

# SAN MATEO COUNTY COMMUNITY COLLEGE DISTRICT



## **Final Environmental Impact Report for the 2015 Facilities Master Plan Amendment**

**Prepared by:**

**San Mateo County Community College District  
Facilities Planning and Operations  
3401 CSM Drive  
San Mateo, CA 94402**

**Technical Assistance Provided by:**

**ICF International  
620 Folsom Street, 2<sup>nd</sup> Floor  
San Francisco, CA 94107**

**November 2015**



College of San Mateo





# **FINAL ENVIRONMENTAL IMPACT REPORT**

## **SAN MATEO COUNTY COMMUNITY COLLEGE DISTRICT**

### **2015 FACILITIES MASTER PLAN AMENDMENT**

**STATE CLEARINGHOUSE # 2015052007**

**PREPARED FOR:**

San Mateo County Community College District  
3401 CSM Drive  
San Mateo, CA 94402  
Contact: Barbara Christensen  
650.574.6560

**PREPARED BY:**

ICF International  
620 Folsom Street, 2<sup>nd</sup> Floor  
San Francisco, CA 94107  
Contact: Elizabeth Antin  
415.677.7102

**November 2015**



ICF International. 2015. *San Mateo County Community College District 2015 Facilities Master Plan Update Final Environmental Impact Report*. November. (ICF 00234.15.) San Francisco, CA. Prepared for San Mateo County Community College District, San Mateo, CA.

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## Acronyms and Abbreviations

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Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CSM	College of San Mateo
EIR	Environmental Impact Report
I-280	Interstate 280
MMRP	Mitigation Monitoring and Reporting Program
NOP	Notice of Preparation
OPR	Office of Planning and Research
Project	San Mateo County Community College District 2015 Facilities Master Plan Amendment
Regional Water Board	San Francisco Bay Regional Water Quality Control Board
SVCW	Silicon Valley Clean Water
TDM	Transportation Demand Management
VMT	vehicle miles travelled

# Chapter 1

## Introduction

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This Final Environmental Impact Report (EIR) for the San Mateo County Community College District 2015 Facilities Master Plan Amendment (Project) has been prepared in compliance with the California Environmental Quality Act (CEQA) and includes the following.

- Draft Environmental Impact Report, August 2015 (bound separately, not reprinted).
- Comments, Responses to Comments, and Revisions to the Draft EIR (this document).

The San Mateo County Community College District is the CEQA lead agency for the Project. As required by CEQA, the Draft EIR was made available to the public and regulatory agencies for review and comment during a 45-day period between August 31, 2015, and October 15, 2015. Per CEQA Guidelines Section 15132, the Final EIR consists of the following elements.

- a) The Draft EIR or a revision of the draft.
- b) Comments and recommendations received on the Draft EIR either verbatim or in a summary.
- c) A list of persons, organizations, and public agencies commenting on the Draft EIR.
- d) The response of the Lead Agency to significant environmental points raised in the review and consultation process.
- e) Any other information added by the lead agency.

This document contains the comments received on the August 2015 Draft EIR, responses to those comments (refer to Chapter 2), and appropriate revisions to the Draft EIR in the form of an errata (refer to Chapter 3). The August 2015 Draft EIR is incorporated by reference and has been provided on a compact disc inside the back cover of this document.





## Comments Received on the Draft EIR

This chapter includes all comments received on the Draft EIR. The comment letters (i.e., commenters) have been numbered as shown in Table 2-1. The individual comments within each letter have been numbered in the right margins.

**Table 2-1. List of Commenters**

Letter #	Commenter	Date
1	Office of Planning and Research	October 13, 2015
2	California Department of Transportation (Caltrans)	October 12, 2015
3	City of Redwood City	October 15, 2015
4	Town of Woodside	October 15, 2015
5	Gladwyn d'Souza	October 13, 2015
6	Linton Y. Bowie	October 9, 2015
7	Erika Fabre, The Conservation Society	October 10, 2015

## Responses to Comments

This chapter also includes responses for each of the numbered comments identified in the comment letters. Each response briefly summarizes the comment, provides a response to the comment, and then identifies if the comment resulted in revisions to the Draft EIR. Revisions are included in Chapter 3, *Text Revisions to the Draft EIR*.

In responding to comments, CEQA does not require a lead agency to conduct every test or perform all research, study, or experimentation recommended or demanded by a commenter. Rather, a lead agency need only respond to significant environmental issues and does not need to provide all information requested by reviewers if that information is not related to environmental issues. The following responses represent a good-faith effort at full disclosure (State CEQA Guidelines Sections 15088, 15204).

Letter 1 .



Edmund G. Brown Jr.  
Governor

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



Ken Alex  
Director

October 13, 2015

Barbara Christensen  
San Mateo County Community College District  
3401 CSM Drive  
San Mateo, CA 94402

Subject: San Mateo County Community College District 2015 Facilities Master Plan Amendment  
SCH#: 2015052007

Dear Barbara Christensen:

The State Clearinghouse submitted the above named Draft 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 October 12, 2015, 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."

1-1

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#** 2015052007  
**Project Title** San Mateo County Community College District 2015 Facilities Master Plan Amendment  
**Lead Agency** San Mateo County Community College District

**Type** EIR Draft EIR  
**Description** San Mateo Community College District has three campuses in San Mateo County, California including Canada College in Redwood City and the Town of Woodside, College of San Mateo (CSM) in the City of San Mateo, and Skyline College in the City of San Bruno. The 2015 Facilities Master Plan Amendment would continue the modernization and renovation work that began with adoption of the District's 2001 and 2006 Facilities Master Plans. The 2015 Facilities Master Plan Amendment identifies planned improvements at the three campuses including, but not limited to: building modernization and renovation, building demolition, new building construction, tree removal, landscaping/pedestrian improvements, roadway construction/reconstruction, and changes in parking and roadway reconfiguration.

**Lead Agency Contact**

**Name** Barbara Christensen  
**Agency** San Mateo County Community College District  
**Phone** 650-574-6560 **Fax**  
**email**  
**Address** 3401 CSM Drive  
**City** San Mateo **State** CA **Zip** 94402

**Project Location**

**County** San Mateo  
**City** Redwood City, Woodside, San Mateo, San Bruno  
**Region**  
**Lat / Long**  
**Cross Streets** Farm Hill Boulevard; West Hillside Boulevard; Skyline Boulevard  
**Parcel No.**  

<b>Township</b>	<b>Range</b>	<b>Section</b>	<b>Base</b>

**Proximity to:**

**Highways** I-280, SR 84, SR 92  
**Airports**  
**Railways**  
**Waterways** Emerald Lake; Crystal Springs Reservoir; Pacific Ocean  
**Schools** Various  
**Land Use** Existing College Campuses

**Project Issues** Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; 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; Vegetation; Water Quality; Water Supply; Growth Inducing; Landuse; Cumulative Effects; Other Issues

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

**Date Received** 08/28/2015 **Start of Review** 08/28/2015 **End of Review** 10/12/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.

Oct 12 2015 10:41AM HP LASERJET FAX

p. 1

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

DEPARTMENT OF TRANSPORTATION  
DISTRICT 4  
P.O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5528  
FAX (510) 286-5559  
TTY 711  
www.dot.ca.gov

CLEAR  
10-12-15  
E

EDMUND G. BROWN Jr., Governor



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Help save water!

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STATE CLEARING HOUSE

October 12, 2015

SMVAR030  
SON-VAR-VAR  
SCH # 2015052007

Ms. Barbara Christensen  
San Mateo County Community College District  
3401 CSM Drive  
San Mateo, CA 94402

**San Mateo County Community College District 2015 Facilities Master Plan Amendment –  
Draft Environmental Impact Report**

Dear Ms. Christensen:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the San Mateo County Community College District (SMCCCD) 2015 Facilities Master Plan Amendment. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system, in which we seek to reduce statewide Vehicle Miles Traveled (VMT) and increase non-auto modes of active transportation. Our comments seek to promote the State's smart mobility goals and are based on the Draft Environmental Impact Report. Please reference the attached letter dated May 28, 2015 as those comments still apply.

**Project Understanding**  
The SMCCCD 2015 Facilities Master Plan Amendment proposes numerous improvements for the Cañada, Skyline, and San Mateo College (CSM) campuses. These improvements include, but are not limited to the construction of a new health club on the Cañada College campus, a new residential complex on the Skyline Campus (71 units), parking expansion, roadway construction/reconfiguration, and building renovation on all three campuses.

Primary access to the Cañada College campus include Cañada Road, Woodhill Drive, and Farm Hill Boulevard. Interstate 280 (I-280) is located adjacent to Cañada College and can be accessed via I-280 ramps on Farm Hill Boulevard. Access to CSM is gained via West Hillsdale Boulevard, which then connects to adjacent State facility State Route (SR) 92/ J. Arthur Younger Freeway. Access to the Skyline campus is gained via College Drive, which then connects to SR 35/ Skyline Boulevard.

*"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"*

Oct 12 2015 10:41AM HP LASERJET FAX

P. 2

Ms. Barbara Christensen,  
San Mateo County Community College District  
October 12, 2015  
Page 2

### ***Transportation Demand Management***

Caltrans encourages you to enhance Transportation Demand Management (TDM), including improved transit and pedestrian/bike facilities to reduce regional VMT; thereby reducing traffic impacts on the State Highway System. The project should be conditioned to ensure connections to existing bike lanes and multi-use trails to facilitate walking and biking to nearby jobs, neighborhood services, and transit such as SamTrans routes 274 and 278 for Cañada College; 250, 260 and 294 for CSM; and 121, 123 and 140 for Skyline College.

Further TDM measures are presented below. Such measures are critical in supporting the Metropolitan Transportation Commission's Regional Transportation Plan/Sustainable Community Strategy, which identifies transportation system performance targets to increase non-auto mode share by 10 percentage points and decrease VMT per capita by 10 percent. Additionally, access management considerations should support a multi-modal transportation network.

- Project design to encourage walking, bicycling, and convenient transit access;
- On-site showers and bicycle racks to accommodate employees using modes of active transportation;
- Adoption of preferential carpool parking near the building entrance as an incentive for employees;
- An aggressive trip reduction target with Lead Agency monitoring and enforcement;
- Formation of a Transportation Management Association in partnership with other developments in the area;
- Employer subsidy contributions to promote the use of public transit; and
- Public-private partnerships or employer contributions to provide improved transit or shuttle service in the project area.

### ***Lead Agency***

As the Lead Agency, the SMCCCD is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Where mitigation is a condition of approval, the California Environmental Quality Act (CEQA) requires a Mitigation Monitoring and Reporting Program (MMRP). Required information is listed below. Further information on the MMRP is available on the following website:

[http://www.dot.ca.gov/hq/tpp/offices/ccp/lgr\\_ceqa.html](http://www.dot.ca.gov/hq/tpp/offices/ccp/lgr_ceqa.html).

