San Mateo County Community College District Districtwide Student Housing at College of San Mateo Project Environmental Impact Report Addendum

Prepared for:

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2.	**Lead Agency Name and Address:**	San Mateo County Community College District 1700 W. Hillsdale Blvd., Bldg. 01, RM 259 San Mateo, CA 94402
3.	**Contact Person and Phone Number:**	Marie d. Mejia, (650) 378-7259
4.	**Project Location:**	APN: 017-080-150
5.	**Project Sponsor's Name and Address:**	*Project Sponsor:* San Mateo County Community College District Facilities Planning and Operations 3401 CSM Drive San Mateo, CA 94402
6.	**General Plan Designation:**	Quasi-Public (1-3 stories)
7.	**Zoning:**	R1A-One Family Dwelling "A"
8.	**Name of Prior CEQA Document:**	San Mateo County Community College District 2015 Facilities Master Plan Amendment Environmental Impact Report SCH# 2015052007

9. Description of Project:

The Revised Project would involve the construction of a new 3-story approximately 86,348 gross square foot (gsf) 316-bed affordable student housing facility on the Lot B, a 4.2-acre site located on the property of the College of San Mateo in the City of San Mateo (Project Site). The student housing facility would provide four types of student residences: 44 two-bedroom/one-bathroom semi suite double units to house four students per unit; 14 two-bedroom/two-bathroom apartment double units to house four students per unit; 18 four-bedroom/two-bathroom apartment units to house four students per unit; and 10 studio units to house one student per unit. The facility would be divided into two wings (Wing A and Wing B), connected by a pedestrian bridge at the second and third floors and roof. The Revised Project would also include one residential director apartment with two beds; shared laundry facilities, kitchens, and storage rooms; leasing and manager offices; as well as workroom, storage, and reception space.

10. Surrounding Land Uses and Setting:

Surrounding land uses are parking uses to the west, commercial and residential to the south, commercial and parking uses to the east, and the campus buildings to the north. Adjacent land uses include single-family residences nearby on the west side of campus and the Hillsdale Boulevard/SR 92 interchange and commercial and multi-family development to the east of the campus.

11. Other Public Agencies Whose Approval Is Required:

Division of State Architect (DSA) for building, accessibility, fire and life safety systems

San Francisco Bay Regional Water Quality Control Board for NPDES General Permit and Storm Water Pollution Prevention Plan (SWPPP)

State Chancellor's Office for building plans and grant reimbursements

1. Background

In December 2015, the San Mateo County Community College District (District) certified the Final Environmental Impact Report for the 2015 Facilities Master Plan Amendment Project (Certified EIR), which included planned improvements at each of the District's three campuses: Cañada College, College of San Mateo, and Skyline College. At the College of San Mateo, the Certified EIR analyzed several conceptual improvements. As discussed in Chapter 3, *Project Description*, the Approved Project included the construction of two new buildings: an approximately 80,000 square foot (sq. ft.) new gymnasium (Building 8), an approximately 53,250 sq. ft. Center for Innovation and Emerging Technologies (Building 19). The Approved Project also included modernization and renovation of six existing buildings and the Corporation Yard, as well as the construction of up to seven renewable energy installations.

No residential development was originally planned for the College of San Mateo, and no buildings were planned for the Lot B (Project Site), though it was identified for a potential renewable energy installation.[1] The campus improvements analyzed in the Certified EIR are referred to herein as the Approved Project. The regional location of College of San Mateo is shown in Figure 1. The location of the Project Site in relation to the College of San Mateo campus is shown in Figure 2.

In January 2023, the District submitted a grant application for the construction of a district-wide student housing facility to provide on-campus student housing for low-income students attending any of the District's three campuses (Revised Project). The District received approval for the grant in 2022. The Revised Project was originally proposed for Lot W, but after a series of community forums yielded concerns regarding the location of the project near area homes, the project was relocated to the southern portion of Lot B. HPI Architecture produced designs and plans for the two-building facility in April 2024.

[1] Potential renewable energy installations shown on Figure 2 are no longer under consideration. Can't see figure 2, but PV is part of the project.

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Figure 1
Regional Location Map

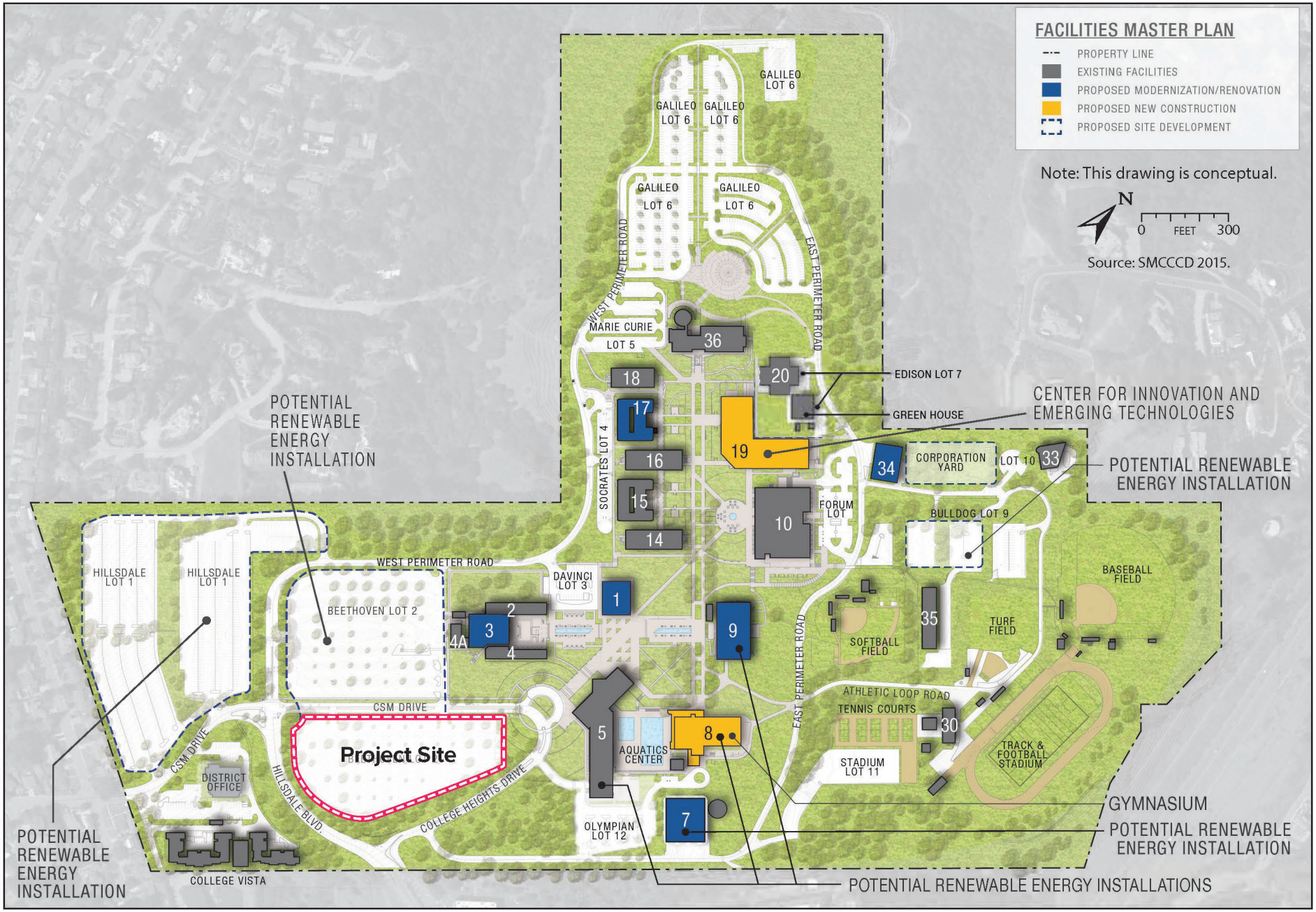

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Figure 2
Project Location Map

2. Purpose of the Addendum

The California Environmental Quality Act (CEQA) recognizes that one or more of the following changes may occur between the date when an EIR is certified and a project is fully implemented:

1. The scope of the project may change;
2. The environmental setting in which the project is located may change;
3. Certain environmental laws, regulations, or policies may change; and/or
4. Previously unknown information may arise.

CEQA requires a lead agency to evaluate these changes and determine whether they are significant or capable of otherwise substantially affecting the conclusions in a previously certified environmental document if there is a new discretionary decision to be made on the project.

The CEQA Guidelines (Section 15162) describe a process for determining whether a subsequent EIR is warranted:

A. When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

   1. Substantial changes are proposed in the project that require major revisions to the previous EIR or negative declaration because of the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
   2. Substantial changes will occur with respect to the circumstances under which the project is undertaken, which will require major revisions to the previous EIR or negative declaration because of the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or
   3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

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

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

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

      d) Mitigation measures or alternatives that are considerably different from those analyzed in the previous MND would substantially reduce one or more significant effects on the environment, but the project proponents declined to adopt the mitigation measure or alternative.

The CEQA Guidelines (Section 15164(e)) state that a brief explanation of the decision not to prepare a subsequent EIR, pursuant to Section 15162, should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

This addendum provides substantial evidence for the administrative record to demonstrate that no changes to the significance findings in the Certified EIR have occurred, nor have new or substantially more severe significant impacts been identified that would warrant a subsequent EIR, as a result of the modifications proposed under the Revised Project.

3. Project Description

3.1 Approved Project Characteristics

The Project Site is relatively flat and currently developed with a surface parking lot that covers about 4.2 acres. There is landscaping to the north, east, and south, with College of San Mateo Drive and campus parking (also part of Lot B) to the northwest of the Project Site. The Project Site is bounded on the west by College of San Mateo Drive, on the south by Hillsdale Boulevard, and on the north and east by College Heights Drive.

The Approved Project analyzed in the Certified EIR included the demolition of three campus buildings (Building 8, Building 12, and Building 19), the construction of two new buildings (an approximately 80,000 sq. ft. new gymnasium (Building 8) and an approximately 53,250 sq. ft. Center for Innovation and Emerging Technologies (Building 19)), and the modernization and renovation of six existing buildings (Buildings 1, 3, 7, 9, 17, and 34) and the Corporation Yard. The Approved Project also included the construction of up to seven renewable energy installations, including at the northeastern portion of Lot B (but not at the southern portion, which is the Project Site). Building demolition associated with the Approved Project was anticipated to be approximately 109,000 sq. ft. and new building construction was anticipated to be up to approximately 133,000 sq. ft. Modernization and renovation could include interior and exterior improvements, but the overall building structures and size would not change.

The Approved Project was evaluated in the Certified EIR at a programmatic level consistent with the level of detail in a Facilities Master Plan. A proposed site plan with lot dimensions was not available at the time because it had not been developed for the Facilities Master Plan. Project characteristics that were known at the time of the Certified EIR analysis are further discussed below.

3.1.1 Lot B

Lot B consists of two separate lot areas separated by CSM Drive: the approximately 4.4-acre square-shaped northwestern portion and the approximately 3.2-acre eastern portion where the Project Site is located, known as Lot B. The potential renewable energy installation would have been solar renewable energy (photovoltaics or PV) as panels over the current parking lot which would also provide shade. The potential renewable energy installation could also be located at Lots 1 and/or 9. Lot B currently provides 525 parking spaces shared between San Mateo Athletic Center and students.

3.1.2 Construction Staffing

Construction of the Approved Project would result in a temporary increase in construction-related job opportunities. However, the Certified EIR determined that opportunities provided by construction of the Approved Project would not likely result in household relocation by construction workers since the jobs would be temporary.

3.1.3 Build-out Population

The Approved Project would modernize the campus facilities to facilitate modern teaching and education approaches, improve accessibility, and improve energy efficiency to better serve

approximately the same number of current students and staff. The Approved Project would not facilitate or cause increases in enrollment, employment, or contribute to campus growth.

3.1.4 Site Access

During construction, the Certified EIR assumed that emergency vehicle access would be maintained at all times, and that the main access roads would be open at all times. The main access roads during construction would be Hillsdale Boulevard and College Heights Drive. Additionally, the Approved Project anticipated a traffic control plan would be developed and implemented, as needed, during construction.

3.1.5 Parking

No parking lot expansions or removals were proposed as part of the Approved Project; the renewable energy installations proposed at parking areas would have been installed over current parking as shade structures.

3.1.6 Landscaping and Open Space

The Approved Project included new landscaping where ground-disturbing activities would occur. All new landscaped areas would consist of native, drought-tolerant plants, shrubs, trees, and grasses. The Certified EIR noted that mature trees are located on-site and that the Approved Project could result in the loss of Heritage trees as defined by the City's Heritage Tree Ordinance. The Certified EIR did not identify the exact number of tree removals and replacements that would occur under the Approved Project, but included Mitigation Measure CSM-BIO-1 to ensure that tree removal and replacement activities occur in compliance with a revegetation and monitoring plan.

The campus contains lawn and garden areas, athletic fields, and open spaces vegetated with grasses and trees. Demolition of the existing and construction of a new recreational facility is proposed for the Approved Project. The recreational facilities and open spaces at CSM are used by students at all three District Community colleges, as well as by the public and community sports teams.

Approximately 0.3 acre would be new impervious area due to new building construction as part of the Project improvements on the campus. Approximately 5,068 sq. ft of existing pervious area and approximately 150,946 sq. ft of existing impervious area exist at the Project Site.

3.1.7 Construction Schedule and Phasing

Overall, it was anticipated that construction of the Approved Project would take approximately eight years between Fall 2016 and Summer 2024. However, schedule assumptions in the Certified EIR made clear the schedule would be refined as project designs evolved.

3.1.8 Construction Activities, Equipment, and Staging Areas

The Approved Project involved varying amounts of construction activity during the excavation, building construction, and landscape and paving installation phases. The types of construction equipment assumed included graders, dozers, tractors, loaders, backhoes, cranes, forklifts, generators, welders, cement and mortar mixers, pavers, rollers, and other paving equipment. Pursuant to Mitigation Measure CSM-TRA-1 in the Certified EIR, a traffic control plan would be developed and implemented, as needed, during construction.

The Approved Project anticipated that the maximum depth of excavation for utilities would be approximately 8 feet. The Approved Project anticipated that all soil excavated from the Project Site would be used as fill for other development projects on the College of San Mateo campus to the extent feasible.

