendment to the existing South Campus Development Agreement. The First Amendment would clarify the scope of vested rights within the South Campus portion of the project site.

**3. Subdivision**

Similar to the 2010 Master Plan, under the 2012 Master Plan, existing lot lines would need to be modified as existing buildings are removed and new buildings are constructed. Because buildout of the proposed 2012 Master Plan would be completed over an up to approximately 15- to 20-year period, lot line adjustments would occur at the time use permits for new buildings are obtained. The project applicant would work with the City to ensure the adjusted lot lines are documented in accordance with the City’s Municipal Code and Building Code requirements.

**Table II-6: Required Permits and Approvals**

Lead Agency	Permit/Approval
City of Foster City/ Estero Municipal Improvement District	<ul style="list-style-type: none"> <li>• Environmental Review</li> <li>• Master Plan Approval</li> <li>• General Development Plan/Rezoning</li> <li>• <u>Development Agreement First Amendment to the South Campus Development Agreement</u></li> <li>• Specific Development Plan/Use Permit</li> <li>• Building Permits</li> </ul>
Responsible Agencies	
San Francisco Bay Regional Water Quality Control Board (RWQCB)	<ul style="list-style-type: none"> <li>• National Pollutant Discharge Elimination System (NPDES) permit for storm water discharge</li> </ul>

Source: LSA Associates, Inc., 2012.

**The list of study intersections on pages 145 and 146 is modified as follows:**

**Study Intersections**

- ~~A~~1. Norfolk Street and East Third Avenue\*
- ~~B~~2. Mariners Island Boulevard and East Third Avenue
- ~~C~~3. Lakeside Drive and East Third Avenue
- ~~D~~4. Marsh Drive and East Third Avenue
- ~~E~~5. Foster City Boulevard and East Third Avenue
- ~~F~~6. Foster City Boulevard and Vintage Park Drive/Chess Drive
- ~~G~~7. Baker Way/State Route 92 (SR 92) Westbound Ramps and Fashion Island Boulevard/  
Bridgepointe Parkway\*

- ~~H~~8. Vintage Park Drive and Chess Drive
- ~~I~~9. SR 92 Westbound Ramps and Chess Drive
- ~~J~~10. Foster City Boulevard and Chess Drive
- ~~K~~11. SR 92 Eastbound Ramps and Edgewater Boulevard/Mariners Island Boulevard
- ~~L~~12. Edgewater Boulevard and Metro Center Boulevard
- ~~M~~13. Vintage Park Drive and Metro Center Boulevard
- ~~N~~14. Shell Boulevard and Metro Center Boulevard
- ~~O~~15. SR 92 Eastbound Ramps and Metro Center Boulevard
- ~~P~~16. Foster City Boulevard and Metro Center Boulevard/Triton Drive
- ~~Q~~17. Norfolk Street and East Hillsdale Boulevard\*
- ~~R~~18. Altair Avenue and East Hillsdale Boulevard
- ~~S~~19. Edgewater Boulevard and East Hillsdale Boulevard
- ~~T~~20. Shell Boulevard and East Hillsdale Boulevard
- ~~U~~21. Foster City Boulevard and East Hillsdale Boulevard
- ~~V~~22. Mariners Island Boulevard and Fashion Island Boulevard\*
- ~~W~~23. Mariners Island Boulevard and Reef Drive (side-street stop controlled)\*
- ~~X~~24. Foster City Boulevard and Marlin Avenue (all-way stop controlled)

**Mitigation Measure TRANS-1 on pages S-18 and 189-190 is modified as follows:**

Mitigation Measure TRANS-1: The project sponsor shall implement the TDM Program described below in Appendix G of the TIA in accordance with the C/CAG TDM Requirements. As documented in Table G-1 of Appendix G of the TIA, the TDM Program would reduce project vehicle trips by at least 8 percent. The traffic counts used to determine the site-specific trip generation rates were collected in 2008, when Gilead Sciences' transit mode share was 6.5 percent. Since 2008, the transit mode and van pool share has increased from 6.5 to 15.3 percent due to increased shuttle service. Gilead Sciences shall maintain this transit mode share through completion of the proposed project, which would result in an 8 percent reduction in vehicle trips added to the roadway network compared to modeled conditions (and a continued 15.3 percent transit mode split). With this reduction, the intersection of Norfolk Street/East Third Avenue would operate with 46 seconds of delay (compared to 45 seconds without the proposed project). Therefore, with implementation of the TDM Program, the proposed project would increase the intersection delay at Norfolk Street/East Third Avenue by less than 4 seconds, and this impact would be reduced to a less-than-significant level. The City shall require the implementation of an appropriate TDM Program for the life of the proposed project to reduce cumulative impacts on area roadways.