- Lead Agency contact name, address, and telephone number,
- Location, type and implementation schedule for each mitigation measure, and

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Oct 12 2015 10:41AM HP LASERJET FAX

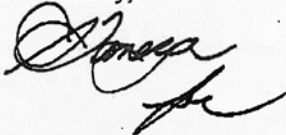
p. 3

Ms. Barbara Christensen,  
San Mateo County Community College District  
October 12, 2015  
Page 3

- Signed and dated certification that the mitigation has been implemented, and all other reporting requirements have been adhered to, in accordance with Public Resources Code Sections 21081.6 and 21081.7.

Should you have any questions regarding this letter or require additional information, please contact Cole Iwamasa at (510) 286-5534 or by email at: [cole.iwamasa@dot.ca.gov](mailto:cole.iwamasa@dot.ca.gov).

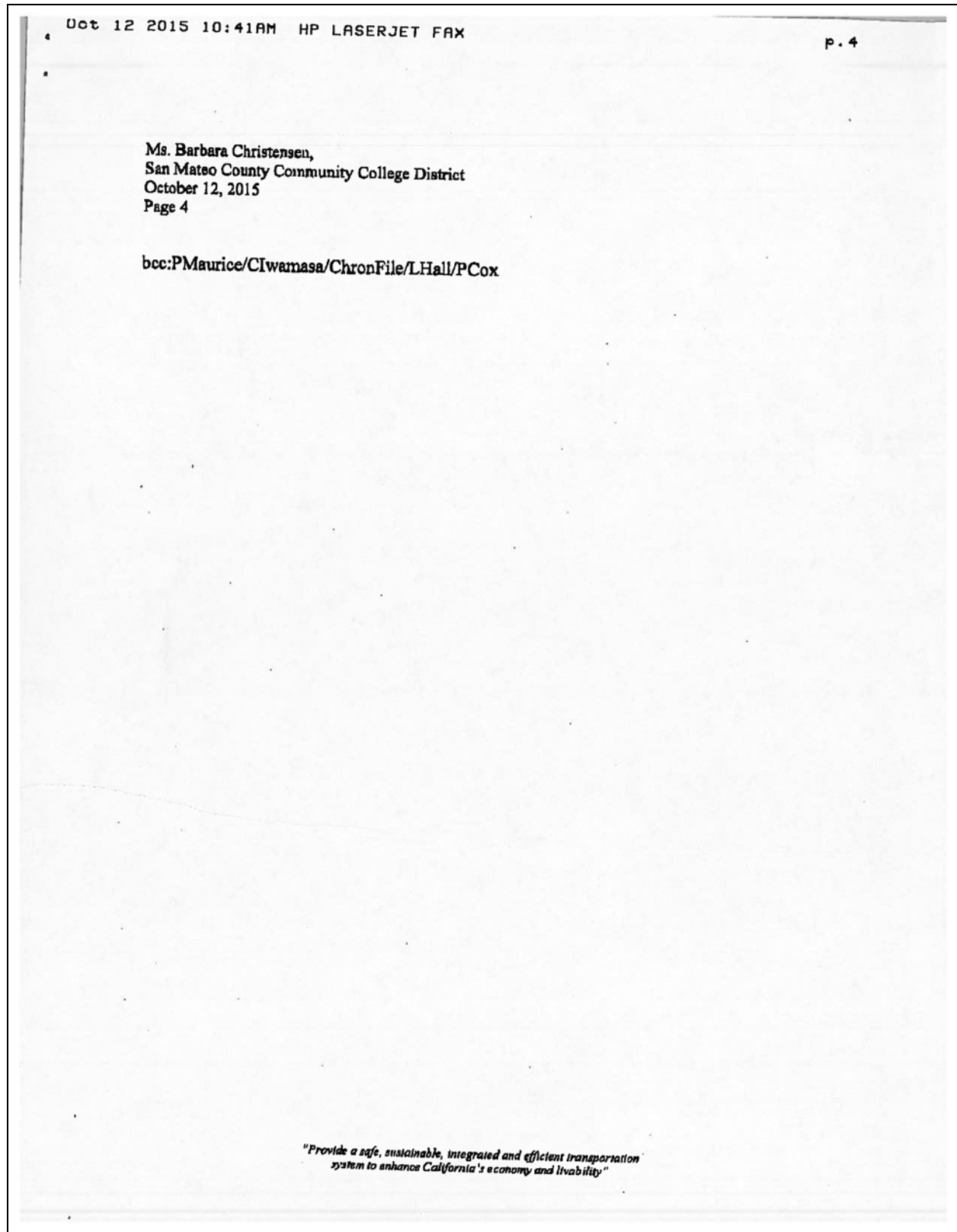
Sincerely,



PATRICIA MAURICE  
District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse

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## Response to Comment Letter 1 (Office of Planning Research)

### Comment 1-1

*The Office of Planning and Research (OPR) letter informs the District that the State Clearinghouse received the Draft EIR and submitted it to select agencies for review. The OPR letter includes as an attachment the Department of Transportation (Caltrans) comment letter on the Draft EIR.*

Comment noted. This comment does not concern the adequacy of the EIR. No revisions to the Draft EIR are necessary.

The Caltrans comment letter is included herein as Comment Letter 2.



Letter 2

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4  
P.O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5528  
FAX (510) 286-5559  
TTY 711  
www.dot.ca.gov



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Help save water!*

October 12, 2015

SMVAR030  
SON-VAR-VAR  
SCH # 2015052007

Ms. Barbara Christensen  
San Mateo County Community College District  
3401 CSM Drive  
San Mateo, CA 94402

**San Mateo County Community College District 2015 Facilities Master Plan Amendment –  
Draft Environmental Impact Report**

Dear Ms. Christensen:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the San Mateo County Community College District (SMCCCD) 2015 Facilities Master Plan Amendment. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system, in which we seek to reduce statewide Vehicle Miles Traveled (VMT) and increase non-auto modes of active transportation. Our comments seek to promote the State's smart mobility goals and are based on the Draft Environmental Impact Report. Please reference the attached letter dated May 28, 2015 as those comments still apply.

2-1

***Project Understanding***

The SMCCCD 2015 Facilities Master Plan Amendment proposes numerous improvements for the Cañada, Skyline, and San Mateo College (CSM) campuses. These improvements include, but are not limited to the construction of a new health club on the Cañada College campus, a new residential complex on the Skyline Campus (71 units), parking expansion, roadway construction/reconfiguration, and building renovation on all three campuses.

2-2

Primary access to the Cañada College campus include Cañada Road, Woodhill Drive, and Farm Hill Boulevard. Interstate 280 (I-280) is located adjacent to Cañada College and can be accessed via I-280 ramps on Farm Hill Boulevard. Access to CSM is gained via West Hillsdale Boulevard, which then connects to adjacent State facility State Route (SR) 92/ J. Arthur Younger Freeway. Access to the Skyline campus is gained via College Drive, which then connects to SR 35/ Skyline Boulevard.

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Ms. Barbara Christensen,  
 San Mateo County Community College District  
 October 12, 2015  
 Page 2

### ***Transportation Demand Management***

Caltrans encourages you to enhance Transportation Demand Management (TDM), including improved transit and pedestrian/bike facilities to reduce regional VMT; thereby reducing traffic impacts on the State Highway System. The project should be conditioned to ensure connections to existing bike lanes and multi-use trails to facilitate walking and biking to nearby jobs, neighborhood services, and transit such as SamTrans routes 274 and 278 for Cañada College; 250, 260 and 294 for CSM; and 121, 123 and 140 for Skyline College.

2-3

Further TDM measures are presented below. Such measures are critical in supporting the Metropolitan Transportation Commission's Regional Transportation Plan/Sustainable Community Strategy, which identifies transportation system performance targets to increase non-auto mode share by 10 percentage points and decrease VMT per capita by 10 percent. Additionally, access management considerations should support a multi-modal transportation network.

- Project design to encourage walking, bicycling, and convenient transit access;
- On-site showers and bicycle racks to accommodate employees using modes of active transportation;
- Adoption of preferential carpool parking near the building entrance as an incentive for employees;
- An aggressive trip reduction target with Lead Agency monitoring and enforcement;
- Formation of a Transportation Management Association in partnership with other developments in the area;
- Employer subsidy contributions to promote the use of public transit; and
- Public-private partnerships or employer contributions to provide improved transit or shuttle service in the project area.

### ***Lead Agency***

As the Lead Agency, the SMCCCD is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Where mitigation is a condition of approval, the California Environmental Quality Act (CEQA) requires a Mitigation Monitoring and Reporting Program (MMRP). Required information is listed below. Further information on the MMRP is available on the following website:

2-4

[http://www.dot.ca.gov/hq/tpp/offices/ocp/igr\\_ceqa.html](http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa.html).

- Lead Agency contact name, address, and telephone number,
- Location, type and implementation schedule for each mitigation measure, and

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Ms. Barbara Christensen,  
San Mateo County Community College District  
October 12, 2015  
Page 3

- Signed and dated certification that the mitigation has been implemented, and all other reporting requirements have been adhered to, in accordance with Public Resources Code Sections 21081.6 and 21081.7.

2-4,  
cont.

Should you have any questions regarding this letter or require additional information, please contact Cole Iwamasa at (510) 286-5534 or by email at: [cole.iwamasa@dot.ca.gov](mailto:cole.iwamasa@dot.ca.gov).

Sincerely,



PATRICIA MAURICE  
District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse

*"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"*

Ms. Barbara Christensen,  
San Mateo County Community College District  
October 12, 2015  
Page 4

bcc:PMaurice/CIwamasa/ChronFile/LHall/PCox

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system to enhance California's economy and livability"*

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN, Jr., Governor

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4

P.O. BOX 23660, MS-10D

OAKLAND, CA 94623-0660

PHONE (510) 286-5528

FAX (510) 286-5559

TTY 711

<http://www.dot.ca.gov/dist4/>*Serious Drought.  
Help save water!*

May 28, 2015

MSVar030  
SCH# 2015052007

Ms. Barbara Christensen  
San Mateo County Community College District  
3401 CSM Drive  
San Mateo, CA 94402

Dear Ms. Christensen:

**San Mateo County Community College District 2015 Facilities Master Plan Amendment –  
Notice of Preparation**

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above project. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system; provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl. The following comments are based on the Notice of Preparation.

***Project Understanding***

The project identifies planned improvements at the San Mateo County Community College District's (District) three campuses. These improvements include but not limited to: building modernization and renovation, building demolition, new building construction, tree removal, landscaping/pedestrian improvements, and changes in the parking and roadways. The specific design and construction of campus projects would occur as projects are funded through the District's Capital Improvement Program.