The Certified EIR did not identify a specific construction equipment staging area for the Approved Project, but noted that staging areas would generally be located on existing parking lots and paved areas adjacent to or within the construction sites. The Approved Project anticipated approved storm water pollution prevention plan (SWPPP) measures would be implemented to protect all staging areas.

3.1.9 Utilities

The Certified EIR identified utility service providers at the College of San Mateo campus, including the Project Site. Pacific Gas and Electric (PG&E) provides natural gas and electrical services to the campus. California Water Service Company (Cal Water) provides water supplies purchased from San Francisco Public Utilities Commission (SFPUC) via the Hetch Hetchy Reservoir. The City of San Mateo provides storm drainage system and wastewater services for the campus. No detailed information was included in the Certified EIR regarding the utility infrastructure that serves the Project Site or utility improvements specific to the Approved Project, although additional services were not anticipated.

3.1.10 Recycling and Solid Waste

The Certified EIR identified the solid waste service provider for the College of San Mateo campus, including the Project Site, and analyzed respective landfill capacities. Solid waste and recycling collection for the City of San Mateo and the College of San Mateo campus, including the Project Site, is provided by Allied Waste Industries. Ox Mountain Landfill, located east of Half Moon Bay in unincorporated San Mateo County, provides disposal capacity for Allied Waste Industries and is currently permitted to operate through 2034. The Certified EIR assumed that the Approved Project would divert a minimum of 50 percent (with a target goal of 75 percent of all construction waste from the receiving landfill. Following construction, campus improvements would not increase student capacity, student enrollment, or staffing levels at the campus and thus would not result in the additional generation of solid waste substantially over existing conditions.

3.1.11 Sustainability Features

The Approved Project would comply with the sustainability plan adopted by the District for the campus and incorporate a number of environmental commitments intended to minimize the impacts of construction. As discussed above, the Approved Project would divert a minimum of 50 percent of all construction waste from the receiving landfill. It is anticipated that all new building construction on campus would be designed with LEED2 Gold certification intent (although not pursued), 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 percent. The Project could also include renewable energy installations (solar panels). Project improvements would target LEED Gold certification and would target LEED credit requirements for stormwater runoff. Stormwater requirements are comparable to the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) Provision C.3 requirements. The Project could include the following sustainability strategies.

- Recycle concrete building materials onsite and incorporate recycled materials into new construction.
- Install low-flow fixtures including lavatories, showers, kitchen sinks, urinals, and toilets.
- Target diversion of 75 percent of all solid waste from the landfill by recycling.
- Use local materials that are low in Volatile Organic Compounds (VOC) and/or contain high amounts or recycled content.
- Commit to net zero increase in stormwater runoff and systems designed to effectively manage quantity of stormwater flows while protecting local stream water quality.
- Use of advanced energy efficiency design approaches.

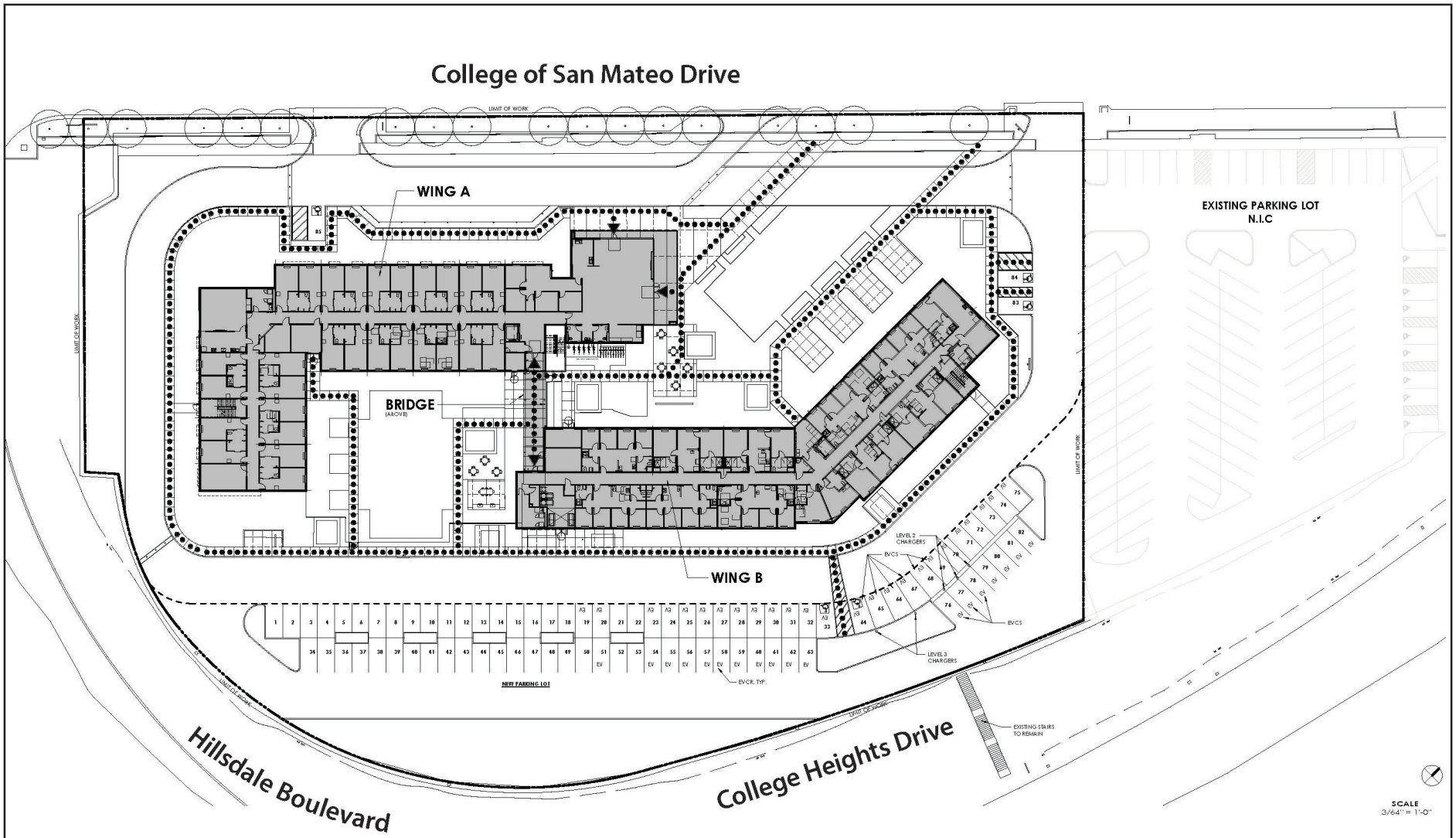
3.2 Revised Project Characteristics

As previously discussed, the Certified EIR evaluated the Approved Project at a programmatic level. The applications for the Revised Project contain a level of detail not available at the time the Certified EIR was prepared. This section includes a description of the Revised Project. Those elements analyzed in the Certified EIR that would not be modified by the Revised Project are not discussed below. Table 1 summarizes the Revised Project features. Conceptual site plans for the Revised Project are shown in Figure 3. A visualization of the Revised Project is shown in Figure 4.

The Revised Project would construct two 2- to 3-story wood framed buildings consisting of two wings of student residential units and support facilities, totaling approximately 86,348 sq. ft on the southern portion of Lot B. As shown in Figure 3, the two wings (Wing A and Wing B) are oriented to create two distinct courtyards. The first wing creates the massing for an entrance as well as an active courtyard, intended to serve the residents of the buildings. The second wing forms a courtyard at the entry of the project, intended to create a common passive space and entry plaza. Courtyards would include seating areas, secured bike storage, bike maintenance/fixing station, and raised planters with a seat wall. The Revised Project would also include a large entry lobby. The two wings are connected by a pedestrian bridge at the second floor, third floor, and roof. The Revised Project would include 87 units to accommodate 316 beds. The buildings would have a height of 42 feet and range from approximately 27,690 sq. ft to approximately 30,967 sq. ft per floor. Residences include single studios, two-bedroom units, and four-bedroom units, as well as accessible rooms with communication and mobility features.

The District has 27,847 students enrolled, including 8,043 low-income students, of which 3,108 are full-time students. Given that the proposed facility under the Revised Project would house 10 percent of the current full-time low-income student enrollment, the District's intent is for this Student Housing facility to be occupied 100 percent by eligible low-income students.

The Revised Project has been planned and designed to be consistent with the architectural character seen throughout the campus. Facades would be located upon approach to the San Mateo College campus via CSM Dr and Perimeter Road, as well as the approach to the new student housing buildings. The following would be located at these prominent locations: perforated metal sunshades and horizontal aluminum louvers surrounding resident windows and common area windows; metal panel accents between storefront glazing and other select areas; fiber cement wood accent panels; and potential branding/signage opportunities. The remainder of the facades which frame the courtyards and face the parking lot are more subtle and are primarily expressed with several colors of smooth plaster, fiber cement wood accent panels and metal paneling systems around resident windows.



Source: HPI Architecture, 2024.

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Figure 3
Revised Project Conceptual Site Plan

Source: HPI Architecture, 2024.

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Figure 4
Revised Project Visualization

Table 1. Summary of Revised Project

Topic	Revised Project
Project Design / Characteristics	44 2BR/2BA semi suite
	15 2 BR/2BA apartments
	10 single studio DU
	18 4 BR/2BA DU
	87 total DU
	182,952 gsf (SF: 86,348 gsf, MF: 96,604 gsf)
	3 stories (42 feet max)
	2 courtyards, entry lobby/community space, enclosed offices, meeting rooms, mail room, laundry rooms, common kitchens, and social lounges
	Increase of 48,136 sf pervious surface area on site (from existing 5,068 to 53,204 sf) Decrease of 48,136 sf of impervious surface area on site (from existing 150,946 to 102,810 sf)
Project Location	Lot B
Vehicular and Bicycle Access and Circulation	Existing eastern driveway from CSM Drive with secondary access from existing western driveway from CSM Drive and one right-turn out new driveway. In the project vicinity, none of the nearby streets are designated as bike routes. Due to their low traffic volumes, Perimeter Road and CSM Drive are conducive to bicycle usage.
Pedestrian Access	Pedestrian facilities are provided on CSM Drive, Perimeter Road, and Hillsdale Boulevard. Crosswalks are located across all of the legs of the signalized intersection at Hillsdale Boulevard and Clearview Way. There are crosswalks at the north and west approaches at the intersection of Perimeter Road and CSM Drive. The all-way stop controlled intersection of the eastern project driveway and CSM Drive has crosswalks at the north and south approaches.
Cut and fill	4 feet maximum depth of excavation Cut: 480 CY; Fill: 5,818 CY Net Fill= 5,338 CY 0 cy soil exported off campus
Construction duration	20-month construction duration

3.2.1 Construction Staffing

For the reasons discussed above for the Approved Project, the Revised Project would not generate increased employment growth during construction.

3.2.2 Build-Out Population

Under the Revised Project, there would be up to 87 new housing units in the proposed district-wide student housing facility. The proposed housing units would generate 316 new permanent residents on-site. For a detailed estimate of the Revised Project's estimated population, refer to Section 4.11, *Population and Housing*.

3.2.3 Site Access

Hillsdale Boulevard provides access to the college campus. As shown in Figure 5, main access to the Project Site after buildout would be via three driveways on CSM Drive: two existing driveways and one right-turn out new driveway. With the Revised Project, the western driveway would provide access to the one accessible parking space and the drop off zone in front of Wing A of the proposed building. The middle driveway would be a right-turn out driveway. The drive aisle beside the drop-off area was measured to be 20 feet, which would not be enough to allow a vehicle to maneuver and turn around without operational issues. Therefore, drop-off vehicles would enter the site from the western driveway and exit at the middle driveway. The eastern driveway would provide full access to the Project Site. It would lead to a 26-foot-wide drive aisle along the east edge of the Project Site, a mail van parking/loading zone, two accessible parking spaces and the surface parking lot south of the proposed buildings.

Pedestrian facilities in the project area consist of sidewalks and crosswalks along the streets and intersections. Near the Project Site, sidewalks are available on both sides of CSM Drive east of Perimeter Road, south side of Perimeter Road east of Hillsdale Boulevard, east side of Hillsdale Boulevard between Clearview Way and Perimeter Road, and west side of Hillsdale Boulevard between Clearview Way and SR 92 Ramps. Crosswalks are located across all of the legs of the signalized intersection at Hillsdale Boulevard and Clearview Drive. There are crosswalks at the north and west approaches at the intersection of Perimeter Road and CSM Drive. The all-way-stop controlled intersection of the eastern project driveway and CSM Drive has crosswalks at the north and south approaches. A non-vehicle accessible entry is proposed between Wing A and Wing B, which would connect to the sidewalk along CSM Drive. The Revised Project also proposes one crosswalk providing pedestrian connections between the parking lot and the pedestrian paths surrounding the building. Generally, there is a lack of pedestrian connections including to retail uses at the northeast corner of SR 92 and Hillsdale Boulevard.

In addition, the Project Site is not well served by any existing bicycle facilities. The Revised Project would include long-term and short-term bike parking and e-bike charging stations along with a bike maintenance station. None of the nearby streets are designated as bike routes in the immediate vicinity; however, due to their low traffic volumes, Perimeter Road and CSM Drive are conducive to bicycle usage.

3.2.4 Parking

Under the Revised Project, the western driveway would provide access to one accessible parking space and the drop off zone in front of Wing A of the proposed residential building. The eastern driveway would lead to the surface parking lot south of the proposed apartment buildings and 78 parking stalls dedicated to residents of the Revised Project. Of the 78 parking stalls, 3 parking spaces will be ADA-compliant, 6 spaces will be Electric Vehicle Charging Station (EVCS) equipped, 17 spaces will be EV-capable, and 2 spaces will be both ADA-complaint and EV-equipped. A summary of the parking of the Revised Project is provided in Table 2.