The TDM Program shall include a combination of the following elements that would ensure a transit mode and van pool share of 15.3 percent:

- *Bicycle Lockers and Racks.* Convenient and secure bicycle storage helps increase bicycling. Bike lockers and/or racks shall be provided to encourage more commuters to bicycle. A minimum of 324 racks and/or lockers shall be conveniently located around the campus.
- *Showers and Changing Rooms.* Although cyclists and walkers can change in restrooms and store a change of clothes in the workplace, dedicated facilities are more likely to encourage regular cycling and walking. Showers and a changing room shall be provided for employees that are commuting by bicycle or walking to the campus. The Gilead Sciences campus currently includes 22 changing areas and showers. A total of 64 changing areas and showers shall be provided, along with five or more bike lockers.

- Shuttle Service. Gilead Sciences supports the Peninsula Traffic Congestion Relief Alliance (Alliance) and operates two shuttle routes with three shuttle stops on campus. The stops at 300-310 Lakeside Drive and 301-303 Velocity Way shall be retained. The stop that is currently at 335-353 Lakeside Drive shall be relocated to 355-357 Lakeside Drive when Lakeside Drive is closed to through traffic. As the employee base grows, Gilead Sciences shall work with the Alliance, other corporate partners, and the City on steps at each of the following Gilead Sciences employee headcount thresholds:
  - 1,900 to 3,000 employees: Work with the Alliance to increase the current 24-passenger bus to a 32-35 passenger bus on the North Foster City route, if warranted.
  - 3,000 to 5,500 employees: Work with the Alliance to add a lead time bus (half hour bus in addition the current hourly bus) on the North Foster City Center route, if warranted.
  - 3,500 to 5,500 employees: Work with the Alliance to add a lead time bus (half hour bus in addition the current hourly bus) on the Lincoln Center route, if warranted.

Gilead Sciences shall offer shuttle service to nearby BART and other destinations to accommodate an existing and future demand of up to 521 employees. In addition, Gilead Sciences shall continue implementation of the Guaranteed Ride Program currently in place.

- Subsidized Public Transit Tickets. Subsidizing transit passes reduces the number of single occupant vehicles on the road by encouraging employees to use an alternative method for getting to work, which can also save them money. Subsidized rail passes shall be provided to employees at a minimum subsidy of \$20 per month to qualify for a trip reduction credit.
- Carpool Program. Carpools provide an alternative between driving alone and riding public transit. Gilead Sciences shall continue to provide Commuter Checks for participating employees. Employees that carpool at least 3 days per week shall receive a reimbursement of \$100/month to continue to encourage the use of carpooling.
- Vanpool Program. Vanpools provide an alternative between driving alone and riding public transit. This option offers greater vehicle carrying capacity and reduced costs while still providing flexibility and convenience to the users. Programs usually involve commuters traveling in a passenger van with one member of the group acting as the driver and person responsible for the vehicle. To encourage vanpooling, a guaranteed ride home provision shall also be implemented to ensure employees a ride home if they cannot leave at the same time as the vanpool or in the event of an emergency. Gilead Sciences shall continue to provide a vanpool subsidy of \$100/month for participating employees. This subsidy is used to offset the cost of fuel, bridge tolls, and rental fees for the vanpool.
- Commute Assistance Center. A commute assistance center complements other TDM measures by supporting and encouraging the use of other trip reduction measures. A center disseminates information on TDM services and incentives to site employees. Trained staff can provide commute planning help and conduct special promotional activities to increase commuters' interest in options other than driving alone. A commute assistance center is located in one of the campus buildings to offer on-site, one-stop access for transit and commute alternatives information. The center includes a transit information brochure rack, a desk and chairs for trip planning, a telephone with commute and transit information phone numbers, and processing of on-site assistance checks. The center shall continue operation and shall be staffed eight hours per day by two people.
- Employee Commute Survey. An employee commute survey shall be conducted twice per year to assess the current use of alternative commute options within the Gilead Sciences

campus. Results of the survey shall be used to identify adjustments that could be made to sustain or increase the use of transit, carpool/vanpool, bicycling, and walking.