***Traffic Impact Fees***

Please identify any Transportation Impact Fees associated with this proposed project. The scheduling and costs associated with planned improvements on the Caltrans right-of-way should be listed, in addition to identifying viable funding sources per General Plan Guidelines.

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Ms. Barbara Christensen/San Mateo Co. Community College District  
May 28, 2015  
Page 2

***Traffic Impact Study and Multi-Modal Transportation***

Please provide the following:

1. Mitigation for any roadway sections or intersections with increasing Vehicles Miles Travelled (VMT) need to be identified. Mitigation may include contribution to a regional fee program as applicable, and should support the use of transit and active transportation modes.
2. Impacts on pedestrians and bicyclists resulting from projected VMT increases need to be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures needed to maintain and improve access to transit facilities and reduce vehicle trips.
3. Please consider pedestrian, bicycling, and transit performance or quality of service measures and modeling as a means of estimating the project impacts to these modes and evaluating mitigation measures and tradeoffs.
4. Include a Transportation Demand Management (TDM) Plan that will provide for appropriate documentation for monitoring TDM measures, including annual reports to demonstrate the ongoing reduction of vehicle trips while continuing to survey the travel pattern of employees and visitors.

***Vehicle Trip Reduction***

We encourage you to develop Travel Demand Management (TDM) policies to encourage usage of nearby public transit lines and reduce vehicle trips on the State Highway System. These policies could include lower parking ratios, car-sharing programs, preferential car/van pool parking, electric vehicle charging stations, bicycle parking and showers, shuttle services to transit, subsidized transit passes, and providing transit passes to students and employees.

For information about parking ratios, see the Metropolitan Transportation Commission (MTC) report *Reforming Parking Policies to Support Smart Growth* or visit the MTC parking webpage: [http://www.mtc.ca.gov/planning/smart\\_growth/parking/](http://www.mtc.ca.gov/planning/smart_growth/parking/).

In addition, secondary impacts on pedestrians and bicyclists resulting from any traffic impact mitigation measures should be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on state highways.

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Ms. Barbara Christensen/San Mateo Co. Community College District  
May 28, 2015  
Page 3

Please provide at least one hard copy and one CD of the environmental document including technical appendices as soon as they are available.

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

Sincerely,



PATRICIA MAURICE  
District Branch Chief  
Local Development – Intergovernmental Review

cc: State Clearinghouse

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Ms. Barbara Christensen/San Mateo Co. Community College District  
May 28, 2015  
Page 4

bc: P Maurice, S Finegan, chron file

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## Responses to Comment Letter 2 (Caltrans)

### Comment 2-1

*This comment summarizes Caltrans' mission, vision, and goals.*

Comment noted. This comment does not concern the adequacy of the EIR. No revisions to the Draft EIR are necessary.

The District has reviewed the May 28, 2015 scoping letter from Caltrans. There were no substantive environmental issues raised that were not addressed in either the Draft EIR or in Caltrans' October 12, 2015 letter (and therefore addressed in responses to Comments 2-2 through 2-4).

### Comment 2-2

*This comment summarizes the Project and the primary access roads to each of the campuses.*

Comment noted. This comment does not concern the adequacy of the EIR. No revisions to the Draft EIR are necessary.

### Comment 2-3

*This comment summarizes Caltrans' encouragement to enhance Transportation Demand Management (TDM), including transit and pedestrian/bicycle facilities, to reduce regional vehicle miles travelled (VMT). The comment lists several examples of TDM measures.*

As described in Section 3.14, *Transportation and Traffic*, of the Draft EIR, the Project would neither facilitate or cause an increase in enrollment or employment, nor would it contribute to campus growth. Therefore, with the exception of Building 1, Kinesiology/Wellness, at Cañada College, and the residential complex at Skyline College, the Project would not result in the generation of new vehicle trips on the surrounding roadway network.

The new Building 1, Kinesiology/Wellness, at Cañada College would replace the existing Building 1, Gymnasium. The new Building 1 would have a health club that would be open to the public, while the existing Building 1 only supports classroom uses and is not open to the public. Operation of the new health club would generate new vehicle trips on surrounding local streets, but the local streets would continue to operate at acceptable levels of service (LOS D or better). Additionally, because the health club is expected to be mostly used by students, staff, and members from the surrounding neighborhoods, it is expected that only a few trips would be added to Interstate 280 (I-280). Additionally, as described under Impact CC-TRA-2, the health club is not anticipated to increase transit demand, and the Project does not include any substantial alterations to internal or external transportation facilities aside from improvements to internal pedestrian connections. Because the Project would not result in any traffic impacts on the local state highway system, TDM measures at Cañada College are not warranted. No revisions to the Draft EIR are necessary.

The residential complex at Skyline College would be a new use with up to 71 housing units on a vacant lot. As described under Impact SC-TRA-1, the new residential complex would generate new vehicle trips on College Drive and surrounding local trips. Skyline Boulevard (State Route 35) is located in the vicinity of Skyline College. As described, the residential complex would add a maximum of 54 peak-hour trips to Skyline Boulevard, and the new trips would not cause the Skyline

Boulevard/College Drive intersection to exceed the San Bruno LOS service. Additionally, as described under Impact SC-TRA-2, the residential complex is not anticipated to increase transit demand to a level at which it could not be accommodated by existing transit service. The Project does not include any alterations to internal or external transportation facilities aside from improvements to internal pedestrian connections. Because the Project would not result in any traffic impacts on the local or the state highway system, TDM measures at Skyline College are not warranted. No revisions to the Draft EIR are necessary.

## Comment 2-4

*The comment states that the District is responsible for all Project mitigation, including any needed improvements to state highways, and that the mitigation should specify the Project's fair share contribution, financing, scheduling, and implementation and monitoring responsibilities. The comment also states that this information should be presented in the Mitigation Monitoring and Reporting Program (MMRP), and includes information required to be in the MMRP.*

Before the Project is approved, a MMRP will be adopted that lists the District-adopted mitigation measures, time for implementation, and parties responsible for their implementation and monitoring. Mitigation measures must be fully enforceable through permit conditions, agreements, or other measures. The District is responsible through the MMRP for ensuring that implementation of the mitigation measures occurs. Because the Project is not anticipated to make a considerable contribution to traffic on state highways, there is no justification for a fair share contribution to highway improvements.

Letter 3

**Community Development  
Department**

Planning and Housing Division  
1017 Middlefield Road  
Redwood City, CA 94063



(650) 780-7234  
[planning@redwoodcity.org](mailto:planning@redwoodcity.org)  
[www.redwoodcity.org](http://www.redwoodcity.org)

**PLAN REVIEW COMMITTEE**

October 15, 2015

San Mateo Community College District  
Barbara Christensen, Director of Community/Government Relations  
3401 CSM Drive  
San Mateo, CA 94402

**SUBJECT: DEIR COMMENTS**  
**PROJECT #:** 2015 FACILITIES MASTER PLAN AMENDMENT  
**PROPERTY ADDRESS:** 4200 FARM HILL BLVD.  
**ASSESSOR'S PARCEL NUMBER(S):** [068-320-410, 400, 330], 068-330-330

Dear Ms. Christensen:

Thank you for the opportunity to comment on the DEIR for the San Mateo Community College 2015 Facilities Master Plan, received August 31, 2015. The City reviewed the portion of the DEIR relating to proposed improvements at Canada College with the Plan Review Committee (PRC) on September 10, 2015 to identify macro issues that may impact the feasibility of the project. This letter summarizes input from the PRC.

- 1. **Planning:** | 3-1  
Please provide a courtesy copy to the City once the DSA approves the project.
- 2. **Engineering Division:**
  - a. 3.8.3.3 page 3.8-26 – 2<sup>nd</sup> paragraph and other portions of the report state all “campus area” flows will continue to flow to Redwood Creek, but previously 3.8.2.1 states that it flows to two watersheds, South Bay (Redwood Creek) and Santa Clara. Figure ES-1 and 3.8-1a when looked at together indicate that the actual project site will flow to the Santa Clara watershed. Needs clarification. | 3-2
  - b. 3.8.3.3 page 3.8-27 – The report states that storm drain systems will flow to the City of Redwood City’s storm drainage system. Impact CC-HYD-1 and thus Mitigation Measure CC-HYD-2 are cited throughout the section as the means of controlling the rate of runoff leaving the site. In order to control | 3-3

<p>runoff prior to entering the Redwood City storm system, this mitigation measure would need incorporate that "the project and its hydromodification measures will be designed in accordance with the Redwood City Drainage Guidelines for Commercial Development, which requires that the 30-year post-development discharge must be equal or less than the 10-year pre-development discharge."</p>	<p>3-3, cont.</p>
<p>c. 3.8.3.3 page 3.8-30 – Impact CC-HYD-4 relies on Impact CC-HYD-1's description to indicate runoff has been controlled. Directing to new (or existing) landscaped area does not control runoff unless that landscaped area is designed as a detention system to accommodate the additional flows from the newly created impervious areas.</p>	<p>3-4</p>
<p>d. 3.12.2.1 page 3.12-5 – Wastewater – SBSA is now SVCW</p>	<p>3-5</p>
<p>e. 3.12.3.3 page 3.12-13 – Impact CC-PSU-3, 2<sup>nd</sup> paragraph. Usage by Redwood City water customers is calculated by Attachment Q of the Design Criteria in the City's Engineering Standards. This calculation will indicate that water usage will increase. Health clubs (the wellness center) will be open to the public and therefore the number of users will increase and will use additional water. The second to last sentence of this 2<sup>nd</sup> paragraph should instead indicate that water use will increase. As a Redwood City water customer, in order to offset this increase, the project shall pay all applicable water meter and water capacity fees based on existing and proposed water meter sizes, and existing and proposed water usage in gallons per day. Although mentioned in this section, current drought conservation efforts are not indicators of future conservation efforts and cannot offset planned increases in water usage</p>	<p>3-6</p>
<p>f. 3.12.3.3 page 3.12-13 – Impact CC-PSU-4, the 3<sup>rd</sup> to last sentence should address the comments on the Water system above, because increase in indoor water use will create increase in wastewater generation. Usage by Redwood City water customers is calculated by Attachment L of the Design Criteria in the City's Engineering Standards. This calculation will indicate that wastewater generation will increase. If the Redwood City sewer system provides service here, in order to offset this increase, the project shall pay all applicable sewer capital facilities and wastewater treatment capacity fees based on the existing and proposed wastewater generation in gallons per day.</p>	<p>3-7</p>
<p>g. 3.12.3.3 page 3.12-14 – Impact CC-PSU-5, 3<sup>rd</sup> paragraph needs to indicate that stormwater runoff rates will be controlled in accordance with local standards as well.</p>	<p>3-8</p>
<p>3. <b>Fire Division:</b> Redwood City Fire Department does not have any jurisdiction for fire and life safety for the projects slated for the campus. The Woodside Fire Protection District and the State of California DSA Office has the primary responsibility. Fire does not have any further comment.</p>	<p>3-9</p>
<p>4. <b>Building Division:</b> All school buildings must go through the DSA plan review too. Building does not have any further comment.</p>	<p>3-10</p>

5. **Police Division:**

Farm Hill Blvd. is not a truck route. Consider using the 280 corridor as the primary truck route for construction vehicles.