Table 2. Total Parking at the Project Site under Revised Project

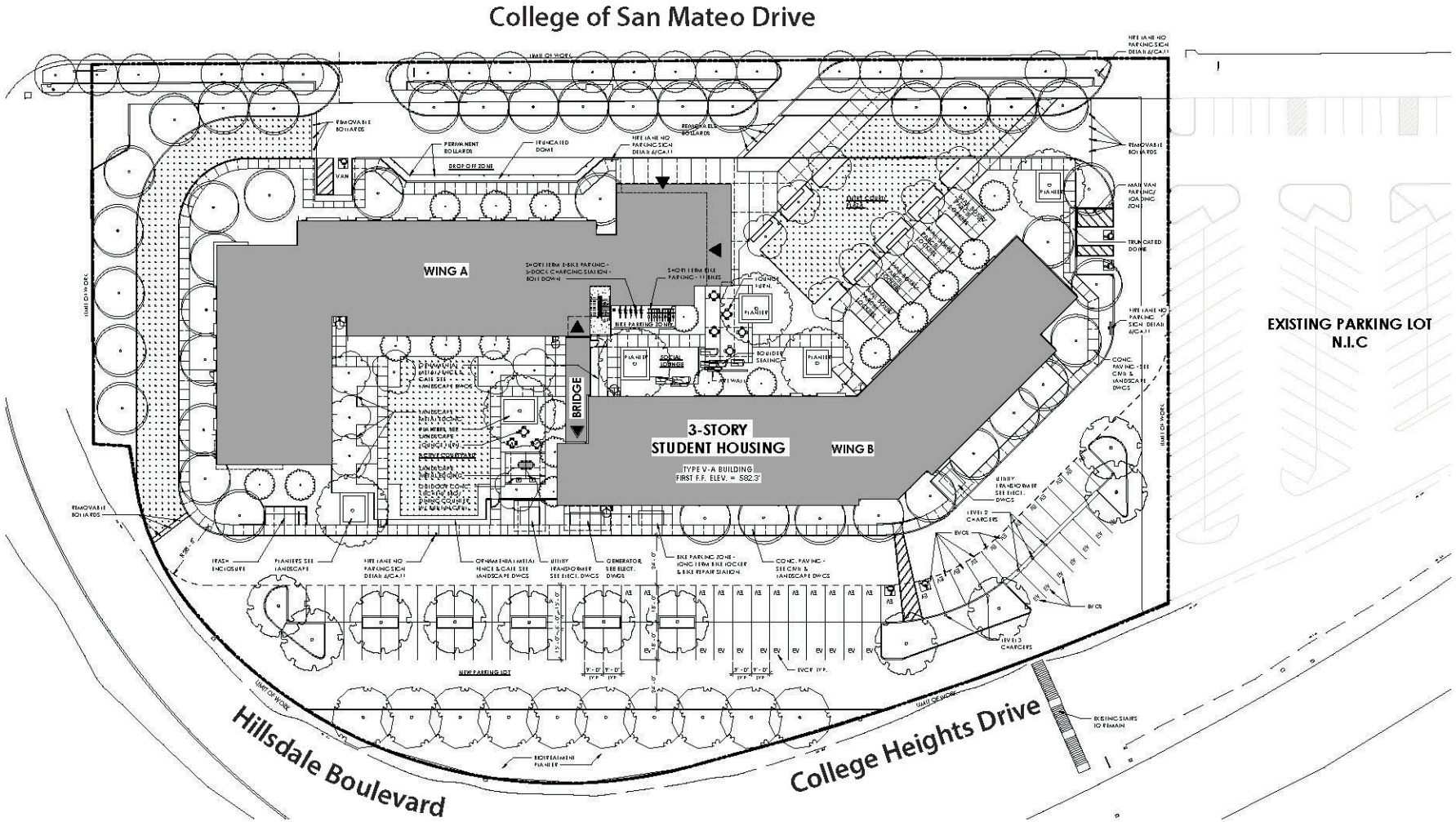
Parking Type	Number of Spaces
Total Parking	78
Non-ADA and Non-EV Parking Spaces	50
ADA Compliant Parking Spaces	3
EVCS Equipped Parking Spaces	6
EV Capable Spaces	17
ADA Compliant EV Equipped Parking Spaces	2

Source: San Mateo County Community College District, 2024.

3.2.5 Landscaping and Publicly Accessible Open Space

The Revised Project would not remove trees from the Project Site; mature trees are located outside of the project vicinity.

Site landscape improvements and amenities include the entry zone, drop off zone, an active and a passive court. Landscaping would be provided along the foundation of the buildings, throughout the parking areas and at the site perimeter. Plant material selection would be low water use, drought-tolerant and local-climate-adapted species including native species. A landscape buffer with fast growing trees, shrubs, and ground cover would include a fence to provide privacy between the buildings and adjacent walkways. Hardscaping would include permeable, accessible, decorative concrete pavers, grass paving, and turf grass. In addition, proposed berms would be planted with native, drought tolerant perennials and grasses. Low Impact Design (LID) may include bioretention, pervious pavers, flow-through planter, or green roofs. A new bioretention area would be located at the south end of the Project Site. An integrated irrigation system using sub-surface, low-flow drip systems, automatic irrigation controllers, and appropriate climate sensors would be incorporated into landscaped areas. Accounting for the proposed landscape and courtyards, the Revised Project would result in approximately 102,810 sf of impervious area and 53,204 sf of pervious area.



Source: Hexagon, 2024.

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Figure 5
Revised Project Circulation Plan

3.2.6 Construction Schedule and Phasing

Construction of the Revised Project would take approximately 20 months starting in Summer 2025 through 2027.

3.2.7 Construction Activities, Equipment, and Staging

Similar to the Approved Project, the Revised Project would involve varying amounts of construction activity as construction phases progress. The construction equipment mix would be similar to that of the Approved Project, including graders, dozers, tractors, loaders, backhoes, cranes, forklifts, generators, welders, cement and mortar mixers, pavers, rollers, and other paving equipment. Like the Approved Project, the Revised Project would be subject to Mitigation Measure CSM-TRA-1 in the Certified EIR, which requires the development and implementation of a traffic control plan during construction.

Earthwork cuts and fills up to 4 feet in depth would be required. The Revised Project would result in 480 CY of cut, 5,818 CY of fill (net fill of 5,338 CY) and no soil material would be exported to off-site facilities.

3.2.8 Utilities

The Revised Project would be served by the same utility providers described in the Certified EIR. Although no upgrades to existing utilities are needed or planned, existing 12-inch and 18-inch storm lines that run north-to-south through the site would be removed or relocated to accommodate the new buildings. Both lines would be relocated around the sides of the buildings and reconnected to the site's outfall at the southern end. New storm drain infrastructure would include a new bioretention area at the south end of the Project Site, between Hillsdale Boulevard and College Heights Drive. Treated stormwater at the bioretention area will tie into an 18-inch storm line at the south end of the Project Site. New 8-inch sanitary sewer must be built westward, approximately 750-feet to a connection point in College of San Mateo Drive. New 8-inch water lines would tie to existing 8-inch water mains at the north and south ends of the Project Site. The campus has a water tank that was completed on March 22, 2023. The tank has a capacity of 1.2 million gallons and is currently only utilizing 900,000 gallons. A new water line would be routed through the improvements that will connect to the existing water line fronting the theater. The sanitary sewer would connect to an existing sanitary system College of San Mateo Drive to the west of the Project Site. The Project would also install new joint trench service lines, street lights, fire hydrants, and storm drain curbs throughout the residential development. Utility design and connection locations would follow the topographic survey and the campus utility mapping system.

3.2.9 Recycling and Solid Waste

Main trash room and chutes would be located on the upper levels of Wing B. The Revised Project would be served by the same waste haulers and landfill described in the Certified EIR. As noted below, construction and demolition waste would be diverted at a rate of 65 percent, exceeding the 50 percent rate assumed for the Approved Project. The proposed housing units would result in a permanent increase in solid waste generation at the Project Site. For a detailed estimate of the Revised Project's estimated solid waste generation, refer to Section 4.12, Public Services and Utilities.

3.2.10 Sustainability Features

The Revised Project would be constructed to meet 2022 California Green Building Standards Code (Part 11 of Title 24, California Code of Regulations) standards. Consideration would be placed on energy efficiency including energy efficiency lighting. The Revised Project would be all electric, and would include a rooftop photovoltaic (PV) power system. Proposed sustainability features would include 65 percent construction and demolition waste diversion, the use of recycled content base material, and a prescriptive path for storm water control with bio-retention features. Landscape features would include installing three inches of mulch in planting beds, and using drought-tolerant, California Native species. The exterior lighting design utilizes LED fixtures with reduced light output capabilities, occupancy sensors and photocell sensing to reduce light levels during the late night/early morning hours and when areas are unoccupied to comply with the energy code. To manage the heat island effect, a combination of strategies for 50 percent of the site hardscape (including roads, sidewalks, courtyards and parking lots) would be utilized including the use of solar panels that produce energy and to offset nonrenewable resource use. In addition, the Project Site will be completely electric. E-bike charging stations will be included on site.

4. Evaluation of Environmental Impacts

The following analysis compares the impacts identified in the Certified EIR with those expected to result from the Revised Project to determine whether the proposed modifications in the Revised Project would result in any new or substantially more severe significant effects. As described in the analysis below, and summarized in Table 3, the modifications associated with the Revised Project would not result in any new significant impacts nor would they substantially increase the severity of the impacts previously identified in the Certified EIR.

There are no prime farmlands, farmland of statewide importance, forest lands, or mineral resources within the Project Site. Therefore, these topics were scoped out from further study in the Certified EIR. The Revised Project is located on the same Project Site, and there would continue to be no impact to these resources. Therefore, impacts to these resources are not discussed in detail below.

Table 3. Comparison of Impacts Under the Approved Project and the Revised Project

Impact	Approved Project Impact	Revised Project Impact	Change in Impact
4.1 Aesthetics			
Impact CSM-AES-1: Temporary visual impacts caused by construction activities	Less than significant with mitigation	Less than significant with mitigation	None
Impact CSM -AES-2: Substantially degrade the existing visual character or quality of the site and its surroundings, including views from scenic vistas	Less than significant	Less than significant	None
Impact CSM -AES-3: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	No Impact	No Impact	None
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	Less than significant with mitigation	None
4.2 Air Quality and Energy			
Impact CSM -AQE-1: Conflict with or obstruct implementation of an applicable air quality plan	Less than significant	Less than significant	None
Impact CSM -AQE-2: Violation of a BAAQMD air quality standard or substantial contribution to an existing or projected air quality violation during Project construction	Less than significant with mitigation	Less than significant	Change
Impact CSM -AQE-3: Violation of a BAAQMD air quality standard or substantial contribution to an existing or projected air quality violation during Project operation	Less than significant	Less than significant	None
Impact CSM -AQE-4: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment	Less than significant with mitigation	Less than significant	Change

Impact	Approved Project Impact	Revised Project Impact	Change in Impact
Impact CSM -AQE-5: Exposure of existing sensitive receptors to substantial pollutant concentrations during construction	Significant and Unavoidable	Less than significant with mitigation	Change
Impact CSM -AQE-6: Creation of objectionable odors affecting substantial number of people	Less than significant	Less than significant	None
Impact CSM -AQE-7: Lead to a wasteful, inefficient, and unnecessary usage of energy	Less than significant	Less than significant	None
4.3 Biological Resources			
Impact CSM -BIO-1: Impact special-status plant species	Less than significant with mitigation	Less than significant	Change
Impact CSM -BIO-2: Impact special-status bird species	Less than significant with mitigation	Less than significant with mitigation	None
Impact CSM -BIO-3: Impact special-status bats	Less than significant with mitigation	Less than significant	Change
Impact CSM -BIO-4: Impact Mission blue butterfly	Less than significant with mitigation	Less than significant	Change
4.4 Cultural Resources			
Impact CSM -CUL-1: Substantial adverse change in the significance of a historical resource as defined in Section 15064.5	Less than significant	Less than significant	None
Impact CSM -CUL-2: Substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5	Less than significant with mitigation	Less than significant with mitigation	None
Impact CSM -CUL-3: Disturb any human remains, including those interred outside of formal cemeteries	Less than significant with mitigation	Less than significant with mitigation	None
4.5 Geology, Soils, and Paleontology			
Impact CSM -GEO-1: Exposure of people or structures to safety risks due to surface fault rupture resulting from seismic activity	Less than significant	Less than significant	None
Impact CSM -GEO-2: Exposure of people or structures to strong seismically induced groundshaking	Less than significant with mitigation	Less than significant with mitigation	None
Impact CSM -GEO-3: Increased exposure of people or structures to the effects of seismically induced ground failure, including liquefaction	Less than significant	Less than significant	None
Impact CSM -GEO-4: Accelerated erosion during Project construction and operation	Less than significant	Less than significant	None
Impact CSM -GEO-5: Loss of topsoil from Project construction and operation	Less than significant with mitigation	Less than significant with mitigation	None

Impact	Approved Project Impact	Revised Project Impact	Change in Impact
Impact CSM -GEO-6: Increased risk of landslide, liquefaction, lateral spread, subsidence, or collapse, as a result of Project location on an unstable geologic unit or soil	Less than significant	Less than significant	None
Impact CSM -GEO-7: Increased risk of damage to Project structures as a result of Project location on expansive soils	Less than significant with mitigation	Less than significant with mitigation	None
Impact CSM -GEO-8: Direct or indirect destruction of a unique paleontological resource or site or unique geologic feature	Less than significant	Less than significant	None
4.6 Greenhouse Gas Emissions			
Impact CSM -GHG-1: Generate GHG emissions during Project construction	Less than significant with mitigation	Less than significant with mitigation	None
Impact CSM-GHG-2: Generate GHG emissions during Project operation	Less than significant	Less than significant	None
Impact CSM -GHG-3: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases	Less than significant	Less than significant	None
Impact CSM -GHG-4: Subject property and persons to otherwise avoidable physical harm as a result of inevitable climate change	Less than significant	Less than significant	None
4.7 Hazards and Hazardous Materials			
Impact CSM -HAZ-1: Significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during Project construction or from Project operation	Less than significant with mitigation	Less than significant with mitigation	None
Impact CSM -HAZ-2: Significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during Project construction	Less than significant with mitigation	Less than significant with mitigation	None
Impact CSM -HAZ-3: Significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during Project operation	Less than Significant	Less than significant	None
Impact CSM -HAZ-4: Emission or handling of hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school	Less than significant with mitigation	Less than significant with mitigation	None
Impact CSM -HAZ-5: Public or environmental hazard resulting from Project location on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5	Less than significant	Less than significant	None