- Video Conference Centers. Gilead Sciences shall provide video conferencing in each building on campus. These video conference rooms enable teams to work across campus without getting in their cars, to meet with local and distant customers, and to avoid having to travel to meetings off campus.
- Provision of On-Site Amenities. On-site amenities encourage employees and visitors to stay on site during the work day, thus reducing the need to bring an automobile to work or leave the site to run errands. Eligible example features include banking, grocery shopping, dry cleaners, exercise facilities, and child care center. The Gilead Sciences campus shall provide four cafeterias, nine automated teller machines (ATMs) one fitness center, as well as on-site masseuse service, oil change service, and dry cleaning services.
- Provision of Child Care. Child care is another on-site amenity that can help reduce vehicle trips. The Gilead Sciences campus shall provide child care services for up to 104 children and shall accommodate children from infant to 12 years old.
- Guaranteed Ride Home Program. A Guaranteed Ride Home program provides commuters that carpool, vanpool, bike, walk or take transit to work with a free ride home when unexpected emergencies arise. Employees that leave their personal vehicles at home are able to take a free taxi ride or use a 24-hour car rental in the case of an emergency. Gilead Sciences currently provides this benefit to its employees through company resources and shall continue to provide this benefit in the future.
- Combination of Elements. Experience has shown that offering multiple and complementary TDM components can magnify the impact of the overall TDM program. Gilead Sciences is currently and shall continue to work with the Alliance on providing transportation alternatives. (LTS)

Table IV.G-19 on page 205 is modified as follows:

**Table IV.G-19: Required Parking Supply Calculation**

Building Type	Resulting Parking (spaces)	Parking Required (with 15% reduction)	Motorcycle Parking Credit <sup>a</sup>	Bicycle Parking Credit <sup>a</sup>	Total Parking Required <sup>b</sup>	Proposed Parking Supply
Office	5,182	4,405	–	–	–	–
Lab	973972	828826	–	–	–	–
MSB + Warehouse	4440	3635	–	–	–	–
<i>Proposed Project Subtotal</i>	<i>6,194</i>	<i>5,269,266</i>	<i>2726</i>	<i>3433</i>	<i>5,208,207</i>	–
Former EFI/303 Velocity Way (Shared Supply)	1,003	853	95	435	842843	–
<b>Total with EFI</b>	<b>7,197</b>	<b>6,1226,119</b>	<b>6231</b>	<b>30838</b>	<b>6,050</b>	<b>6,050</b>

Notes:

<sup>a</sup> A total of 53 motorcycle parking spaces are required (per the one percent requirement) and 263 bicycle parking spaces are required (per the five percent requirement). For the purpose of identifying required parking spaces, one standard parking space is credited for every two motorcycle spaces and for every eight bicycle spaces.

<sup>b</sup> Includes credit for motorcycle and bicycle parking.

k.s.f. = 1,000 square feet

MSB = Material Storage Building

Source: Fehr & Peers, September 2012.

**Mitigation Measure NOI-1b on pages S-22 and 223 is modified as follows:**

NOI-1b: The construction contractor(s) shall implement the following measures at the project site during all demolition and construction activities:

*[Bullet points #1 through #7 and #11 remain unchanged.]*

- Prepare and submit to the City for approval a detailed construction plan identifying the schedule for major noise-generating construction activities (e.g., grading, pile driving, and steel erection). ***[Note: No need to add “of” after approval. Sentence OK as is.]***
- Pre-drill foundation pile holes to minimize the number of impacts required to seat the pile.
- Use multiple pile driving rigs to expedite pile driving activities if adequate space is available.

...

**Page 268 is modified as follows:**

In addition, the City may require the following measures as part of the ~~Development Agreement~~ for the project to further reduce the already less-than-significant impacts on FCFD services:

**Page 275 is modified as follows:**

The anticipated growth in the 2012 Master Plan area, in combination with past, present, and reasonably foreseeable future projects, could adversely affect FCFD response times. However, the FCFD anticipates that it would continue to be able to meet its response time goal in the context of future development. In addition, the measures that the City may require as part of the project Development Agreement (including requiring Gilead Sciences to participate in the City’s replacement/upgrade of traffic signal preemption devices, and requiring the identification of fire roads and lanes) would further reduce the contribution of the project to cumulative impacts on FCFD services. Similar measures may also be incorporated into other planned projects of a similar size and would reduce the impact of cumulative development on emergency response times (and avoid the need for new capital facilities to retain existing response times). Thus, no cumulative impacts to fire services are anticipated that would result in adverse physical impacts associated with the maintenance of service standards.