3-11

Sincerely,



Lindy Chan  
Senior Planner

Cc:  
Enclosed:

## Responses to Comment Letter 3 (City of Redwood City)

### Comment 3-1

*The City of Redwood City (City) requests a copy of the Final EIR upon Project approval.*

The District will provide a copy of the Final EIR upon approval of the Project. This comment does not concern the adequacy of the EIR. No revisions to the Draft EIR are necessary.

### Comment 3-2

*The City requests clarification regarding to which watershed stormwater from Cañada College flows.*

The Redwood Creek watershed is a subwatershed of the larger South San Francisco Bay (South Bay) Watershed. Although Cañada College campus is located within both the larger South Bay and Santa Clara watershed boundaries, all onsite drainage is routed to the Redwood City municipal storm drain system, which ultimately flows to the South Bay watershed via Redwood Creek subwatershed. A few outfalls that discharge to the south first discharge runoff into the town of Woodside, which routes all its stormwater to the Redwood City storm drainage system as well. This information was obtained from the District Facilities Planning, Maintenance & Operations Stormwater management Program document (SMCCD 2013). This information was described on page 3.8-13 of the Draft EIR in the Surface Hydrology section. The text was modified on page 3.8-26 to clarify that the stormwater is routed to the Redwood City storm drainage system, which flows through the Redwood Creek subwatershed of the larger South Bay Watershed (refer to Chapter 3, *Text Revisions to the Draft EIR*).

### Comment 3-3

*The City requests that additional information be added to Mitigation Measure CC-HYD-2 to specify that the Project and its hydromodification measures will be designed in accordance with Redwood City Drainage Guidelines for Commercial Development.*

As described in Chapter 2, *Project Description*, the Project would have a net zero increase in runoff and a grading and drainage plan would be prepared for improvements involving new building construction, new impermeable surfaces, or re-grading. The Project would comply with the District's Storm Water Management Program, which is aligned with current State Water Board's Phase II Small MS4 Permit requirements. Therefore, the District is not required to comply with local jurisdictions' regulations. The hydromodification features included in Mitigation Measure CC-HYD-2 are consistent with the State Water Board's standards. No revisions to the Draft EIR are necessary.

### Comment 3-4

*The City indicated that directing runoff to new or existing landscaped areas does not control runoff unless that landscaped area is designed as a detention system to accommodate additional flows.*

As described under Impact CC-HYD-4, the District will be required to comply with Mitigation Measure CC-HYD-2. This mitigation includes the design and maintenance of hydromodification features to treat runoff. The measure also requires soils to percolate at a rate of 5 to 10 inches per

hour. Furthermore, as described in Chapter 2, *Project Description*, the Project would have a net zero increase in runoff.

Detention is not the only way to control runoff. Runoff can be controlled by retaining or infiltrating runoff in addition to detaining it (via detention system) and matching post-project flows and durations to pre-project patterns. The new landscaped areas and hydromodification features located throughout the campus would be designed to allow for infiltration of additional runoff from the project that would otherwise flow into the storm drain system, which would ultimately serve the same purpose as a detention system by matching postproject flows to preproject flows. Text in Mitigation Measure CC-HYD-2 (page 3.8-27) was modified to provide clarification (refer to Chapter 3, *Text Revisions to the Draft EIR*).

### Comment 3-5

*The City states that wastewater is treated at Silicon Valley Clean Water.*

The description of wastewater treatment services for the City of Redwood City has been revised in Section 3.12.2.1 of the Draft EIR to indicate that sewage is treated at Silicon Valley Clean Water (SVCW) (refer to Chapter 3, *Text Revisions to the Draft EIR*).

### Comment 3-6

*The City states that, because it would be open for public use, the health club at Cañada College would result in an increase in water use. The City notes that the District should pay all applicable water meter and water capacity fees based on existing and proposed water meter sizes and water usage. The City requests that the impact analysis under Impact CC-PSU-3 be revised to state that water use will increase.*

As stated in the second paragraph under Impact CC-PSU-3, the District acknowledges that the new buildings constructed at Cañada College, including the health and wellness center could result in increased water use. The District is committed to the wise and responsible use of resources including water conservation. A number of programs and practices are in place to mitigate potentially significant increases in water usage including sustainable building design, construction standards, sustainability action plans, and a water efficiency program. Infrastructure improvements and water meter adjustments will not be required. The second to last sentence in the impact analysis states that “the Project would not result in the need for additional water supply *significantly* [emphasis added] over existing demand.” As an existing customer, the District currently pays, and will continue to pay, all appropriate water meter, water capacity, and water usage fees based on the District’s water meter sizes and water usage in gallons per day. Furthermore, the District would use a stormwater runoff collection system to capture rainwater for use in toilets, urinals, and for irrigation. This is anticipated to reduce water usage by approximately 30 percent. Including the 30 percent reduction from recycled rainwater, the total water usage for Building 1, Kinesiology/Wellness, would be approximately 3.92 million gallons per year (mg/y). This is based on an estimate of 1,750 people using the facility per day<sup>1</sup> and includes approximately 3.25 mg/y of water associated with operation of the building, 0.40 mg/y of water associated with irrigation, and the 0.27 mg/y of water associated with the two new pools described under Impact CC-PSU-3 in the Draft EIR. The total water consumption would not require any changes to the existing 4-inch

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<sup>1</sup> The estimate of 1,750 people using the facility per day is derived from the current usage of the existing CSM health club facility.

domestic water pipe serving Building 1 and would not change the size of the domestic water meter serving the campus. Additionally, the existing 6-inch fire service pipe would not require upsizing.<sup>2</sup>

### **Comment 3-7**

*The City states that because the Project would result in an increase in water supply, it would also result in an increase in wastewater generation. The City notes that the District should pay all applicable sewer capital facilities and wastewater treatment fees based on wastewater generation in gallons per day. The City requests that the impact analysis under Impact CC-PSU-4 be revised to state that wastewater generation will increase.*

As stated in the second paragraph under Impact CC-PSU-4, the District acknowledges that the new buildings constructed at Cañada College could result in increased wastewater generation. The third to last sentence in the impact analysis states that “the Project would not result in the additional generation of wastewater *significantly* [emphasis added] over existing demand.” As an existing customer, the District currently pays, and will continue to pay, all applicable sewer capital facilities and wastewater treatment fees based on wastewater generation in gallons per day. See also Response to Comment 3-6.

### **Comment 3-8**

*The City requests that a statement be added to Impact CC-PSU-5 that stormwater runoff rates will be controlled in accordance with local standards.*

As described in Chapter 2, *Project Description*, the Project would have a net zero increase in runoff and a grading and drainage plan would be prepared for improvements involving new building construction, new impermeable surfaces, or re-grading. The Project would comply with the District’s Storm Water Management Program, which is aligned with current State Water Board’s Phase II Small MS4 Permit requirements. Therefore, the District is not required to comply with local jurisdictions’ stormwater regulations. No revisions to the Draft EIR are necessary.

### **Comment 3-9**

*The City notes that the Redwood City Fire Department does not have any jurisdiction over the campus.*

The setting description under Fire Protection Services in Section 3.12.2.2 has been revised to remove reference to the Redwood City Fire Department (refer to Chapter 3, *Text Revisions to the Draft EIR*).

### **Comment 3-10**

*The City notes that all school buildings must go through the DSA Plan review.*

Comment noted. This comment does not concern the adequacy of the EIR. No revisions to the Draft EIR are necessary.

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<sup>2</sup> Whitmore, Brian P. BCA Architects. November 5, 2015—E-mail to Chris Strugar-Fritsch and Barbara Christensen, San Mateo County Community College District.

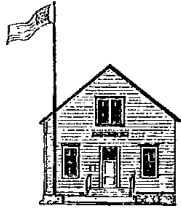


### **Comment 3-11**

*The City states that Farm Hill Boulevard is not a truck route and that I-280 should be used as the primary truck route for construction vehicles.*

As stated on page 2-17 of Chapter 2, *Project Description*, construction vehicles would use Farm Hill Boulevard as an entrance to the campus for materials deliveries. There is no direct access into the campus from I-280.

Letter 4



The Town of Woodside

October 15, 2015

Barbara Christensen, Director of Community/Government Relations  
San Mateo County Community College District  
3401 CSM Drive  
San Mateo, CA 94402

**RE: DRAFT EIR FOR THE SAN MATEO COUNTY COMMUNITY COLLEGE DISTRICT 2015 FACILITIES MASTER PLAN AMENDMENT**

Dear Barbara:

Thank you for providing the Town of Woodside the opportunity to comment on the Draft EIR for the 2015 Facilities Master Plan Amendment. Below are my comments regarding the Draft EIR.

Mitigation Measure CC-AES-2 seeks to limit the visual impacts associated with the new Building 1 (Kinesiology/Wellness) which will be visible, most notably, from I-280 and Barkley Fields and Park. The mitigation states that the buildings “will be designed in a manner that allows these features to blend with the surrounding built and natural environments so that these structures complement the visual landscape.” This mitigation measure would establish a subjective solution without a clear way for the public to determine if the architectural choices made will achieve the objective of the measure. As additional design is done on Building 1, I would strongly encourage the College District to engage directly with the Town of Woodside on these important architectural decisions. A presentation and discussion with the Town Council would be an effective way to ensure that the mitigation measure will meet its objectives.

4-1

In the lighting impact analysis for Building 1 (Kinesiology/Wellness), there is discussion and a mitigation measure which addresses the reflective properties of the windows. However, there is no discussion or analysis about the impact of the interior lighting of Building 1 which would be visible at night through the windows.

4-2

On page 3.10-2, the construction hours that are included in the Woodside Municipal Code are incorrectly stated. Construction is allowed from 8:00 am to 1:00 pm on Saturdays, with no hours on Sundays. Additionally, in the review of the local regulatory setting for noise, there is a brief mention of the Town of Woodside General Plan Noise Element, concluding that it “does not have guidelines that are specifically relevant to the project.” In fact, the Noise Element does contain standards for maximum noise levels (page 231) and states the best management practices that are applicable in Woodside for controlling construction noise (pages 232 and 233).