Impact	Approved Project Impact	Revised Project Impact	Change in Impact
Impact CSM -HAZ-6: Interference with adopted emergency response plan or emergency evacuation plan	Less than significant with mitigation	Less than significant with mitigation	None
Impact CSM -HAZ-7: Exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires	Less than significant with mitigation	Less than significant with mitigation	None
4.8 Hydrology and Water Quality			
Impact CSM-HYD-1: Violate any water quality standards or waste discharge requirements and/or otherwise substantially degrade water quality	Less than significant with mitigation	Less than significant with mitigation	None
Impact CSM-HYD-2: Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level	Less than significant with mitigation	Less than significant with mitigation	None
Impact CSM-HYD-3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite	Less than significant with mitigation	Less than significant with mitigation	None
Impact CSM-HYD-: Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff	Less than significant with mitigation	Less than significant with mitigation	None
Impact CSM-HYD-5: Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map or place within a 100-year flood hazard area structures that would impede or redirect flood flows	Less than significant with mitigation	Less than significant with mitigation	None
Impact CSM-HYD-6: Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam	No impact	No impact	None
Impact CSM -HYD-7: Contribute to inundation by seiche, tsunami, or mudflow	Less than significant	Less than significant	None
4.9 Land Use and Planning			
Impact CSM -LUP-1: Physically divide an established community	No impact	No Impact	None
Impact CSM -LUP-2: Conflict with applicable land use plans, policies, or regulations	No impact	Less than Significant	Change

Impact	Approved Project Impact	Revised Project Impact	Change in Impact
Impact CSM -LUP-3: Conflict with any applicable habitat conservation plan or natural community conservation plan	No impact	No Impact	None
4.10 Noise			
Impact CSM -NOI-1: Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies	Less than significant with mitigation	Less than significant	Change
Impact CSM -NOI-2: Expose persons to or generate excessive groundborne vibration or groundborne noise levels	Less than significant	Less than significant	None
Impact CSM -NOI-3: Permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project	Less than significant	Less than significant	None
Impact CSM -NOI-4: Temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project	Less than significant with mitigation	Less than significant	Change
Impact CSM -NOI-5: Within an airport land use plan area, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the Project area to excessive noise levels	No impact	No Impact	None
Impact CSM -NOI-6: In the vicinity of a private airstrip and expose people residing or working in the Project area to excessive noise levels	No impact	No Impact	None
4.11 Population and Housing			
Impact CSM -POP-1: Directly induce substantial population growth due to expanding existing facilities or developing new residential units	No impact	Less than Significant	Change
Impact CSM -POP-2: Indirectly induce substantial population growth due to jobs created by Project construction	Less than significant	Less than Significant	None
Impact CSM -POP-3: Displace existing housing or people, necessitating the construction of replacement housing elsewhere	No impact	No Impact	None
4.12 Public Services and Utilities			
Impact CSM -PSU-1: Reduce service ratios and response times for fire protection and police protection services during construction and operation	Less than significant	Less than significant	None
Impact CSM -PSU-2: Increase student enrollment at schools or increase level of service required at other public facilities resulting in an adverse physical impact to these facilities	No Impact	No Impact	None

Impact	Approved Project Impact	Revised Project Impact	Change in Impact
Impact CSM -PSU-3: Increase demand for water supply at the Project site during construction and operation	Less than significant	Less than significant	None
Impact CSM -PSU-4: Increase generation of wastewater at the Project site	Less than significant	Less than significant	None
Impact CSM -PSU-5: Alter stormwater drainage patterns at the Project site requiring the construction of new stormwater drainage facilities or expansion of existing	Less than significant	Less than significant	None
Impact CSM -PSU-6: Increased generation of solid waste during construction and operation	Less than significant	Less than significant	None
Impact CSM -PSU-7: Comply with federal, state, and local statutes and regulations related to solid waste	No impact	No impact	None
4.13 Recreation			
Impact CSM -REC-1: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration or of the facilities would occur or be accelerated	No Impact	Less than significant	Change
Impact CSM -REC-2: Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment	Less than significant	Less than significant	None
4.14 Transportation and Traffic			
Impact CSM -TRA-1: Substantial increase in vehicle delay or deterioration of traffic operations during Project operations	No Impact	No Impact	None
Impact CSM -TRA-2: Potential conflict with transit services and facilities and policies and plans related to the services during project operations	No Impact	No Impact	None
Impact CSM -TRA-3: Potential conflict with local pedestrian and bicycle facilities and policies and plans regarding the facilities during Project operations	No Impact	No Impact	None
Impact CSM -TRA-4: Potential construction impacts on traffic operation and circulation, transit service, nonmotorized transportation facilities, and emergency access	Less than significant with mitigation	Less than significant with mitigation	None

4.1 Aesthetics

The Certified EIR found that the Approved Project's impacts to visual character or quality, including views from scenic vistas, would be less than significant with mitigation during construction and less than significant during operation. The west side of the College of San Mateo (CSM) campus is generally buffered from surrounding areas by trees and landscaping. While there are views from many residences north, east, and west of the campus toward the North lots N,P,Q, much of the visual access from outside the campus is limited. Large mature trees exist throughout the campus and along the hillsides, partially obscuring views of the developed portions of the campus. The primary access road along West Hillsdale Boulevard is also lined with trees and a central tree-lined median. The Certified EIR found that the CSM campus is developed with a variety of buildings that range between one and four stories. Buildings developed on campus are generally lighter in color, and many buildings are dominated with large glass windows.

During construction, the Certified EIR determined that construction activities associated with the Approved Project would be visible to all viewer groups and would create changes in views of and from the Project Site. Construction traffic would access the campus via local roads connecting to the campus and would be visible in the foreground, in addition to staging areas and associated facilities. The Certified EIR found that const ruction activities would introduce considerable heavy equipment and associated vehicles, including backhoes, compactors, tractors, and trucks into the viewsheds of all viewer groups. However, the Certified EIR noted that viewers are accustomed to seeing heavy machinery related to construction on the campus and in the vicinity and region associated with roadway improvements and development projects, and construction activities associated with the Approved Project would not last longer than 2 years.

Construction activities associated with the Revised Project would result in the same types of impacts and for the same duration as described for the Approved Project, only they would be limited to the project site (the southern part of Lot B) instead of across the campus. Many construction activities would be obscured by terrain, trees, and existing development. However, construction would still be visible, and viewers would see the visual transition of the site over time, but construction would be temporary and last no longer than 20 months for the Revised Project. Construction activities could result in some airborne dust that could attract attention from visual receptors and briefly reduce the availability of short-range views. It is anticipated that construction would take place Monday through Friday, between 6:00 a.m. and 7:00 p.m., and some construction may occur on weekends, consistent with the Approved Project. Interior work at night would most likely not affect views because it would be inside the buildings, and lighting would be seen as standard interior lighting. However, because daylight hours vary by season, exterior construction activities could result in a substantial amount of nighttime lighting to operate in the dark if construction occurs past daylight hours in the late fall and winter. The Certified EIR noted that implementation of **Mitigation Measure CSM-AES-1** would lessen construction impacts by limiting construction to daylight hours near residences. In addition, **Mitigation Measure CSM-AQE-5** would reduce the potential for negative visual impacts that could result from construction dust by controlling fugitive dust. Both measures would apply to the Revised Project, and impacts would be less than significant with mitigation, consistent with the conclusion in the Certified EIR. The text of **Mitigation Measure CSM-AES-1** is included with additions underlined.

Mitigation Measure CSM-AES-1: Limit exterior construction activities to daylight hours at College of San Mateo within 0.25 miles of residences

The effect of nighttime construction light and glare on nearby residences will be minimized by limiting construction hours within 0.25 mile of residences. Construction activities, which are scheduled to take place Monday through Friday between 6:00 am and 7:00 pm on weekdays, with some construction potentially occurring on weekends, will be limited to daylight hours (which will vary according to season). Therefore, the construction hours will be adjusted during the seasons to ensure construction activities take place during daylight hours.

Mitigation Measure CSM-AQE-5: Implement BAAQMD basic construction mitigation measures to reduce construction-related PM10 and PM2.5 dust at the College of San Mateo

This measure is described under **Impact CSM-AQE-2** in Section 4.2, *Air Quality and Energy.*

The Certified EIR found that changes to the existing visual character or quality of the site and its surroundings, including views from scenic vistas, would be less than significant during operation. This is because the west side of CSM campus is generally buffered from surrounding areas by trees and landscaping and, where views are available, views would be of a similar character to existing views. The Revised Project would be constructed on a vacant parking lot that was included in the Approved Project and would not be located in an area not analyzed in the Certified EIR. Although the appearance of the Project Site has not changed since certification of the Certified EIR, the Certified EIR did not specify how views would change after construction of new dormitory buildings on Parking Lot B. However, the Certified EIR determined that the Approved Project would be visually similar to the existing college campus, blending with adjacent development, and would not represent a substantial degradation of the existing character or quality of the site and its surroundings.

As an infill project, the Revised Project would appear to be a visual extension of existing development on the campus. While the Revised Project would represent a visual change from the existing ground level parking lot to two, 2-3 story dormitory buildings, this change would be similar to the existing visual character of the overall campus environment and existing buildings located on the campus. In addition, landscaping would be planted that would mature to buffer views of the Revised Project. While there are views from many residences north, east, and west of the campus toward the North parking lots N,P,Q much of the visual access from outside the campus is limited. Also, commercial development immediately southeast of the campus further prohibits views onto the existing campus. Views of the campus from public areas adjacent to the campus might be changed somewhat in that the Revised Project might make the campus more visible. However, the campus as a whole is already visible from the surrounding communities, and merely being able to see the campus from any specific vantage point off the District's property is not considered a significant adverse impact.

While intermittent views of the campus and proposed changes could be available from some surrounding residential streets as a result of the proposed campus improvements, including some views along Tobin Clark Drive, the resulting visual changes are not anticipated to result in a substantial degradation to the existing visual character of the campus. Once the Revised Project is completed, the two student housing buildings and landscaping shown on Figure 4 would blend with and appear as an integral part of the campus. The existing visual character and quality of the site as

a community college would remain similar to existing conditions, and impacts would be less than significant, consistent with the conclusion in the Certified EIR.

The Certified EIR determined that there are no identified scenic vistas or other scenic resources in the area that would be affected by the Approved Project. The Revised Project would be in the same location, and there are no new scenic vistas or resources. There would be no impact, consistent with the conclusion in the Certified EIR.

The Certified EIR determined that there would be no impact associated with state scenic highways because there are no designated state scenic highways within the vicinity of CSM. The Revised Project would be in the same location, and there are no new scenic vistas or resources. There would be no impact, consistent with the conclusion in the Certified EIR.

The Certified EIR determined that impacts associated with light and glare would be less than significant with mitigation. The campus is well-lit at night and ambient sky glow currently radiates from the area. Existing sources of nighttime lighting include interior and exterior lighting associated with the college and residential and commercial land uses. Existing parking lot lights, building lights, and headlights from cars traveling on campus are currently visible from various places below the campus and from some private residences to the north, east, and west and public roadways. Street lighting also adds to the amount of nighttime light now present within the project area.

Existing sources of light and glare on and near the campus can be seen from nearby residences and local roadways where views permit and which include general campus lighting from buildings, lit pathways, sports fields, and parking lots; light from vehicles travelling on internal and adjacent roadways; and streetlights 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.

The Certified EIR determined that some new lighting would be installed as part of the Approved Project which 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, the Certified EIR determined that with implementation of **Mitigation Measure CSM-AES-4**, any new light fixtures installed as part of the Approved 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.

The PV power system located on the rooftops of the student housing buildings would not result in a substantial increase in glare because the project site is at a higher elevation than much of the surrounding land uses, and the buildings' rooftops and the panels would be located above the eye level of viewers and not visible to surrounding residences and businesses or to viewers on the campus. Glare from the proposed buildings' windows would also not result in a substantial increase in glare because proposed landscaping would screen glare from street level views located immediately adjacent to the buildings, and the proposed landscaping and existing landscaping on the campus would ensure that nuisance glare does not disrupt views in other areas of the campus. In addition, existing trees and landscaping associated with the campus and surrounding development and proposed landscaping would prevent any glare from affecting areas outside of the campus.

Lighting associated with the Revised Project would include streetlights and energy efficient exterior lighting utilizing LED fixtures with reduced light output capabilities, occupancy sensors and photocell sensing to reduce light levels during the late night/early morning hours and when areas are unoccupied to comply with the energy code. New lighting would also emanate from the building interior when not blocked by window shades or curtains at night. Views of this change in lighting are expected to be limited because most views of the college are buffered; however, where views to the campus are present, such lighting, if not properly designed, could draw attention to the campus and negatively impact those views, especially for sensitive viewers that are located closer to the campus. **Mitigation Measure CSM-AES-4**, identified in the Certified EIR, would be applicable to the Revised Project, and impacts would be less than significant with mitigation, consistent with the conclusion in the Certified EIR:

Mitigation Measure CSM-AES-4: Apply minimum lighting standards at the College of San Mateo

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 Associations 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.

4.2 Air Quality and Energy

The Certified EIR found that the Approved Project would not conflict with nor obstruct implementation of the 2010 Bay Area Air Quality Management District (BAAQMD) air quality plan, and that this impact would be less than significant. As discussed in the Certified EIR, if a project proposes development that is greater than that anticipated in growth projections, the project would conflict with the BAAQMD air quality plans and might have a potentially significant impact on air quality because emissions would exceed those estimated for the region. The Certified EIR found that the Approved Project would be consistent with the City of San Mateo General Plan and related documents, and therefore, the Approved Project was considered consistent with growth projections in the most relevant land use plan. In addition, the Approved Project would include features to limit energy-, area-, and mobile-source operational emissions and was determined to be consistent with BAAQMD's Clean Air Plan (CAP) strategies and control measures, including TCM-D-2 (Pedestrian Access and Facilities Improvements) and ECM 2 (Renewable Energy). The Certified EIR also stated that although emissions would be generated during construction and operation (discussed below), these emissions were determined to not exceed BAAQMD significance thresholds (after mitigation) nor impede attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS). Because the Certified EIR determined that the Approved Project would be consistent with land use plans and growth projections, would be consistent with strategies and control measures included in the CAP, and would not exceed BAAQMD significance thresholds following the implementation of mitigation measures, the Approved Project was determined not to conflict with or obstruct implementation of the current BAAQMD air quality plans.