4-3

P.O. Box 620005  
2955 Woodside Road  
Woodside, CA 94062

650-851-6790  
Fax: 650-851-2195  
townhall@woodsidetown.org

Mitigation Measure CC-NOI-1 provides for the College District requiring the contractor to employ noise-reducing construction practices “if construction work must be conducted between the hours of 6:00 p.m. and 7:00 a.m. weekdays, 5:00 p.m. and 9:00 a.m. on Saturdays, or at any time on Sundays.” Furthermore, the impact analysis states that the District uses County noise standards and the County construction hours. An appropriate mitigation would be to use the construction hour standards adopted by the local communities – in this case Woodside and Redwood City. The properties adjacent to Cañada College must abide by these limitations and have an expectation that construction noise outside of those hour would not occur at all.

4-4

If you have any questions about these comments, please feel free to contact me at (650) 851-6790 or kbryant@woodsidetown.org.

Sincerely,



Kevin Bryant  
Town Manager

## Responses to Comment Letter 4 (Town of Woodside)

### Comment 4-1

*The Town of Woodside (Town) states that Mitigation Measure CC-AES-2 is a subjective solution for ensuring Building 1, Kinesiology/Wellness, is designed to blend with the surrounding built and natural environment. The Town recommends that the District engage with the Town of Woodside regarding the architectural decisions and present and discuss with the Town Council the mitigation measures.*

Compared with the taller, stark white existing building, the new Building 1 would be lower in height and darker in color so that it would blend and recede better within the landscape, as illustrated by the simulations shown in Figures 3.1-2 through 3.1-5. The District will meet with the Town of Woodside Manager regarding the architecture of Building 1 and Mitigation Measure CC-AES-2 has been revised to include this.

### Comment 4-2

*The Town states that there is no discussion or analysis of the impact of the interior lighting from Building 1 which would be visible at night through the windows.*

Currently, the Draft EIR describes the existing sources of light, which include interior building light associated with the existing Building 1, and then describes the lighting that would be new. Building 1, Kinesiology/Wellness, would replace an existing building with windows and interior lighting. Although the new Building 1 would be larger than the existing Building 1, it would not be as tall. The new Building 1 would have more windows than the existing Building 1, but as illustrated by the simulation in Figure 3.1-5, the interior lighting would not appear to be as bright as the existing white building. In the evening, the dominant source of light emanating from Building 1 would be the exterior lighting associated with the new swimming pools. Any interior lighting from Building 1 would be minimal compared with the pool lighting. However, the pool lighting would also be downcast to minimize the amount of light spill and would be extinguished daily by 11:00 p.m. The Draft EIR has been revised to better clarify these characterizations and Mitigation Measure CC-AES-3 has been refined to specify measures to reduce visible interior lighting (refer to Chapter 3, *Text Revisions to the Draft EIR*).

### Comment 4-3

*The Town states that the construction hours are listed incorrectly in Section 3.10, Noise, that the Town of Woodside General Plan Noise Element includes standards for maximum noise levels, and that the plan also states best management practices that are applicable in Woodside for controlling construction noise.*

The construction hours for the Town of Woodside listed in Section 3.10.1.3 have been corrected. Additionally, the applicable guidelines from Town of Woodside General Plan Noise Element have been added to the regulatory setting in Section 3.10.1.3 (refer to Chapter 3, *Text Revisions to the Draft EIR*).

**Comment 4-4**

*The Town states that the impact analysis indicates the District uses County noise standards and County construction hours. The Town asserts that the District should comply with the construction standards adopted by the local communities (Woodside and Redwood City).*

As described on page 3.10-17 of the Draft EIR, construction activity within the campus boundaries is not subject to City or County zoning policies. The District used County noise standards to assess potential noise impacts, but is not implementing the County's construction noise hours. As described, there is potential that construction activities would occur outside of the County's limits on construction hours. The measures listed under Mitigation Measure CC-NOI-1 are included in the Draft EIR as a courtesy to reduce noise as much as feasible.

Letter 5

**Subject:** Comments- Draft Environmental Impact Report, 2015 Facilities Master Plan

**From:** Gladwyn D'Souza <[godsouza@mac.com](mailto:godsouza@mac.com)>

**Date:** October 13, 2015 at 9:58:13 PM PDT

**To:** <[christensen@smccd.edu](mailto:christensen@smccd.edu)>

**Subject:** Comments- Draft Environmental Impact Report, 2015 Facilities Master Plan

10/13/15

Thank you for the opportunity to comment on the Draft Environmental Report for the 2015 Facilities Master Plan (DEIR 2015FMP) [http://smccd.edu/eir/files/SMCCCD\\_DEIR\\_CD\\_Web.pdf](http://smccd.edu/eir/files/SMCCCD_DEIR_CD_Web.pdf)

Alternatives:

There should have been an alternative on meeting the buildout goal of the Facilities Master Plan by including it on the developed footprint. Currently in reviewing the maps of the the three campuses almost half of the developed footprint is related to parking. An alternative would have looked at reducing the parking footprint by increasing parking prices especially near the buildings. Putting solar panels on top of these degraded landscapes doesn't green their outcome. Many economic studies say pricing is the best way to encourage changes in behavior that will have a positive impact on the health of sensitive receptors of concern in the DEIR 2015FMP. Many options exist to implement the system such as the Fastrak system utilized at SF Airport parking, and the system Mike Bullock submitted for review when the prior version of this plan was challenged in court. Other benefits of building on degraded landscapes include being able to preserve historic resources, reducing impact on undisturbed landscapes, improving hydrology especially critical at the top of a watershed, and aiding functioning options to the single occupant vehicle commutes to the facilities such as bus, carpool, etc. because of the cost of parking. The DEIR should look at an alternative to reduce the built environmental footprint of the facilities and safeguard the existing biodiversity and hydrology of the site.

5-1

Another alternative would have reviewed the need for expansion at the current locations. The facilities are based in the most alternative transit hostile location on The Peninsula. Adding additional buildings does not improve the likelihood of a greener commute. Any attempt at greening the campus will be more than offset by the operations emission of the forced commute. The Community College District should have taken a page from other colleges that are siting small versions of their campuses in downtown locations. Taking over a building in downtown San Mateo or Belmont would provide educational opportunities on the transit corridor with all the associated amenities including housing that students and teachers look for and for which they won't need to drive. Much of the emission problems identified in the DEIR 2015FMP are related to the hilly locations where internal combustion engines especially when cold are inefficient and toxic. Downtown placement would also be an offset for emissions from the operations of the existing facilities especially recreation. Buildings, such as contemplated, for innovation and emerging technology, would especially be suited to locations where services are abundantly available. The DEIR should look at an alternative that is convenient to the transit corridor for locating new facilities.

5-2

Buildings:

Please look at bird friendly buildings such as the standards implemented in San Francisco <http://sf-planning.org/index.aspx?page=2506> to reduce the staggering bird fatality rates from the window layout and transparency in locales that feature views as a primary design criteria. Many practical features exist to reduce or eliminate the unnecessary fatality rate of birds; and the San Francisco standards are an excellent place to start. The DEIR should account for the bird fatalities in current building designs and build in mitigation.

5-3

Landscapes:

Much of the campuses today feature acres of green grass- a liability in the current drought and a seeming deaf year to the legislative intent in California on water conservation. The DEIR 2015FMP should look at urban food landscapes that have pollinator friendly features and use water collected in swales over the rainy season based on the commitment "to net zero increase in stormwater runoff and systems designed to effectively manage quantity of stormwater flows while protecting local stream water quality." The Governor's program against lawns is called Brown is the New Green. Besides setting a bad example of what people should desire in their landscapes the present facilities don't show the colleges taking part in the existential challenge facing the state. In addition the state has put a number of measures in place to improve access to health food such as AB 551 (a mini Williamson Act for small urban parcels), compost diversion awareness (HR59), Nutrition access (AB 2385), and expanded access to nutrition (AB 1321). Urban food landscapes are already part of campuses such as UC Santa Cruz. They would help the 2015FMP reduce it's food footprint and improve access to nutritious food. The DEIR should account for the drought and the image the SMC colleges wish to provide to accommodate critical policy recommendations.

5-4

Transportation:

The state has chosen not to base traffic studies for CEQA analysis on Level Of Service measurement anymore. The most recent guidelines call for analysis of Vehicle Miles Travelled. <http://www.planetizen.com/node/70714> The DEIR 2015FMP says on 3.14-1 that it will rely on Level of Service as the threshold of significance. This creates both a disconnect with present policy for AB32 and SB375 and allows the DEIR to not analyse the operations emissions from commuters that will result when the plan is at buildout. The DEIR should be corrected to at least reflect the latest state policy.

5-5

Residential Complex:

The DEIR 2015FMP should look at townhomes instead of single family homes to increase the green space per resident and preserve more of the site. Single Family Homes are the most inefficient use of land characteristic of sprawl with immense negative environmental consequences relevant to CEQA. Preserving more of the site allows for bio diversity and water retention on site.

5-6

Biodiversity:

Much of the mitigation proposed in the DEIR 2015FMP have not improved the survival rate of the species mentioned over the last fifty years. None of these measures have helped the target species increase- generally these species have declined despite the mitigations. The DEIR needs to say how these measures will help and outline real mitigations that can help species survive and improve their habitat.

5-7

Regards,  
 Gladwyn d'Souza  
 1473 Sixth Ave, Belmont, CA 94002  
 650-804-8225

## Responses to Comment Letter 5 (Gladwyn d'Souza)

### Comment 5-1

*The commenter suggests an alternative to meet the buildout goal of the Master Plan and reducing the parking footprint.*

The proposed 2015 Facilities Master Plan Amendment will not increase current enrollment or parking requirements. Reducing the parking footprint is not related to any of the Project's potential significant impacts and would simply shift the Project's impacts from one portion of the campus to another. It would not substantially reduce any of the Project's significant impacts. Therefore, this alternative, as proposed by the commenter, is not considered further. No revisions to the Draft EIR are necessary.

### Comment 5-2

*The commenter suggest an offsite alternative for new campus facilities.*

The Project is the modernization of the existing campuses. Offsite locations and satellite facilities, by definition, do not meet the objectives of the Project. The alternative proposed by the commenter would not result in modernization of the existing campuses. Therefore, this alternative, as proposed by the commenter, is not considered further. No revisions to the Draft EIR are necessary.

### Comment 5-3

*The commenter requests that the Draft EIR account for bird fatalities and incorporate mitigation for bird fatalities.*

Bird fatality is not an identified impact of the Project. There is no evidence that the existing campus buildings or the modernization of the campuses would result in an unusual or high number of bird fatalities. No revisions to the Draft EIR are necessary.

### Comment 5-4

*The comment suggests that the Draft EIR should account for the current drought and consider urban food landscapes and nutrition access.*

As described on page 2-15 of the Draft EIR, new buildings on the college campuses, with the exception of the Residential Complex at Skyline College, would target LEED Gold certification, and all new and modernization and renovation as part of the Project would aim to exceed the California Building Code Title 24 2013 Energy Efficiency Standards by at least 15%. Section 2.4.5 of the Draft EIR lists several sustainability strategies including a commitment to net zero increase in stormwater runoff and systems designed to effectively manage quantity of stormwater flows. Further, the District Board of Trustees has established sustainability goals, and each campus has a sustainability plan, which includes the college's visions, goals, and objectives for sustainability, as well as strategies to meet these goals. The proposed facility improvements at each of the campuses would be consistent with the visions, goals, and objectives in the respective sustainability plans.

Nutrition access and urban food landscapes are not related to the potential impacts of the Project and, as a result, do not require mitigation. No revisions to the Draft EIR are necessary.



## Comment 5-5

*The commenter states that the state guidelines stipulate that traffic studies should be based on VMT rather than LOS and that the EIR's LOS analysis creates a disconnect with Assembly Bill 32 and Senate Bill (SB) 375 and allows the EIR to not analyze operations emissions from commuters at buildout.*

The commenter is misinformed. No change has been made to the State CEQA Guidelines that would require consideration of VMT in place of LOS as the traffic metric for impact analysis. The new traffic impact guidelines are still under development. The California Office of Planning and Research is expected to release the second version of its discussion draft later this fall; the proposed VMT Guidelines will then go to the Natural Resources Agency for the agency to shepherd them through the administrative rulemaking process. The process of officially adopting Guidelines amendments typically takes a year to complete. The new VMT Guidelines will likely become effective in late 2016.

There is no disconnect with Assembly Bill 32 (which mandates a reduction in statewide greenhouse gas emissions to 1990 levels by 2020) or with SB 375 (which mandates the inclusion of a "sustainable communities strategy" in the Regional Transportation Plan that will reduce regional greenhouse gas emissions). Neither AB 32 nor Plan Bay Area, the applicable Regional Transportation Plan, require or are dependent upon using VMT as the traffic metric for CEQA analysis. No revisions to the Draft EIR are necessary.

## Comment 5-6

*The commenter suggests that the EIR consider townhomes rather than single-family homes.*

As described in Chapter 2, *Project Description*, the residential complex at Skyline College would include attached residences as well as single-family detached residences. The site is currently designated for low density residential development (2.1-8.0 dwelling units per acre). The District proposes to amend the San Bruno General Plan and/or to seek a planned development permit to re-designate a portion of the site as Medium Density Residential (8.1-24.0 dwelling units/acre). This designation was chosen in order to allow multi-family residences. Additionally, the residential site is an infill site that is adjoined by existing development in the form of single-family residences and the college campus. No revisions to the Draft EIR are necessary.

## Comment 5-7

*The comment requests that the EIR explain how the mitigation measures will improve the survival rate of impacted species.*

The EIR contains mitigation measures to minimize impacts on special-status plant species (Mitigation Measure CC-BIO-1, CSM-BIO-1, SC-BIO-1), white-tailed kite and other next birds (Mitigation Measure CC-BIO-2, CSM-BIO-2, SC-BIO-2), fringed myotis, pallid bat, and hoary bat (CC-BIO-3, CSM-BIO-3, SC-BIO-3), and Mission blue butterfly (SC-BIO-4a through SC-BIO-4c). These mitigation measures are industry standard and have been effective in reducing impacts on special-status species. These mitigation measures reduce the Project's impacts on special-status species to less than significant levels. No revisions to the Draft EIR are necessary.

Letter 6

**Barbara Christensen**  
Director of Community/Government Relations  
San Mateo County Community College District  
3401 CSM Drive  
San Mateo, CA, 94402

October 9, 2015

Dear Ms. Christensen,

I am writing in response for your invitation for public comment on the DEIR for the SMCCD 2015 Master Plan Amendment. I am an employee of SMCCD, biology instructor. I also serve on a number of committees on the campus including the Sustainability Committee, the Basic Skills Initiative Committee and the Safety Committee. Public participation is at the heart of CEQA and I welcome this opportunity to comment as an interested person and resident of San Mateo County, on the capital improvements for the College of San Mateo (CSM) Campus.

I want to address some specific issues regarding the environmental impact analysis of the Master Plan on the CSM campus.

The Master Plan Amendment shows two items in the project description:

1. Demolition and replacement of Buildings 12 and 19, and construction of a new Building 19, the Center for Innovation and Emerging Technologies (New Center).
2. The Master Plan shows the Building 20, Greenhouses and CSM Gardens, as is, with no renovations or projects planned. The current Amendment does not show a parking lot, which has been part of the District's plans for that space, and was excluded because of the litigation (Board Meeting, April 14, 2015).

6-1

The DEIR states: There would be no changes to Buildings 20, Horticulture, 20A, Greenhouse, or Edison Lot 7. The current document is not specific about the hill areas immediately adjacent to the New Center.

I would like to advocate for an evaluation of how preservation and enhancement of this area could benefit the current construction program and be a living laboratory adjacent to the new Center for Innovation and Emerging Technologies. The current map of the campus does not show exactly how the new building will be constructed, and what type of disturbance, and therefore, impacts would occur immediately adjacent to the New Center.

1. This is part of the old campus (including the hills), and after the construction proposed in the current master plan, there will be no part of the old campus that is preserved as it once was. There are also plaque trees and two honorary garden sections here, and these resources acknowledge part of the history of the campus.
2. I would like to introduce the idea of possible mitigation for construction of the new facilities. I think that now that all of the other parking lots are renovated that there are new opportunities for innovation on this site. The area is currently abandoned and in poor condition now. But, the

6-2

area is still used for science and other classes. Live specimens remain that are used for botanical and instructional purposes.

3. I also believe it is a quiet area of more natural scenery compared to the rest of the campus. It is an aesthetic resource and eventual removal, whatever the plan is, it would be potentially significant impact. I see students enjoying this area all the time, even in the garden's poor condition. I hear from students about the desire for a more natural place to go and "distress."

4. Why not turn this into a net benefit for the students and the campus? It is a greenspace with enormous potential benefit for aesthetics, instruction, community outreach and involvement. Sustainability is a big part of what we do on campus. Building over a greenspace is not a sustainable practice. What about a sustainability demonstration center? What about re-classifying the building for non-instructional use and renting it out for emerging sustainable enterprises? Why not have a demonstration garden on drought-resistant gardens, ethnobotany, and healthy edibles? There would be enough interest I think among the student body and faculty for a volunteer-community partnership to enhance and manage this area. It could serve as a showpiece for 21<sup>st</sup> Century sustainable living, adjacent and complementary to the new building.

5. The hills surrounding the garden are valuable instructional and botanical resources, with mature trees, and mature understory plants (bryophytes and fungal organisms). These resources should be preserved for future students. I believe it is possible to work around these areas during construction. If construction will impact these "hills" then this should be evaluated for its aesthetic and biological values.

I offer these comments with the most heartfelt and sincere desire to see the college thrive and set an example to the community on sustainable practices

Sincerely,



Linton Y. Bowie

6-2,  
cont.

## Responses to Comment Letter 6 (Linton Y. Bowie)

### Comment 6-1

*The commenter describes that the Project includes the demolition and replacement of Buildings 12 and 19 and the construction of a new Building 19 in their place on at College of San Mateo (CSM). The commenter also quotes the Draft EIR that there would be no changes to Buildings 20, Horticulture, 20A, Greenhouse, or Edison Lot 7. The EIR does not include any plans for the hills immediately adjacent to the New Building 19.*

The commenter is correct in the summary of the proposed changes regarding Buildings 12 and 19. The Project evaluated in the Draft EIR does not include any changes to Buildings 20, 20A, or the Edison Lots. No revisions to the Draft EIR are necessary.

### Comment 6-2

*The commenter is proposing alternatives to be considered for the hilly area adjacent to the new Building 19.*

The Project as proposed does not include any changes to Buildings 20, Horticulture, 20A, Greenhouse, Edison Lot 7, or to the surrounding hillsides and, therefore, there are no impacts associated with development of this area that should be discussed in the EIR. Alternatives related to Building 20 and its environs are outside of the scope of this EIR and are not being considered as part of the project being analyzed. Therefore, a discussion of alternatives related to Building 20 and its environs is unnecessary because it does not relate to the Project.

## Letter 7

Barbara Christensen  
 Director of Community and Government Relations  
 San Mateo Community College District  
 3401 CSM Drive  
 San Mateo, CA 94402  
 October 10, 2015

Dear Ms. Christensen,

We, the members of the new CSM club, The Conservation Society, are writing in response to Item E, no. 4, "Scoping Comments," in the *Appendices to the Draft Environmental Impact Report (DEIR) for 2015, Facilities Master Plan Amendment*.

As a new club, we hope to make our presence on campus a way for CSM students now and in the future to engage in activities aimed at preserving the health, beauty, and educational opportunities related to the natural environment of the campus and the county of San Mateo.

We have many projects for the campus and wider community, including beach clean-ups and carpooling education for CSM students, and projects to raise money for enhanced recycling practices on campus.

Among our interests is the preservation and restoration of the CSM Garden, located near the existing greenhouses and Building 20.

We do not find in the *Draft Environmental Impact Report for 2015, Facilities Master Plan Amendment*, nor in the *Appendices*, any mention of the plans for this area of campus. This is what the current document says: There would be no changes to Buildings 20, Horticulture, 20A, Greenhouse, or Edison Lot 7. So, in response to the abovementioned "Scoping Comments," we would like to meet with District staff to discuss the scope and content of the EIR's environmental information as it regards the CSM Garden.

We have generated the following reasons for our interest in the fate of what we feel is a precious bit of CSM:

- Its aesthetic and recreational uses for the campus
- It is the only park-like area on campus
- It is a natural outdoor place; other places are landscape
- It is a place for health and student success because of its views of natural and peaceful scenery
- It provides flowers and plants used for class purposes
- Many classes make field trips to the area

We think this area can be restored as an aesthetic, healthful, living laboratory for the campus and adjacent to the Center for Innovation and Emerging Technologies

- The area has local importance for wildlife, a variety of habitats
- Enough people would participate with the college to help maintain it and restore it
- There could be special planting beds for various kinds of educational purposes
- It could be a demonstration of sustainable farming or gardening
- It could be used to demonstrate drought resistant plantings
- It could be used to demonstrate an edible garden
- It could be used to demonstrate the benefit of plants and how they remove carbon dioxide from the atmosphere
- It might be used to explore innovative water use, such as a cistern, or gray water reuse.

7-1

We are grateful for your time and attention to this matter, and hope to hear from you at your earliest convenience regarding where the Garden fits into the Master Plan.