The Revised Project would develop the site with two residential buildings, providing on-site housing options for students. As with the Approved Project, the Revised Project would not result in an increased capacity, student enrollment, or staffing levels at the College of San Mateo Campus because the residents would be from the existing student body. Thus, the Revised Project would not have the potential to conflict with growth projections in any land use plans. Further, the Revised Project would reduce the number and lengths of vehicular commute trips to and from the College of San Mateo, because some students that currently live off-campus would reside on-campus once the student housing is constructed. As a result, the Revised Project would reduce emissions resulting from commute trips, in line with CAP strategies and control measures aimed at reducing mobile-source emissions. Furthermore, as discussed below, emissions associated with construction and operation of the Revised Project would not exceed the BAAQMD significance thresholds and would therefore not impede attainment or maintenance of the NAAQS or CAAQS. Because the Revised Project would not conflict with growth projections in applicable land use plans, would reduce

mobile-source emissions from vehicular commute trips, and would not exceed BAAQMD significance thresholds, the Revised Project would not conflict with or obstruct implementation of the applicable air quality plan, consistent with the conclusion in the Certified EIR.

The Certified EIR found that the Approved Project's contribution to an existing or projected air quality violation during construction would result in a less-than-significant impact with mitigation. Specifically, the Certified EIR found that construction of the College of San Mateo project would have the potential to create air quality impacts through the use of heavy-duty construction equipment, construction worker vehicle trips, truck hauling trips, and off-gassing from paving and coatings. The Certified EIR found that, without mitigation, construction of the Approved Project would generate nitrogen oxides (NO_X) exhaust in excess of the BAAQMD's numeric significance thresholds during the construction years of 2017 through 2019. To address this impact, the Certified EIR identified the following mitigation measures, which would be applicable to the Revised Project:

Mitigation Measure CSM-AQE-1: Implement BAAQMD basic construction mitigation measures to reduce construction-related NO_X emissions at College of San Mateo

The District will ensure the construction contractor implements the following BAAQMD-recommended basic control measures to reduce NO_X emissions from construction equipment:

- Idling times will be minimized by shutting off equipment when it is not in use or by reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage will be provided for construction workers at all access points.
- All construction equipment will be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment will be checked by a certified mechanic and determined to be running in proper condition prior to operation.

Mitigation Measure CSM-AQE-2: Implement BAAQMD additional construction mitigation measures to reduce construction-related NO_X emissions at College of San Mateo

The District will ensure the construction contractor implements the following BAAQMD-recommended additional control measures to reduce NO_X emissions from construction equipment.

- Minimize the idling time of diesel-powered construction equipment to 2 minutes.
- The project will develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction Project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20% NO_X reduction and 45% PM exhaust reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.
- Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).
- Require that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NO_X and PM.

- Require all contractors to use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines.

Mitigation Measure CSM-AQE-3: Utilize clean diesel-powered equipment during construction to control construction-related DPM emissions at College of San Mateo

The District will ensure that all off-road diesel-powered equipment used during construction at College of San Mateo is equipped with EPA Tier 4 or cleaner engines, except for specialized construction equipment for which an EPA Tier 4 engine is not available. The use of Tier 4 engines will also act to reduce ROG and NOX emissions from construction equipment.

Mitigation Measure CC-AQE-4: Offset NO_X emissions generated during construction to quantities below applicable BAAQMD CEQA thresholds at College of San Mateo

The District will enter into a development mitigation contract with BAAQMD in order to reduce criteria pollutant emissions generated during construction of the Project to quantities below the numeric BAAQMD thresholds (Table 3.2-8). The preferred source of emissions reductions for NO_X, will be through contributions to BAAQMD's Carl Moyer Program and/or other BAAQMD incentive programs.

Implementation of this mitigation would require the District adopt the following specific responsibilities.

- Enter into a mitigation contract with BAAQMD for the Carl Moyer Program and/or other BAAQMD emission reduction incentive program. The necessary reductions must be achieved (contracted and delivered) by the applicable year in question (i.e., emissions generated in year 2016 would need to be reduced offsite in 2016). Funding would need to be received prior to contracting with participants and should allow sufficient time to receive and process applications to ensure offsite reduction projects are funded and implemented prior to commencement of Project activities being reduced. In negotiating the terms of the mitigation contract, the Project applicant and BAAQMD should seek clarification and agreement on BAAQMD responsibilities, including the following.
    - Identification of appropriate offsite mitigation fees required for the Project.
    - Timing required for obtaining necessary offsite emission credits.
    - Processing of mitigation fees paid by the Project applicant.
    - Verification of emissions inventories submitted by the Project applicant.
    - Verification that offsite fees are applied to appropriate mitigation programs within the SFBAA.
- Quantify mitigation fees required to satisfy the appropriate reductions. Funding for the emission reduction projects will be provided in an amount up to the emission reduction project cost-effectiveness limit set by for the Carl Moyer Program during the year that the emissions from construction are emitted. (The current Carl Moyer cost-effectiveness limit is \$18,030/weighted ton of criteria pollutants [NO_X + ROG + (20*PM)]). An administrative fee of 5% would be paid by the Project applicant to the BAAQMD to implement the program. The funding would be used to fund projects eligible for funding under the Carl Moyer Program guidelines or other BAAQMD emission reduction incentive program meeting the same cost-effectiveness threshold that are real, surplus, quantifiable, and enforceable.

- Develop a compliance program to calculate emissions and collect fees from the construction contractors for payment to BAAQMD. The program will require, as a standard or specification of their construction contracts with the Project Sponsor, that construction contractors identify construction emissions and their share of required offsite fees, if applicable. Based on the emissions estimates, the Project applicant will collect fees from the individual construction contractors (as applicable) for payment to BAAQMD. Construction contractors will have the discretion to reduce their construction emissions to the lowest possible level through additional onsite mitigation, as the greater the emissions reductions that can be achieved by onsite mitigation, the lower the required offsite fee. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, additional electrification or alternative fuels, engine-retrofit technology, and/or after-treatment products. All control strategies must be verified by BAAQMD.
- Conduct daily and annual equipment activity monitoring to ensure onsite emissions reductions are achieved and no additional mitigation payments are required. Excess offsite funds can be carried from previous to subsequent years in the event that additional reductions are achieved by onsite mitigation. At the end of the Project, if it is determined that excess offset funds remain (outstanding contracts and administration over the final years of the contracts will be taken into consideration), BAAQMD and the Project applicant will determine the disposition of final funds (e.g., additional emission reduction projects to offset underperforming contracts, return of funds to the Project applicant, etc.).

Mitigation Measure CSM-AQE-5: Implement BAAQMD basic construction mitigation measures to reduce construction-related PM_{10} and $PM_{2.5}$ dust at College of San Mateo

The District will require all construction contractors to implement the basic construction mitigation measures recommended by BAAQMD to reduce fugitive dust emissions. Emission reduction measures will include, at a minimum, the following measures. Additional measures may be identified by BAAQMD or the contractor as appropriate.

- All exposed surfaces affected by construction (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day, or as needed during the dry season(s) (unless limited by state or local drought response requirements or if there is a rain event).
- All haul trucks transporting soil, sand, or other loose material off site will be covered.
- All visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads will be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will be laid as soon as possible after grading unless seeding or soil binders are used.
- A publicly visible sign will be posted with the telephone number and person to contact at the lead agency regarding dust complaints. This person will respond and take corrective action within 48 hours. BAAQMD‘s phone number will also be visible to ensure compliance with applicable regulations.

As noted in the Certified EIR, with implementation of **Mitigation Measures CSM-AQE-1** through **Mitigation Measure CSM-AQE-5**, construction related air quality impacts would be less than significant.[2] In the Certified EIR, combined emissions from construction activities at the three campuses are presented in the analysis of cumulative impacts because, although the campuses are located in different jurisdictions, all three are within the same air basin and would thus have the potential to affect air quality within the basin.

To evaluate the combined impact of the Approved Project and Revised Project, the construction emissions from the Revised Project are added to the emissions from the Approved Project as identified in the table in the cumulative impacts discussion of the Certified EIR. It is not necessary to show the total combined emissions that would occur at the CSM campus only, because the Revised Project's construction activities would not occur in the same years as the Approved Project's construction activities at the CSM campus.[3]

The Revised Project would generate criteria pollutant emissions from construction of the proposed residential buildings and supporting facilities. As noted in Section 3, *Project Description*, the Revised Project would have a construction duration of approximately 20 months and would result in 480 CY of cut, 5,818 CY of fill (net fill of 5,338 CY), and no soil material would be exported. Construction-related criteria pollutant emissions from heavy-duty equipment, on-road vehicles, and land disturbance associated with the Revised Project were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1.1.6, using construction activity and scheduling provided by the Project applicant. Equipment inventory data, including equipment type, horsepower, and load factors, were generated by model default values. Table 4.2-1 shows daily combined construction emissions for the Approved Project and the Revised Project, because the construction activities would overlap.

As shown in Table 4.2-1, and further discussed below, construction emissions associated with the Revised Project would be below BAAQMD CEQA thresholds, even without implementation of **Mitigation Measures CSM-AQE-1** through **CSM-AQE-3** and **CSM-AQE-5**. Consequently, **Mitigation Measure CSM-AQE-4** is not applicable to the Revised Project, because emissions offsets would not be needed. Construction-related criteria air pollutant emissions resulting from the Revised Project would be less than significant, consistent with the conclusion in the Certified EIR. No new or substantially more severe significant impacts have been identified.

The Certified EIR found that operation of the Approved Project would not violate a BAAQMD air quality standard or substantially contribute to an existing or projected air quality violation, resulting in a less-than-significant impact. Specifically, the Certified EIR found that the College of San Mateo project would have the potential to create long-term air quality impacts from operational activities but concluded that the estimated operational would be below the BAAQMD's numeric significance thresholds, and no mitigation would be required.

[2] Note that **Mitigation Measure CSM-AQE-4** requires the District to offset NO_X emissions generated during construction to a level below the applicable BAAQMD CEQA thresholds at College of San Mateo in the event that **Mitigation Measures CSM-AQE-1** through **CSM-AQE-3** are not sufficient to reduce emissions below the BAAQMD's construction thresholds.

[3] Approved Project construction activities at the CSM campus were estimated to occur between 2016 and 2024, whereas Revised Project construction activities are anticipated to start in 2025. However, Approved Project construction activities at all the campuses are anticipated to occur until 2027, resulting in overlapping activities with the Revised Project.

Table 4.2-1. Daily Construction Emissions under the Approved Project and Revised Project (pounds/day)

Year/Project Component	ROG	NO_X	CO	SO_X	Exhaust PM_{10}	Fugitive PM_{10}	PM_{10} Total	Exhaust PM_{10}	Fugitive PM_{10}	$PM_{2.5}$ Total
Unmitigated										
2025										
Approved Project [a]	1.3	12.7	8.4	<0.1	0.9	0.1	0.9	0.8	<0.1	0.8
Revised Project	1.7	22.1	20.2	0.1	0.7	4.1	4.8	0.7	1.7	2.3
Combined Total	3.0	34.8	28.6	0.1	1.6	4.2	5.7	1.5	1.7	3.1
BAAQMD Threshold	*54*	*54*	--	--	*82*	*BMPs*	--	*54*	*BMPs*	--
BAAQMD Threshold Exceeded?	*No*	*No*			*No*			*No*		
2026										
Approved Project [a]	2.0	17.8	25.2	<0.1	0.8	0.5	1.2	0.7	0.1	0.8
Revised Project	47.2	10.6	13.8	<0.1	0.4	0.6	1.0	0.3	0.1	0.5
Combined Total	49.2	28.4	39.0	<0.1	1.2	1.1	2.2	1.0	0.2	1.3
BAAQMD Threshold	*54*	*54*	--	--	*82*	*BMPs*	--	*54*	*BMPs*	--
BAAQMD Threshold Exceeded?	*No*	*No*			*No*			*No*		
2027										
Approved Project [a]	0.9	7.5	12.5	<0.1	0.3	0.2	0.5	0.3	0.1	0.4
Revised Project	47.2	0.9	1.4	<0.1	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Combined Total	48.1	8.4	13.9	<0.1	0.3	0.3	0.6	0.3	0.1	0.4
BAAQMD Threshold	*54*	*54*	--	--	*82*	*BMPs*	--	*54*	*BMPs*	--
BAAQMD Threshold Exceeded?	*No*	*No*			*No*			*No*		
Mitigated[b]										
2025										
Approved Project [a]	0.7	6.8	8.4	<0.1	0.1	0.1	0.2	0.1	<0.1	0.1
Revised Project	0.5	9.2	20.0	0.1	0.1	4.1	4.2	0.1	1.7	1.8
Combined Total	1.2	16.0	28.4	0.1	0.2	4.2	4.4	0.2	1.7	1.9
BAAQMD Threshold	*54*	*54*	--	--	*82*	*BMPs*	--	*54*	*BMPs*	--
BAAQMD Threshold Exceeded?	*No*	*No*			*No*			*No*		

Year/Project Component	ROG	NO_X	CO	SO_X	Exhaust PM_{10}	Fugitive PM_{10}	PM_{10} Total	Exhaust PM_{10}	Fugitive PM_{10}	$PM_{2.5}$ Total
2026										
Approved Project [a]	1.1	9.6	25.2	<0.1	0.1	0.5	0.6	<0.1	0.1	0.1
Revised Project	21.2	5.0	15.3	<0.1	0.1	0.6	0.7	0.1	0.1	0.2
Combined Total	22.3	14.6	40.5	<0.1	0.2	1.1	1.3	0.1	0.2	0.3
BAAQMD Threshold	*54*	*54*	--	--	*82*	*BMPs*	--	*54*	*BMPs*	--
BAAQMD Threshold Exceeded?	*No*	*No*			*No*			*No*		
2027										
Approved Project [a]	0.5	4.0	12.5	<0.1	<0.1	0.2	0.2	<0.1	0.1	0.1
Revised Project	21.2	0.7	1.3	<0.1	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Combined Total	21.7	4.7	13.8	<0.1	<0.1	0.3	0.3	<0.1	0.1	0.1
BAAQMD Threshold	*54*	*54*	--	--	*82*	*BMPs*	--	*54*	*BMPs*	--
BAAQMD Threshold Exceeded?	*No*	*No*			*No*			*No*		

ROG = reactive organic gases
CO = carbon monoxide
PM_{10} = particulate matter
NO_x = nitrogen oxides
SO_x = sulfur oxides
$PM_{2.5}$ = fine particulate matter

[a] The construction emissions from the Approved Project are the total combined emissions from construction activities at all three campuses, as shown in Table 3.2-20 of the Certified EIR.

[b] Estimated mitigated emissions assume implementation of **Mitigation Measures CSM-AQE-1**, **CSM-AQE-2**, **CSM-AQE-3**, and **CSM-AQE-5**.