7-1,  
cont.

Sincerely,

The Conservation Society  
Erika Fabre, President

## Response to Comment Letter 7 (Erika Fabre, The Conservation Society)

### Comment 7-1

*The commenter states that The Conservation Society has an interest in preserving and restoring the CSM Garden and requests that preservation of the CSM Garden be included in the scope of the EIR.*

The Notice of Preparation (NOP) for the Draft EIR was published on May 5, 2015. The purpose of the NOP was to solicit participation from relevant agencies and from the public in determining the scope of the EIR. The scoping period ended on June 8, 2015. The District did not receive a scoping comment from the commenter. The CSM Garden is not part of the Project analyzed in this EIR and, therefore, there are no impacts associated with development of this area that should be discussed in the EIR. No revisions to the Draft EIR are necessary.





## Chapter 3

# Text Revisions to the Draft EIR

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This chapter includes revisions to the Draft EIR as errata, as allowed by CEQA. The revisions are presented in the order in which they appear in the Draft EIR, with the relevant page number(s) indicated with *italicized* print. New or revised text is shown with underline for additions and ~~strike-out~~ for deletions.

After considering all comments received on the Draft EIR, the lead agency has determined that the changes do not result in a need to recirculate the Draft EIR. Under the CEQA Guidelines, recirculation is required when new significant information identifies any of the following.

- A new significant environmental impact resulting from the project or from a new mitigation measure proposed to be implemented.
- A substantial increase in the severity of an environmental impact unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- A feasible project alternative or mitigation measure, considerably different from others previously analyzed, which clearly would lessen the significant environmental impacts of the project, but that the project's proponents decline to adopt.
- That the draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded (Guidelines Sec. 15088.5[a]).

All text revisions are to provide clarification or additional detail. Recirculation of a draft EIR is not required where the new information merely clarifies, amplifies, or makes minor modifications to an adequate EIR (Guidelines Sec. 15088[b]).

## Chapter 3 – Setting, Impacts, and Mitigation Measures

### 3.1 Aesthetics

*The first paragraph under Mitigation Measure CC-AES-2, on page 3.1-21, has been revised as follows.*

#### **Mitigation Measure CC-AES-2: Apply aesthetic design treatments to buildings within scenic views, including vistas, at Cañada College**

Buildings associated with the Project to be located within scenic vista views (~~new Building 1, Kinesiology/Wellness~~) will be designed in a manner that allows these features to blend with the surrounding built and natural environments so that these structures complement the visual landscape. The District will meet with the Town of Woodside Manager regarding the architecture of Building 1 at Cañada College. The following measures will be applied.

- Visible roofing materials will be selected to balance aesthetics with energy performance and compliance with codes and standards using a color shade that is visually cohesive with and darker than the general surrounding natural area. Colors may be chosen from the U.S. Department of the Interior Bureau of Land Management (BLM) Standard Environmental

Colors Chart CC-001: June 2008. The building designer will employ the use of color panels as mock-ups which will be evaluated from key observation points during common lighting conditions (front versus backlighting) to aid in the appropriate color selection. Panels will be a minimum of 3 by 2 feet in dimension and will be evaluated from various distances, but within 1,000 feet, to ensure the best possible color selection. Color selection will be made for the coloring of the most prevalent season, and the intent is to match the panels to this surrounding coloring and pick a color that best fits. Choosing a shade that is darker will allow the surface to recede and blend within the visual landscape whereas a lighter color advances or is more apparent within the visual landscape.

- New building facades will be painted in earth tones to help buildings blend better within the natural setting. White and lighter beiges and tans, which would make buildings stand out and contrast against nearby darker tree canopies, will be avoided.

*The first paragraph under Impact CC-AES-4 on page 3.1-23 has been revised as follows.*

Existing sources of light and glare in the Project vicinity include general campus lighting from buildings, lit pathways, sports fields (safety lighting only—not competition lighting, which would be of a higher intensity), roadway and parking lots, light from vehicles traveling on internal and adjacent roadways, and street lights along Farm Hill Boulevard. The existing building at the site of proposed Building 1 includes interior light that is visible through the windows, when seen from surrounding areas, including from I-280. The new Building 1 would replace this existing building and, although the new Building 1 would be larger than the existing building, it would not be as tall. The new Building 1 would have more windows than the existing Building 1, but as illustrated by the simulation in Figure 3.1-5, the interior lighting would not appear to be as bright as the existing white building. Therefore, interior lights would be comparable to the current levels of interior lighting and brightness associated with the existing building. However, Mitigation Measure CC-AES-3 would ensure that impacts associated with interior lighting associated with the new Building 1 are not significant. In the evening, the dominant source of light emanating from Building 1 would be the exterior lighting associated with the new swimming pools adjacent to and east of the new Building 1, Kinesiology/Wellness. Any interior lighting from Building 1 would be minimal compared with the pool lighting. Other new sources of lighting associated with the Project would include new lighting at both proposed parking expansion areas and at the two proposed swimming pools adjacent to and east of the new Building 1, Kinesiology/Wellness.

*A new first paragraph under Mitigation Measure CC-AES-3, on page 3.1-24, has been added as follows.*

### **Mitigation Measure CC-AES-3: Apply minimum lighting standards at Cañada College**

The District will implement an interior lighting policy for all new buildings that does the following:

- Building design would be required to include low-intensity interior safety lighting for use during afterhours. This practice would decrease the amount of nighttime light that would occur from using standard interior lighting as safety lighting.
- Use of interior lights to ensure building safety would be allowed, but the unnecessary overuse of interior nighttime lighting would be prevented by requiring that interior spaces implement a “lights-off” policy. This practice requires that all non-safety lighting be turned off at night (such as in offices, classrooms, and hallways), after instructional

hours. This may be accommodated by utilizing automatic motion sensor lighting that is programmed for use afterhours.

- Use of harsh mercury vapor or low-pressure sodium bulbs would be prohibited.

All artificial outdoor lighting will be limited to safety and security requirements, designed using Illuminating Engineering Society's design guidelines and in compliance with International Dark-Sky Association approved fixtures. All lighting is designed to have minimum impact on the surrounding environment and will use downcast, cut-off type fixtures that direct the light only towards objects requiring illumination. Shielding will be utilized, where needed, to ensure light pollution is minimized. Therefore, lights will be installed at the lowest allowable height and cast low-angle illumination while minimizing incidental light spill onto adjacent properties, open spaces, or backscatter into the nighttime sky. The lowest allowable illuminance level will be used for all lighted areas and the amount of nighttime lights needed to light an area will be minimized to the highest degree possible. Light fixtures will have non-glare finishes that will not cause reflective daytime glare. Lighting will be designed for energy efficiency and have daylight sensors or be timed with an on/off program. Lights will provide good color rendering with natural light qualities with the minimum intensity feasible for security, safety, and personnel access. Lighting, including light color rendering and fixture types, will be designed to be aesthetically pleasing.

LED lighting will avoid the use of blue-rich white light lamps and use a correlated color temperature that is no higher than 3,000 Kelvin (International Dark-Sky Association 2010a, 2010b, 2015). Wherever possible and pragmatic, the District will use fixtures and lighting control systems that conform to International Dark-Sky Association's Fixture Seal of Approval program. In addition, LED lights will use shielding to ensure nuisance glare and that light spill does not affect sensitive residential viewers.

Lights along pathways and safety lighting at building entrances and loading areas will employ shielding to minimize offsite light spill and glare and be screened and directed away from residences and adjacent uses to the highest degree possible. The amount of nighttime lights used along pathways will be minimized to the highest degree possible to ensure that spaces are not unnecessarily over-lit, while still maintaining minimum adequate lighting to provide necessary visibility for security. For example, the amount of light can be reduced by limiting the amount of ornamental light posts to higher use areas and by using hooded wall mounts or bollard lighting on travel way portions of pathways.

In particular, pool lighting will employ spill and glare control features to minimize off-site light pollution. Luminaires will be chosen for the ability to provide horizontal and vertical beam control for better control in directing what is illuminated. In addition, shielding, such as a visor, will be used to further direct light and reduce light spill and ambient light glow. Luminaires will also incorporate photometric reflector systems that are designed to reduce light pollution.

Technologies to reduce light pollution evolve over time and design measures that are currently available may help but may not be the most effective means of controlling light pollution once the Project is designed. Therefore, all design measures used to reduce light pollution will employ the technologies available at the time of Project design to allow for the highest potential reduction in light pollution.

*The last sentence under Impact CSM-AES-4, on page 3.1-27, has been revised to correct a typographical error as follows.*

**Impact CSM-AES-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area (less than significant with mitigation)**

Existing sources of light and glare on and near the campus that can be seen from nearby residences and local roadways where views permit include general campus lighting from buildings, lit pathways, sports fields, and parking lots; light from vehicles travelling on internal and adjacent roadways; and street lights along Perimeter Road. This includes lighting associated with parking lots, the amphitheater, and vehicles in the North Gateway campus area, as seen by residences north, east, and west of the campus. Upgrades to existing buildings would not increase glare, and glare from the new Building 8, Gymnasium, and Building 19, Center for Innovation and Emerging Technologies, is expected to be minimal due existing developed nature of the area, the presence of existing vegetative screening, and additional proposed campus landscaping that would further reduce glare. Some new lighting would be installed at the Corporation Yard for security and could create a new source of light that would adversely affect nighttime views in the area if not properly designed. Tree removal and pruning could remove vegetation that helps to screen existing and proposed sources of light. However, the area is already well-lit and the tree removal and pruning would not likely result in perceptible changes in existing light and glare. Furthermore, with implementation of **Mitigation Measure CSM-AES-4**, any new light fixtures installed as part of the Project would be compliant with “dark sky” standards and directed downward and with the minimal intensity necessary to achieve the safety and security standards desired by the District for a particular area so that new sources of light would not result in notable changes compared to existing levels. With implementation of **Mitigation Measure CSM-AES-2 CSM-AES-4**, impacts would be less than significant.

*Mitigation Measure SC-AES-2 on page 3.1-30 and 3.1-32 has been revised because, with the text change to Mitigation Measure CC-AES-2 described above, Mitigation Measure SC-AES-2 would no longer be the same Mitigation Measure CC-AES-2.*

**Mitigation Measure SC-AES-2: Apply aesthetic design treatments to buildings within scenic views, including vistas, at Skyline College**

~~This mitigation is the same as Mitigation Measure CC-AES-2 described under Impact CC-AES-2, but would be implemented at Skyline College.~~

Buildings associated with the Project to be located within scenic vista views be designed in a manner that allows these features to blend with the surrounding built and natural environments so that these structures complement the visual landscape. The following measures will be applied.