Operation of the Revised Project would generate long-term air pollutant emissions from vehicles traveling to and from the Project site; the operation of landscape maintenance equipment and the proposed 80-horsepower diesel-fueled emergency generator; the use of cleaning supplies; and the periodic reapplication of architectural coatings. The Revised Project would not result in any direct building energy emissions of criteria pollutants, as no natural gas infrastructure would be constructed. It should be noted that, while the Revised Project would result in the generation of emissions from vehicles traveling to and from the site, these vehicle trips would likely replace trips between campus and other housing locations that could be used by College of San Mateo students, faculty, and staff. To the extent that vehicle trips generated by the Revised Project would displace trips to and from further offsite housing locations by providing closer housing options, the Revised Project would be expected to reduce emissions from vehicular commute trips. To account for this effect, additional modeling was prepared to estimate mobile-source emissions associated with off-campus housing using trip generation estimates from the Traffic Study prepared for the Revised Project. These estimates were subtracted from the total emissions to account for the reduction in mobile-source emissions resulting from the displacement of trips to and from offsite housing locations.[4]

Operational emissions associated with the Revised Project were estimated using CalEEMod; project-specific information where available, including land use categories and sizes, trip generation estimates, and stationary equipment data; and default values from CalEEMod, which are generated by the model based on a project's location and land use type. Table 4.2-2 shows the estimated annual operational emissions under the Revised Project and the Approved Project, along with the sum of emissions from both. Net operational emissions from the Approved Project are negative in some cases, because emissions associated with the existing buildings that would be demolished under the Approved Project outweighed those estimated to result from the new proposed uses.

Table 4.2-2. Approved Project and Revised Project Net Operational Emissions (tons/year)

Category	ROG	NO_X	CO	SO_X	Exhaust PM_{10}	Fugitive PM_{10}	PM_{10} Total	Exhaust $PM_{2.5}$	Fugitive $PM_{2.5}$	$PM_{2.5}$ Total
Approved Project	0.6	-1.8	-8.6	<0.1	<0.1	1.0	1.0	<0.1	0.2	0.3
Revised Project	0.8	0.3	3.3	<0.1	<0.1	0.8	0.8	<0.1	0.2	0.2
Total Approved and Revised Project Emissions	1.4	-1.5	-5.3	<0.1	<0.1	1.8	1.8	<0.1	0.4	0.5
Existing Mobile Source Emissions	0.4	0.3	3.1	<0.1	<0.1	0.9	0.9	<0.1	0.2	0.2
Net Emissions (Total – Existing)	1.0	-1.8	-8.4	<0.1	<0.1	0.9	0.9	<0.1	0.2	0.3
BAAQMD Threshold	10	10	CAAQS	--	15	BMPs	--	10	BMPs	--
BAAQMD Threshold Exceeded?	No	No				No			No	

ROG = reactive organic gases
NO_X = nitrogen oxides
CO = carbon monoxide
SO_X = sulfur oxides
PM_{10} = particulate matter
$PM_{2.5}$ = fine particulate matter

[4] Note that this still represents a conservative analysis, because the difference between trips originating from off-campus versus on-campus locations is only represented by a decrease in the number of vehicle trips, which, in reality, would be coupled with a decrease in vehicle trip lengths.

As shown in Table 4.2-2, total operational emissions from the Approved Project and Revised Project would not exceed BAAQMD significance thresholds. As such, operational impacts would be less than significant, consistent with the conclusions in the Certified EIR. No new or substantially more severe significant impacts have been identified.

The Certified EIR found that the Approved Project's contribution to cumulative air quality impacts would be less than significant with mitigation. Specifically, the Certified EIR found that construction of the College of San Mateo project would contribute to cumulative air quality impacts through the use of heavy-duty construction equipment, construction worker vehicle trips, truck hauling trips, and off-gassing from paving and coatings. However, as discussed above, construction emissions associated with the College of San Mateo project were found not to exceed applicable BAAQMD thresholds with the implementation of mitigation measures. Therefore, as noted in the Certified EIR, with implementation of **Mitigation Measures CSM-AQE-1** through **CSM-AQE-5**, construction-period impacts were determined to be less than significant. As discussed above, the Certified EIR found that although operation of the College of San Mateo project would result in criteria pollutant and precursor emissions, these emissions would not exceed the applicable BAAQMD significance thresholds. Thus, the Approved Project was found to result in a less-than-significant impact with respect to its potential to result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment.

As shown above in Table 4.2-1, combined emissions generated by construction of the Revised Project and Approved Project would fall below the applicable BAAQMD significance thresholds, before the implementation of mitigation measures. Similarly, net emissions from long-term operation of the Revised Project and Approved Project would not exceed BAAQMD significance thresholds, as shown in Table 4.2-2. Thus, consistent with the findings of the Certified EIR, impacts related to the Revised Project's contribution to cumulative air quality impacts would be less than significant. No new or substantially more severe significant impacts have been identified.

The Certified EIR found that the Approved Project's impact related to the exposure of existing sensitive receptors to substantial pollutant concentrations during construction would be less than significant with mitigation. Specifically, the Certified EIR found that given the location of sensitive receptors within 1,000 feet of the site, construction of the Approved Project could expose existing sensitive receptors to increased DPM and $PM_{2.5}$ concentrations and associated health risks. Further, the Certified EIR found that there are multiple stationary sources within 1,000 feet of the campus that generate DPM and $PM_{2.5}$, and that these sources would contribute to elevated background concentrations of DPM and $PM_{2.5}$, which when combined with construction emissions, could contribute to a cumulative health risk. Ultimately, based on a quantitative analysis of health risks resulting from construction, the Certified EIR concluded that construction of the Approved Project would not result in $PM_{2.5}$ concentrations or cancer and non-cancer risks in excess of BAAQMD's cumulative thresholds with implementation of **Mitigation Measures CSM-AQE-2, CSM-AQE-3,** and **CSM-AQE-5**.

Regarding carbon monoxide (CO) hot spots, the Certified EIR found that traffic generated by the Approved Project would not have the potential to create CO hot spots, as the proposed improvements would not generate substantial traffic volumes. Thus, the Certified EIR concluded that the applicable BAAQMD screening criteria would be met, and no CO hotspots would result from the Project, resulting in a less-than-significant impact without mitigation.

Construction activities associated with the Revised Project would also generate DPM emissions (i.e., exhaust PM_{10}), primarily from off-road equipment and heavy-duty trucks, and $PM_{2.5}$ emissions (i.e., exhaust and fugitive dust) from off-road equipment, on-site material movement, and on-road travel by heavy-duty trucks and workers' vehicles. An HRA was prepared to evaluate cancer and non-cancer health risks associated with potential DPM and $PM_{2.5}$ emissions resulting from construction of the Revised Project. Table 4.2-3 shows the cancer and non-cancer health risks associated with construction of the Approved project as well as the Revised Project. As shown in Table 4.2-3, the Revised Project's estimated health risks were summed with those of the Approved Project. This results in a conservative analysis because the Approved Project's health risks incorporated emissions from draining and paving activities at Lot B, and construction activities for the proposed residential buildings under the Revised Project would supersede those activities and they would no longer occur. By potentially double-counting emissions from activities occurring at the Project site, the health risks shown in Table 4.2-3 may overstate net health impacts. Refer to Attachment D for detailed model assumptions, output files, and risk calculations.

Table 4.2-3. Project-Level Cancer, Non-Cancer (HI) and $PM_{2.5}$ Concentrations during Construction at College of San Mateo (College of San Mateo Project and Revised Project)

Scenario, Receptor Type, and Emissions Source	Increased Cancer Risk (per million)	Non-Cancer (HI)	Annual PM2.5 Concentration (µg/m3)
Unmitigated			
Onsite Residences			
Approved Project	5.4	0.002	0.01
Revised Project	9.4	0.044	0.06
Background Sources[a]	4.3	0.024	0.19
Total (Project-Level)	**14.8**	0.046	0.07
Total (Cumulative)	19.1	0.071	0.26
Offsite Residences			
Approved Project	8.5	0.004	0.02
Revised Project	3.2	0.003	0.02
Background Sources	2.4	0.011	0.09
Total (Project-Level)	**11.7**	0.007	0.04
Total (Cumulative)	14.1	0.018	0.13
Offsite School			
Approved Project	0.5	0.002	0.01
Revised Project	1.8	0.004	0.03
Background Sources	4.3	0.025	0.20
Total (Project-Level)	2.3	0.006	0.04
Total (Cumulative)	6.6	0.031	0.24
BAAQMD Threshold (Project)	*10*	*1.0*	*0.3*
Exceed BAAQMD Threshold?	*Yes*	*No*	*No*
BAAQMD Threshold (Cumulative)	*100.0*	*10.0*	*0.8*
Exceed BAAQMD Threshold?	*No*	*No*	*No*

Scenario, Receptor Type, and Emissions Source	Increased Cancer Risk (per million)	Non-Cancer (HI)	Annual PM2.5 Concentration (µg/m3)
Mitigated[b]			
Onsite Residences			
Approved Project	5.4	0.002	0.01
Revised Project	1.6	0.001	0.03
Background Sources	4.3	0.024	0.19
Total (Project-Level)	7.0	0.003	0.04
Total (Cumulative)	11.3	0.028	0.23
Offsite Residences			
Approved Project	8.5	0.004	0.02
Revised Project	0.5	<0.001	0.01
Background Sources	2.4	0.011	0.09
Total (Project-Level)	9.0	0.004	0.03
Total (Cumulative)	11.5	0.015	0.11
Offsite School			
Approved Project	0.5	0.002	0.01
Revised Project	0.3	0.001	0.01
Background Sources	4.4	0.025	0.20
Total (Project-Level)	0.8	0.003	0.02
Total (Cumulative)	5.2	0.028	0.22
BAAQMD Threshold (Project)	*10*	*1.0*	*0.3*
Exceed BAAQMD Threshold?	*No*	*No*	*No*
BAAQMD Threshold (Cumulative)	*100*	*10.0*	*0.8*
Exceed BAAQMD Threshold?	*No*	*No*	*No*

Exceedances shown in bold, underlined text; µg/m^3 = microgram per cubic meter; values for the Approved Project are from Table 3.2-20 of the Certified EIR.

[a] Background health risks are used to evaluate cumulative impcats and include risks from existing stationary, roadway, and rail sources in the Project area.

[b] Mitigated health risks assume implementation of **Mitigation Measures CSM-AQE-2**, **CSM-AQE-3**, and **CSM-AQE-5**.

As shown in Table 4.2-3, the Revised Project's estimated unmitigated chronic HI and annual $PM_{2.5}$ concentration, when summed with those reported in the Certified EIR, would be below applicable project-level and cumulative BAAQMD significance thresholds. However, the Revised Project's estimated unmitigated cancer risks at the maximally exposed onsite and offsite residences would exceed the applicable BAAQMD thresholds. As a result, **Mitigation Measures CSM-AQE-2**, **CSM-AQE-3**, and **CSM-AQE-5** would be necessary to reduce health impacts associated with the Revised Project. As shown above, **Mitigation Measures CSM-AQE-2** and **CSM-AQE-5** require additional control measures to reduce NO_X and PM (PM_{10} and $PM_{2.5}$) emissions, respectively. **Mitigation Measure CSM-AQE-3** requires that all off-road diesel-powered equipment used during construction is equipped with EPA Tier 4 or cleaner engines.

With the mitigation measures above implemented, the combined mitigated cancer risk, chronic HI, and annual $PM_{2.5}$ concentration would be below applicable BAAQMD significance thresholds at the maximally exposed individual receptor locations, as shown in the bottom section of Table 4.2-3.

Thus, consistent with the finding from the Certified EIR, impacts related to the exposure of sensitive receptors to pollutant concentrations would be less than significant with mitigation. No new or substantially more severe significant impacts have been identified.

Regarding CO hot spots, the Revised Project would not be expected to generate substantial traffic volumes potential to create CO hot spots at nearby roadways and intersections. Rather, to the extent that vehicle trips generated by the proposed residential buildings would displace trips to and from further offsite housing locations, the Revised Project would be expected to reduce emissions from vehicular commute trips, as previously described. Therefore, the Revised Project would not be expected to generate substantial traffic volumes resulting in CO hotspots, resulting in a less-than-significant impact, consistent with the Certified EIR. No new or substantially more severe significant impacts have been identified.

The Certified EIR found that operation of the Approved Project would result in a less-than-significant impact related to the creation of objectionable odors affecting substantial numbers of people. Specifically, it found that construction and operation of the Approved Project could generate odors primarily associated with diesel exhaust. However, because odors generated by the Approved Project would be limited, temporary in nature, and unlikely to violate BAAQMD Regulation 7, the Certified EIR concluded that the impact would be less than significant.

Similar to the Approved Project, construction and operation of the Revised Project could generate odors, primarily associated with diesel exhaust. The Revised Project does not propose any new or more substantial sources of odors; thus, the type and severity of odors generated by the Revised Project would be similar to the Approved Project. Therefore, it is expected that while odors, primarily associated with diesel exhaust, could be generated during both construction and operation of the Revised Project, the Revised Project would not result in odor impacts that would exceed BAAQMD's odor thresholds. Therefore, this impact would be less than significant under the Revised Project, consistent with the Certified EIR. No new or substantially more severe significant impacts have been identified.

Section 3.2, *Air Quality and Energy*, in the Certified EIR also analyzed impacts related to the potential for the Approved Project to lead to wasteful, inefficient, and unnecessary use of energy, and found that the Approved Project would result in a less-than-significant impact. Specifically, the Certified EIR found that during construction of the College of San Mateo project, gasoline and diesel would be consumed through operation of heavy-duty construction equipment and vehicles; and operational energy consumption would be associated with on-road mobile sources, electricity consumption, and natural gas consumption. With respect to on-road vehicles, the Certified EIR found that the Approved Project would improve energy efficiency and fuel consumption as College of San Mateo students, faculty, and staff would be served by the new residences at the Skyline College campus, as opposed to residences farther out in the community, reducing potential trip distances. Because the College of San Mateo project is consistent with state and local energy policies, the Certified EIR found that it would not result in a wasteful, inefficient, and unnecessary usage of energy.

Construction of the Revised Project would also consume gasoline and diesel through operation of heavy-duty construction equipment and vehicles. Based on the emissions modeling prepared for the Revised Project, energy use associated with Revised Project construction activities was calculated and estimated to result in the one-time consumption of 7,608 million BTU.