- Visible roofing materials will be selected to balance aesthetics with energy performance and compliance with codes and standards using a color shade that is visually cohesive with and darker than the general surrounding natural area. Colors may be chosen from the U.S. Department of the Interior Bureau of Land Management (BLM) Standard Environmental Colors Chart CC-001: June 2008. The building designer will employ the use of color panels as mock-ups which will be evaluated from key observation points during common lighting conditions (front versus backlighting) to aid in the appropriate color selection. Panels will be a minimum of 3 by 2 feet in dimension and will be evaluated from various distances, but

within 1,000 feet, to ensure the best possible color selection. Color selection will be made for the coloring of the most prevalent season, and the intent is to match the panels to this surrounding coloring and pick a color that best fits. Choosing a shade that is darker will allow the surface to recede and blend within the visual landscape whereas a lighter color advances or is more apparent within the visual landscape.

- New building facades will be painted in earth tones to help buildings blend better within the natural setting. White and lighter beiges and tans, which would make buildings stand out and contrast against nearby darker tree canopies, will be avoided.

*The last sentence of the fourth paragraph, on page 3.1-33, in Section 3.1.4.4, Cumulative Impacts, has been revised to correct a typographical error as follows.*

At CSM, as described in Section 3.1.4.3, the area has rolling terrain and affords quality scenic vistas, and the Project affects a ridgeline view that is seen as a partial element within wider vista views. State scenic highways would not be affected, and the Project would also not affect views from County and local scenic roadways (Alameda de las Pulgas, Crystal Springs Road, Polhemus Road, and SR 92) because existing terrain, vegetation, and development buffer views of the Project area. The proposed design of buildings and proposed campus landscaping ensure that the Project minimizes visual impacts to the degree possible, in the few locations limited views of the changes would be present, so that they are not cumulatively considerable. In addition, the campus is currently well-lit and the surrounding area is currently well-lit. However, lighting associated with the Project could increase the amount of nighttime lighting and could result in a considerable contribution to cumulative impacts related to ambient light glow and light pollution in the area. However, **Mitigation Measure CSM-AES-2-CSM-AES-4** would reduce these impacts to a less-than-significant level.

## 3.8 Hydrology and Water Quality

*The second paragraph under Surface Hydrology on page 3.8-13 has been revised as follows.*

No streams, creeks, or other surface water bodies are found within Cañada College or its immediate vicinity. The topography surrounding Cañada College campus is hilly. The campus drains outward in all directions toward its property boundary, and storm drainage is discharged from multiple locations. The majority of runoff drains to the northeast into Redwood City via the Redwood Creek drainage area and ultimately into San Francisco Bay. Redwood Creek and its tributary, Arroyo Ojo de Agua Creek, are the closest receiving waters to the Cañada College campus. A few outfalls which discharge to the south first discharge runoff into the town of Woodside before entering the Redwood City storm drainage system (San Mateo County Community College District 2013). Storm drain facilities include a network of pipes consisting of a combination of corrugated metal pipe (CMP), reinforced concrete pipe (RCP), polyvinyl chloride pipe (PVC), and high density polyethylene (HDPE) pipe. Older pipe networks tend to be composed of concrete and corrugated metal pipe. Newer construction uses more HDPE and PVC pipe (San Mateo County Community College District 2013).

*The second paragraph under Operation under Impact CC-HYD-1 has been revised as follows.*

Of the 124 acres at Cañada College, approximately 4.9 acres would be new impervious area due to new buildings and expansion of parking lots as part of the Cañada College project improvements (**Table 3.8-8**). The increase in impervious surface over existing conditions

would result in increased rates and quantities of stormwater runoff. Runoff from the new impervious surfaces could contain nonpoint pollution sources typical of urban settings and associated with automobiles, trash, cleaning solutions, and landscaped areas. Areas with campus improvements would be drained by a combination of new and existing onsite storm drain systems. All flows from the campus would continue to be conveyed to storm drain systems that discharge to the Redwood City storm drain system, which flows through the Redwood Creek subwatershed which ultimately discharges to the San Francisco Bay Watershed.

*Mitigation Measure CC-HYD-2, on page 3.8-27, has been revised as follows.*

**Mitigation Measure CC-HYD-2: Design and maintain hydromodification features as postconstruction measures at Cañada College**

The District will ensure that facility improvement areas are incorporated into the design prior to the construction phase, where feasible, and located to limit the volume of additional stormwater runoff by matching postproject flows to preproject flows, and provide for onsite treatment of contaminants. These facility improvement areas will be open, level areas vegetated to allow runoff to be distributed evenly across the area. Generally, they will be designed to treat runoff by filtering raw runoff through the soil media in the treatment area to trap particulate pollutants (suspended solids and trace metals) and promote infiltration. However, alternative methods to treat runoff may be used, such as bio-filtration basins, underground detention and retention vaults or tanks, gravel beds, perforated pipes, stormwater chambers, pervious pavement, and green roofs that contain filtration media. Project areas will be designed to treat runoff so that pollutants (e.g., sediment, landscape fertilizers and/or pesticides, oil from parking areas) can be filtered out and, therefore, the Project will not contribute a substantial number of additional pollutants to runoff.

Maintenance of these features will be performed routinely to prevent sediment buildup and clogging in order to ensure optimal pollutant removal efficiency. Maintenance activities will include those listed below and would be done periodically.

- Remove obstructions, debris and trash and dispose of properly.
- Inspect to ensure proper drainage between storms and within 5 days following measurable rainfall.
- Inspect inlets for channels, soil exposure, or other evidence of erosion.
- Remove obstructions and sediment.
- Maintain vegetation via pruning and weeding, and treat with preventative and low-toxic methods.
- Check that mulch is maintained at an appropriate depth and replenish as necessary.
- Use soil that meets specifications included in the SMCWPPP C.3 Stormwater Technical Guidance Manual, or comparable document. Specifically, soils must percolate at a rate of 5 to 10 inches per hour.

A facility improvement area inspection and maintenance checklist will be used to conduct inspections, identify needed maintenance, and record maintenance that is conducted. Operation of the hydromodification features is expected to improve the quality of stormwater from the

Project site. Maintenance of these areas would help eliminate or minimize impacts on stormwater quality.

### 3.10 Noise

*The description of construction hours by jurisdiction on page 3.10-2 has been revised as follows.*

Hours of the day that construction is allowed vary between the local jurisdictions as follows:

- County of San Mateo: 7:00 a.m. to 6:00 p.m. on weekdays, 9:00 a.m. to 5:00 p.m. on Saturday, and not at all on Sundays, Thanksgiving, or Christmas.
- Redwood City: 7:00 a.m. to 8:00 p.m. on weekdays.
- Woodside: 7:30 a.m. to 5:30 p.m. on weekdays and 8:00 a.m. to 1:00 p.m. on ~~Sundays~~ Saturdays.
- San Mateo: 7:00 a.m. to 7:00 p.m. on weekdays, 8:00 a.m. to 5:00 p.m. on Saturdays, and 12:00 p.m. to 4:00 p.m. on Sundays and holidays.
- San Bruno: 85 dBA limit at 100 feet between 7:00 a.m. and 10:00 p.m. and 60 dBA limit at 100 feet between 10:00 p.m. and 7:00 a.m.

The District would limit construction to the hours of 6:00 a.m. to 7:00 p.m. on weekdays and weekends, if necessary. Accordingly, the District's construction plan may not be consistent with local limits on hours of construction.

*The description under the Town of Woodside Municipal Code on page 3.10-4 has been revised as follows.*

#### **Town of Woodside General Plan**

The Woodside General Plan Noise Element, as adopted in 2012, prescribes noise exposure criteria and standards for new development.

The Town's maximum ambient noise levels chart indicates that exterior noise above 55 Ldn would result in a noise impact on residential and open space land uses and exterior noise above 60 Ldn would result in a noise impact on commercial land uses.

The Woodside General Plan Noise Element also includes several best management practices for controlling construction noise.

#### **Town of Woodside Municipal Code**

~~The Woodside General Plan Noise Element, as adopted in 2012, does not have guidelines that are specifically relevant to the Project.~~

While the Town of Woodside does not have a noise ordinance, the City's municipal code puts limitations on construction hours and specifies noise limits at construction sites. The Town of Woodside Municipal Code states:

*Hours of operation.* All site development and building construction operations shall be carried on only between the hours of 7:30 a.m. and 5:30 p.m., Monday through Friday, and 8:00 a.m. to 1:00 p.m. Saturdays, unless the town engineer finds that work at other times or days would not

imperil or inconvenience the public, or create a nuisance, in which case he/she may by written permission, allow the work to proceed during such other hours as may be necessary.

## 3.12 Public Services and Utilities

*The description under Fire Protection Services on page 3.12-3 has been revised as follows.*

### Fire Protection Services

Cañada College campus is served by both the Woodside Fire Protection District (WFPD) and the Redwood City Fire Department (RCFD). WFPD employs 1 fire chief, 4 battalion chiefs, 9 fire captains, 1 fire marshal, 33 firefighter and firefighter paramedics, and administrative staff (Woodside Fire Protection District 2015). RCFD employs 90 staff members, including firefighters, firefighter/paramedics, captains, battalion chiefs, fire prevention staff, training staff, and administrative staff (City of Redwood City 2015a). Currently, the WFPD and the Redwood City Fire Department [RCFD] operate under a mutual aid agreement, whereby personnel and equipment can be dispatched to the site from WFPD and/or RCFD stations located near the Cañada College campus. The nearest fire station to the campus is WFPD Station #19 at 850 California Way in Emerald Hills, about 1 mile northeast. The nearest station within the RCFD is Station #12 at 3700 Jefferson Avenue in Redwood City, about 2.5 miles east of the campus. RCFD Station 12's average response time is 5 minutes and 13 sections (City of Redwood City 2010).

*The first paragraph under Wastewater on page 3.12-5 has been revised as follows.*

### Wastewater

The City of Redwood City Public Works Services Department provides sewer collection services to the Cañada College campus. The City's sanitary sewer collection system operates primarily via gravity flow and consists of approximately 192 miles of sewer mains, along with 31 sewer lift stations (City of Redwood City 2010). The sewage is treated at the ~~South Bayside System Authority (SBSA)~~ Silicon Valley Clean Water (SVCW) Wastewater Treatment Plant, located on the western shore of San Francisco Bay. ~~This facility provides secondary treatment of domestic and industrial wastewater to cities in southern San Mateo County.~~ SCVW serves more than 200,000 people and businesses in its service area and treats wastewater in an advanced, two-stage biological treatment facility. Redwood City's average dry weather allocation at the SBSA treatment plant is 13.8 million gallons per day and peak wet weather allocation is 30.5 million gallons per day (City of Redwood City 2010). Treated wastewater is discharged into the San Francisco Bay.