Revised Project operations would also result in the consumption of electricity, gasoline, and diesel from building energy use, onroad vehicles, and operation of the proposed emergency generator. The

proposed residential buildings would increase operational energy use associated with electricity but would have no impact on natural gas consumption on the site, as the Revised Project would be all-electric.

As previously mentioned, the Revised Project would reduce operational vehicle activities to the extent that vehicle trips to and from the proposed residential buildings would displace trips to and from further offsite housing locations. To account for this effect, additional modeling was prepared to quantify mobile-source emissions and energy use associated with the displacement of off-campus housing; the resulting energy use was subtracted from the Revised Project's total energy consumption. Table 4.2-4 shows energy consumption estimates associated with operation of the Revised Project.

Table 4.2-4. Estimated Annual Operational Energy Consumption for the Approved Project and Revised Project

Condition	Approved Project Million BTU/Year[1]	Revised Project Million BTU/Year	Total Million BTU/Year
Onroad Mobile Sources	27,773	11,172	38,945
Electricity Consumption	-3	4,050	4,047
Natural Gas Consumption	5,595	--	5,595
Stationary Source Consumption (Revised Project Only)	--	1	1
Existing Mobile Sources (Revised Project Only)	--	-12,207	-12,207
Total Energy Consumption	33,365	3,015	36,381

BTU = British thermal units

[1] Includes on---campus energy generation from proposed cogeneration plant and solar photovoltaic installation, and reduction in energy consumption from exceedance of Title 24 standards

As shown in Table 4.2-4, the Revised Project would result in a minor increase energy use at the site compared to the existing parking lot. Moreover, the Revised Project would have a high level of energy efficiency by complying with the 2022 California Green Building Standards Code, which are more stringent than those in effect when the Approved Project analysis was prepared, and incorporating energy conservation features, such as efficient lighting, exterior lighting design that utilizes LED fixtures with reduced light output capabilities, and occupancy sensors and photocell sensing to reduce light levels during the late night/early morning hours or when areas are unoccupied. In addition, 50 percent of the site hardscape would be utilized to produce energy, including through the installation of solar panels. As the Revised Project would be all-electric and would reduce energy use from onroad vehicle trips, it would not result in wasteful, inefficient, and unnecessary usage of energy or conflict with state and local energy policies, resulting in a less-than-significant impact consistent with the Certified EIR.

Based on the analysis above, the Revised Project would not result in new environmental impacts, substantially increase the severity of the previously identified environmental impacts, nor require new mitigation measures, and no new information has emerged that would materially change the analyses or conclusions set forth in the Certified EIR with regard to air quality and energy. Therefore, the Revised Project would not change the analysis or conclusions reached in the Certified EIR regarding air quality and energy.

4.3 Biological Resources

The Certified EIR found that the Approved Project's impacts to special-status plant species would be less than significant with mitigation. Special-status plant species have the potential to occur in undeveloped areas with suitable habitat, namely areas that support natural land cover. Such areas are limited at the College of San Mateo and only occur near Building 8 and the Corporation Yard (refer to Figure 3.3-1b in the Certified EIR). The Certified EIR noted that where suitable habitat occurs, construction activities could result in direct impacts (i.e., loss of individuals or colonies) and/or indirect (e.g., habitat modification resulting in increased competition from nonnative invasive plants) impacts on special-status plant species. The Certified EIR identified **Mitigation Measure CSM-BIO-1** to reduce this impact to a less-than-significant level. **Mitigation Measure CSM-BIO-1** requires the District to conduct surveys for special-status plant species prior to construction within any areas that contain suitable habitat for western leatherwood, fragrant fritillary, congested-headed hayfield tarplant, Choris' popcorn flower, and showy Rancheria clover. As shown in Figure 3.3-1b of the Certified EIR, these habitat types are not found on the Project Site (i.e., Lot B), which contains developed land. Today, the land cover type on the Project Site is still developed with a surface parking lot that does not provide any special status plant habitat. Thus, **Mitigation Measure CSM-BIO-1** is not applicable to the Revised Project.

The Revised Project would be constructed on a vacant parking lot which was included in the Approved Project and would not be located in an area not analyzed in the Certified EIR. As noted above, the type and quality of land cover located on the Project Site (i.e., developed land) has not changed since certification of the Certified EIR and does not provide special-status plant species habitat. Therefore, the Revised Project's impacts to special-status species would be less than significant, and less than the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project's impacts to special-status bird species would be less than significant with mitigation. Ground disturbing activities could result in direct or indirect mortality of nesting birds through crushing, parental abandonment of young, reduced fitness, reduction in number of available prey, and degradation or loss of habitat. Removal of trees or other vegetation could result in the destruction of active bird nests. Birds that nest on existing buildings within or near the Project area could be disturbed by the demolition of structures or by construction Project elements. Temporary impacts on nesting birds could also result from construction activities such as air pollution, dust, and noise that causes nest abandonment. The Certified EIR identified the following mitigation measure, which would be applicable to the Approved Project:

> **Mitigation Measure CSM-BIO-2: Implement white-tailed kite and other nesting bird avoidance measures at the College of San Mateo**
>
> Prior to any construction activities scheduled during the bird nesting season (February 1 to August 31), the District will retain a qualified wildlife biologist with demonstrated nest-searching experience to conduct preconstruction surveys for nesting birds, including raptors. The preconstruction survey will occur no more than 3 days prior to the onset of ground disturbing activities (including clearing, grubbing, and staging). If active nests are found during the survey, no-disturbance species-specific buffer zones will be established by the biologist and marked with high-visibility fencing, flagging, or pin flags. No construction activities will be allowed within the buffer zones. The size of the buffer will be based on the species' sensitivity to disturbance and planned work activities in the vicinity; typical buffer sizes are 250 feet for raptors and 50 feet for other birds. The buffer will remain in effect until the nest is no longer

active. If a lapse in Project-related activities of 15 days or longer occurs, another preconstruction survey will be conducted.

To the extent feasible, the District will initiate building demolition outside of the nesting season to avoid impacts on active nests affixed to the structure before they become active during the nesting season (February 1 to August 31). If structure demolition activities cannot occur outside of the nesting season, the District or its contractor will remove inactive nests from the structure to be demolished and install nest exclusion measures (i.e., panels, or metal projectors) outside of the nesting season. All exclusionary devices will be monitored and maintained throughout the breeding season to ensure that they are successful in preventing the birds from accessing the cavities or nest sites. No more than 3 days prior to building demolition activities, a qualified biologist will conduct a preconstruction survey of all potential nesting habitat on the structure to be demolished and the surrounding areas for the presence of active nests. If active nests are found on the building or in the affected area, then demolition activities will not proceed until the biologist verifies that all nests on the building are inactive.

After all surveys and/or nest deterrence activities are completed, the biologist will complete a memorandum detailing the survey effort and results and submit the memorandum to the District within 7 days of survey completion.

As noted in the Certified EIR, with implementation of **Mitigation Measure CSM-BIO-2**, the Approved Project's impacts with regard to nesting birds would be less than significant.

The Revised Project is located on a developed parking lot within the area analyzed for the Approved Project. The Revised Project would require ground disturbing activities during construction, but would not remove any mature trees or require the demolition of any buildings. The Revised Project would not demolish any buildings or remove any trees; however, due to the proximity of construction activities to trees, the Revised Project would require **Mitigation Measure CSM-BIO-2**. With implementation of **Mitigation Measure CSM-BIO-2** impacts related to nesting birds would be less than significant, similar to the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project's impacts to special-status bats would be less than significant with mitigation. Ground disturbance and vegetation or tree removal activities at the Project Site could result in the direct or indirect mortality or injury of individual special-status bats belonging to special-status species through crushing, parental abandonment of young, reduced fitness, and degradation or loss of habitat. Tree or other vegetation removal could disturb bat roosting habitat. The Certified EIR identified the following mitigation measure, which would be applicable to the Revised Project:

Mitigation Measure CSM-BIO-3: Implement fringed myotis, pallid bat, and hoary bat avoidance measures at the College of San Mateo

Prior to the start of construction activities at sites offering suitable bat roosting habitat, the District will retain a qualified wildlife biologist with demonstrated bat field experience to conduct preconstruction surveys for fringed myotis, pallid bat, and hoary bat. Surveys will take place no more than 7 days prior to the onset of site preparation (e.g., tree removal) and construction activities with the potential to disturb bats or their habitat and will include close inspection of potential bat roosts, such as trees and any built features within the Project footprint.

If special-status bats are found in the footprint of a proposed improvement and avoidance of roosting areas is not possible, avoidance and minimization measures will be required if it is determined that bats are using the trees as roost sites and/or sensitive bat species are detected during acoustic monitoring. Appropriate measures will be determined in coordination with CDFW and may include the following measures.

- Tree removal will be avoided between April 15 and September 15 (the maternity period) to avoid impacts on pregnant females and active maternity roosts (whether colonial or solitary).
- All tree removal will be conducted between September 15 and October 30, which corresponds to a time period when bats have not yet entered torpor or would be caring for non-volant young.
- Trees will be removed in pieces, rather than felling the entire tree.
- If a maternity roost is located, whether solitary or colonial, that roost will remain undisturbed until September 15 or until a qualified biologist has determined the roost is no longer active.
- If avoidance of non-maternity roost trees is not possible, and tree removal or trimming must occur between September 15 and October 30, qualified biologists will monitor tree trimming/removal. Prior to removal/trimming, each tree will be gently shaken and several minutes should pass before felling trees or trimming limbs to allow bats time to arouse and leave the tree. The biologists should search downed vegetation for dead and injured bats. The presence of dead or injured bats that are species of special concern will be reported to CDFW.
- Compensatory mitigation for the loss of roosting habitat will also be determined through consultation with CDFW and may include the construction and installation of suitable replacement habitat (e.g., bat houses, planting cottonwood trees) onsite.

The District-will be responsible for ensuring that CDFW requirements are implemented. Multiple survey visits and survey methods may be required at a single site to determine presence or absence or roosting bats depending on season and roost type.

As noted in the Certified EIR, with implementation of **Mitigation Measure CSM-BIO-3**, the Approved Project's impacts with regard to bats would be less than significant.

The Revised Project is located on a developed parking lot within the Project site analyzed for the Approved Project. The Revised Project would require ground disturbing activities during construction, but these would occur on a fully developed parking lot and would not remove any mature trees or require the demolition of any buildings, nor would it require vegetation or tree removal. Therefore, the Revised Project's impacts to bats would be less than significant with no mitigation required, and less than the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project's impacts to native wildlife nursery sites would be less than significant with mitigation. Specifically, the Certified EIR noted that ground disturbance activities could result in direct or indirect mortality of nesting birds, including white-tailed kite, through crushing, parental abandonment of young, reduced fitness, reduction in number of available prey, and degradation or loss of habitat through removal of trees or other vegetation. The Certified EIR identified **Mitigation Measures CSM-BIO-2,** to reduce this impact to a less-than-significant

level. **Mitigation Measures CSM-BIO-2** requires the District to conduct site-specific surveys as described above. As shown in Figure 3.3-1b of the Certified EIR, there are no applicable land cover types found on the Project Site (i.e., Lot B) which contains a developed surface parking lot. Today, the land cover type on the Project Site is still a developed surface parking lot. While the land cover type on the Project Site has not changed, due to the proximity of construction activities to trees **Mitigation Measures CSM-BIO-2** would be applicable to the Revised Project.

The Revised Project would be constructed a surface parking lot that was analyzed as part of the Approved Project. The Revised Project would not incorporate any new land not analyzed in the Certified EIR or remove any trees which could result in direct or indirect mortality of nesting birds. As noted above, the type and quality of land cover located on the Project Site (i.e., developed surface parking lot) has not changed since certification of the Certified EIR. Construction associated with the Revised Project could disturb nearby trees and vegetation and potentially impact nesting birds. However, the Revised Project's impacts to nesting birds would be reduced to a less than significant level with the implementation of **Mitigation Measures CSM-BIO-2**, the same as the impact conclusion in the Certified EIR.

Based on the analysis above, the Revised Project would not result in new environmental impacts to biological resources, substantially increase the severity of the previously identified environmental impacts to biological resources, or require new mitigation measures, and no new information has emerged that would materially change the analyses or conclusions set forth in the Certified EIR with regard to impacts to biological resources. Therefore, the Revised Project would not change the analysis or conclusions reached in the Certified EIR with regard to biological resources.

4.4 Cultural Resources

The Certified EIR found that the Approved Project's impacts to historical resources would be less than significant because the demolition of buildings and construction of new buildings within the campus would not cause a substantial adverse change to historical resources.

The Certified EIR identified three historical resources: the CSM Campus Historic District (includes the Fine Arts Complex, Library, and Administration Building as contributors), the Fine Arts Complex, and the Library. The following Environmental Setting section extrapolates the significance summary of the Certified EIR and previous documentation efforts and defines the character-defining features, contributing buildings, current integrity, and boundaries to analyze the Revised Project's impacts on historical resources. The Environmental Consequences section analyzes the potential impacts of the revised Project on the historical resources.

4.4.1 Environmental Setting

4.4.1.1 CSM Campus Historic District

The Certified EIR concluded that the CSM Campus Historic District appears to be eligible for listing in the NRHP and is, therefore, also eligible for the CRHR under Criteria 1, 2, and 3. The CSM Campus Historic District was found significant under Criteria 1, 2, and 3 for the following reasons:

- Criterion 1: for association with the events around the development and expansion of the junior college system in San Mateo County.

- Criterion 2: for representation of the legacy of Dr. Julio Bortolazzo, long-time president and superintendent of the San Mateo County junior college system, who spearheaded the system's expansion during a time of great student demand.
- Criterion 3: for exemplifying the work of John Carl Warnecke, CSM campus architect, with significant examples of the Neo-Formalist style.

The period of significance encompassing all three Criteria was determined as 1956 to 1969, which includes the development of the junior college district, Bortolazzo's tenure and oversight of three campus constructions, and Warnecke's designs. The Certified EIR included the following buildings as contributors to the CSM Campus Historic District: the Fine Arts Complex, Library, and Administration buildings. The period of significance predates the construction of the CSM Campus Historic District's contributing buildings in 1963 in order to encompass the beginning tenure of Bortolazzo as president and superintendent and the earliest campus construction at the College Heights location.

An assessment of the CSM Campus Historic District's character-defining features, boundary description, and integrity in the Certified EIR is provided in the following section and includes considerations of the 2015 EIR certification.

The CSM Campus Historic District exemplifies the Neo-Formalist style. The Neo-Formalist style on college campuses generally included a more informal, innovative, and less structured combination of classical design concepts and motifs, such as the use of columns and entablatures and the placement of buildings along formal axes to one another in the landscape, while employing new materials and technologies. Neo-Formalism also incorporated Modern attributes such as symmetry, enclosed form, movement, and relationship of the structure to its landscape.

Character-defining features of the SMC Campus Historic District:

- Spatial arrangement of buildings around Warnecke's plazas, courtyards, and fountains
- Axial southwest-northeast alignment of buildings and designed landscaped features
- Unobstructed line of sight from the Fine Arts Complex to the Library
- Small-scale designed landscape features: plaza, courtyards, fountains
- Features of the Neo-Formalist style, including
    - two-to-three story heights
    - buildings set on podiums or raised bases
    - concrete panel walls
    - flat or hyperbolic paraboloid roofs
    - expansive window systems, often floor-to-ceiling with adjacent arched features
    - vertical elements such as concrete colonnades, columns, and arcades
    - decorative, abstract sunscreens
    - shared front plazas and courtyards with connected arcades

The CSM Campus Historic District's presumed boundaries are an unnamed two-lane road and bus lane along Lot B's eastern boundary to the west, West Perimeter Road and the extended pedestrian

path to the north, East Perimeter Road to the east, and CSM Drive and extended pedestrian paths around the Health & Wellness Center's northern boundary to the south. The CSM Campus Historic District's boundary corresponds to the original Warnecke landscape design and renovations at the College of San Mateo Campus, including the work done in association with the Certified EIR after 2015. The boundaries include Building 4A (ceramics lab) (constructed 1975), a non-contributor to the CSM Campus Historic District because it was constructed after the period of significance.

The CSM Campus Historic District, as defined in its current environmental setting, retains integrity of location, design, setting, materials, workmanship, feeling, and association. All buildings are in their original location and retain the axial southwest-northeast alignment that spatially connects the buildings and designed landscaped features. The original spatial arrangement of shared plazas and courtyards is intact. As such, the historic district retains integrity of location, setting, association, and feeling. As a group and individually, the buildings maintain character-defining features of the Neo-Formalist style, in both building and landscaping elements. Moreover, critical materials and exterior finishes have been maintained. As such, the historic district retains integrity of design, materials, and workmanship.

The Certified EIR determined the northern campus classroom buildings and designed landscape from the 1963 campus did not retain sufficient integrity of design, setting, and association to convey their original design intent and, therefore, were not contributing features of the CSM Campus Historic District. Between 2002 and 2010, the Health & Wellness Center and adjacent reconstructed courtyards and pools were built in the southern portion of the campus. The Certified EIR determined the new Health & Wellness Center construction and various landscape renovations throughout the twentieth and twenty-first centuries visually disconnected the Gymnasium building from the Fine Arts Complex, Library, and Administration building and their shared courtyards. Therefore, the Gymnasium lacked integrity of setting and association and was not considered a contributing feature of the CSM Campus Historic District.

Fine Arts Complex

The Certified EIR concluded that the Fine Arts Complex appears to be eligible for individual listing in the NRHP and is, therefore, also eligible for the CRHR under Criteria 1, 2, and 3. The Fine Arts Complex was found significant under Criteria 1, 2, and 3 for the following reasons:

- Criterion 1: for association with the events around the development and expansion of the junior college system in San Mateo County.
- Criterion 2: for representation of the legacy of Dr. Julio Bortolazzo, long-time president and superintendent of the San Mateo County junior college system, who spearheaded the system's expansion during a time of great student demand.
- Criterion 3: for exemplifying the work of John Carl Warnecke, CSM campus architect, and as a significant example of the Neo-Formalist style.

The period of significance encompassing all three Criteria was not previously determined, but can be defined 1962 to 1963, the period of construction.

The Fine Arts Complex exemplifies the Neo-Formalist style and master architect John Carl Warnecke's collegiate architectural and landscape design in het mid twenty century. Character-defining features of the Fine Arts Complex:

- symmetrical primary façade

- sat on a raised concrete base
- three-story height
- concrete panel walls
- hyperbolic paraboloid roofline
- floor-to-ceiling gray glass windows with adjacent arched features
- vertical structural and decorative elements in window and wall treatments
- pierced-masonry sunscreens
- shared front plazas and courtyards with adjacent buildings
- connection to surrounding landscape features and pedestrian walkways

The Fine Arts Complex retains integrity of location, design, setting, materials, workmanship, feeling, and association. The three buildings are in their original location and retain the spatial arrangement between each other and adjacent designed landscaped features. Moreover, the axial alignment toward the nearby Administration and Library buildings is extant with retained viewsheds. As such, the Fine Arts Complex retains integrity of location, setting, association, and feeling. The buildings also maintain character-defining features of the Neo-Formalist style, in both building and landscaping elements. Original materials and exterior finishes have been maintained, and replaced in-kind when updated. Prominent façades present original window openings, structural features, and ornamentation of the style. As such, the Fine Arts Complex retains integrity of design, materials, and workmanship.

Library

The Certified EIR concluded that the Library appears to be eligible for listing in the NRHP and is, therefore, also eligible for the CRHR under Criteria 1, 2, and 3. The Library was found significant under Criteria 1, 2, and 3 for the following reasons:

- Criterion 1: for association with the events around the development and expansion of the junior college system in San Mateo County.
- Criterion 2: for representation of the legacy of Dr. Julio Bortolazzo, long-time president and superintendent of the San Mateo County junior college system, who spearheaded the system's expansion during a time of great student demand.
- Criterion 3: for exemplifying the work of John Carl Warnecke, CSM campus architect, and as a significant example of the Neo-Formalist style.

The period of significance encompassing all three Criteria was determined as 1963, the date of construction.

The Library exemplifies the Neo-Formalist style and master architect John Carl Warnecke's collegiate architectural and landscape design in the mid-twentieth century. Character-defining features of the Library:

- symmetrical primary façade
- sat on a raised concrete base
- three buildings surrounding a central courtyard

- two-story hyperbolic paraboloid colonnade to the second story
- concrete panel walls
- glass wall motifs
- floor-to-ceiling gray glass windows with adjacent arched features
- vertical structural and decorative elements in window and wall treatments
- shared front plazas and courtyards with adjacent buildings
- connection to surrounding landscape features and pedestrian walkways

The Library retains integrity of location, design, setting, materials, workmanship, feeling, and association. The building is in its original location and retains the spatial arrangement between designed landscaped features, such as courtyard and pathways. Moreover, the axial alignment toward the nearby Administration and Fine Arts Complex buildings is extant with retained viewsheds. As such, the Library retains integrity of location, setting, association, and feeling. The building also maintains character-defining features of the Neo-Formalist style, in both building and landscaping elements. Original materials and exterior finishes have been maintained, and replaced in-kind when updated. The primary façade presents original window openings and structural and decorative elements of the style. As such, the Library retains integrity of design, materials, and workmanship. Environmental Consequences

The Certified EIR analyzed the location of the Revised Project activities as the potential site of solar panels on parking shade structures within the existing surface parking lot. At the campus-scale, the Certified EIR evaluated the impacts of the construction of new buildings within the setting of the historical resources.

The Revised Project would introduce the same kinds of features to the setting of the historical resources as described in the Certified EIR. Similarly, the environmental setting remains the same and the historical resources remain largely unchanged.

The current CSM Campus Historic District retains all aspects of integrity in its current condition. All contributing buildings of the CSM Campus Historic District sit in their original locations. The plazas, courtyards, fountain locations, designs, uses, axial alignment, and spatial relationships between the Fine Arts Complex to the southwest, the Administration buildings to the north, and the Library to the northeast are retained to convey Warnecke's Neo-Formalist landscape design, setting, association, and feeling. The individually eligible and contributing buildings retain character-defining features of the Neo-Formalist style and retain integrity of materials and workmanship. As such, the SMC Campus Historic District, its contributors, and individually eligible buildings retain integrity of location, design, setting, material, workmanship, association, and feeling.

Based on the past analysis, the construction of new two-to-three-story buildings around the historical resources was found to be consistent with the setting. The Certified EIR recorded a less than significant impact on the historical resources. The Revised Project would occur within the same area as analyzed in the Certified EIR and includes the development of a surface parking lot with a new three-story housing complex. The Revised Project would not physically or visually alter the character-defining features or contributing buildings of the potential CSM Campus Historic District, the Fine Arts Complex, or the Library. The new construction would occur outside the historical resources' boundaries and would not alter the critical aspects of the historic district's integrity. Similarly, the Revised Project would not physically alter the individual buildings on the Fine Arts

Complex or Library, thus maintaining integrity. The Revised Project would include buildings that are consistent with the buildings analyzed in the Certified EIR and would, therefore, not introduce an impact that was not previously disclosed.

Thus, the Revised Project's construction of a new 3-story affordable student housing facility on Lot B is consistent with the impacts identified in the Certified EIR. As such, impacts to historical resources remain less than significant under the Revised Project, consistent with the impact conclusion in the Certified EIR. No mitigation is required.

The Certified EIR found that the Approved Project's impacts to archaeological resources would be less than significant with mitigation. Although the background records search and area survey conducted for the Certified EIR did not identify any archaeological resources, the potential always exists for previously undiscovered prehistoric or historic archaeological resources to be encountered during construction. The Certified EIR identified the following mitigation measure, which would be applicable to the Revised Project:

Mitigation Measure CSM-CUL-1: Stop work if cultural resources are encountered during ground-disturbing activities at the College of San Mateo

The District will ensure the construction specifications include a stop work order if prehistoric or historic-period cultural materials are unearthed during ground-disturbing activities. All work within 100 feet of the find will be stopped until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool making debris; culturally darkened soil (midden) containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.

The Certified EIR also found that the Approved Project's contribution to the disturbance of human remains would be less than significant with mitigation. Although the background records search and area survey conducted for the Certified EIR did not identify known cemeteries or burial grounds within the area of disturbance, the potential always exists for previously undiscovered human remains to be encountered during construction. The Certified EIR identified the following mitigation measure, which would be applicable to the Revised Project:

Mitigation Measure CSM-CUL-2: Stop work if human remains are encountered during ground-disturbing activities at the College of San Mateo

The District will ensure the construction specifications include a stop work order if human remains are discovered during construction or demolition. There will be no further excavation or disturbance of the site within a 50-foot radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The San Mateo County Coroner will be notified and will make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he will notify the Native American Heritage Commission, who will attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the

remains pursuant to this state law then the land owner will re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

As noted in the Certified EIR, with implementation of **Mitigation Measure CSM-CUL-1** and **Mitigation Measure CSM-CUL-2**, impacts to archaeological resources and human remains would be less than significant.

The Revised Project would be located on a surface parking lot within the footprint of development analyzed for the Approved Project in the Certified EIR. The maximum excavation for the Revised Project would be 4 feet, which would not exceed the maximum depth of 8 feet assumed in the Certified EIR; therefore, the Revised Project would not substantially increase the potential to encounter previously undiscovered prehistoric or historic archaeological resources, or human remains, during construction, or require new mitigation measures beyond those recommended in the Certified EIR. Therefore, the Revised Project's impacts to archaeological resources and human remains would be less than significant with implementation of the mitigation measures in the Certified EIR, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project would not cause a substantial adverse change in the significance of a tribal cultural resource. On June 8, 2015, the Native American Heritage Commission (NAHC) completed a Sacred Lands Search for the Approved Project that did not indicate the presence of Native American cultural resources on the Project Site or in the immediate Project area. Field surveys were conducted at the Project area on May 19, 2015 and no cultural material was observed. In addition, nine Native American tribes were invited to provide comments and/or information regarding cultural resources in the vicinity. This outreach process did not yield additional information indicating the presence of tribal cultural resources. The Project is not subject to consultation under AB 52 as the Notice of Preparation was released prior to July 1, 2015. The Revised Project would be located on the same Project Site as the Approved Project. Therefore, impact to tribal cultural resources would be less than significant, consistent with the conclusion in the Certified EIR.

Based on the analysis above, the Revised Project would not result in new environmental impacts to cultural resources, substantially increase the severity of the previously identified environmental impacts to cultural resources, nor require new mitigation measures, and no new information has emerged that would materially change the analyses or conclusions set forth in the Certified EIR with regard to cultural resources. Therefore, the Revised Project would not change the analysis or conclusions reached in the Certified EIR with regard to cultural resources.

4.5 Geology, Soils, and Paleontology

The Certified EIR found that the Approved Project's impacts to expose people or structures to safety risks due to surface fault rupture would be less than significant. The College of San Mateo campus is not located within an Alquist-Priolo Fault Zone as designated by the California Geological Survey. The nearest faults are the San Andreas fault (Peninsula section 1.7 miles from campus), San Gregorio Fault (8.8 miles), Monte Vista-Shannon fault (12.5 miles), and the Hayward fault (17.0 miles). The campus is underlain with bedrock with no prior history of surface rupture or movement during a seismic event. Therefore, the risk of surface fault rupture at the site is considered low. The Revised Project would be located on a surface parking lot within the footprint of development analyzed for the Approved Project in the Certified EIR. The construction of the student housing buildings would

have no effect on impacts related to fault rupture, which are based on location, and the location of the Revised Project is the same as the Approved Project. Therefore, impacts to surface fault rupture would be less than significant under the Revised Project, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project's impacts related to ground shaking would be less than significant with mitigation. As noted in the Certified EIR, based on the campus' proximity to the San Andreas fault (Peninsula section; 1.7 mile from the campus) and other faults capable of producing a large earthquake, the potential exists for a large earthquake to induce strong to very strong ground shaking at the Project Site during the life of the Approved Project. However, the Approved Project would be designed and constructed to meet or exceed the applicable codes administered by the Division of State Architect (DSA) and (where applicable) the San Mateo County Community College District Design Standards. The Certified EIR identified the following mitigation measure, which would be applicable to the Revised Project:

> **Mitigation Measure CSM-GEO-1: Prepare a site specific geotechnical investigation for all structures to be occupied by humans at the College of San Mateo and comply with recommendations**
>
> The District will have a qualified engineer prepare design-level geotechnical investigations for each Project element involving human occupation. The geotechnical investigation report will include recommendations to ensure the building is designed in accordance with the specifications of CGS Special Publication 117, *Guidelines for Evaluating and Mitigating Seismic Hazards*, and the requirements of the Seismic Hazards Mapping Act, which will minimize the structural damage and risk to humans from seismically induced groundshaking. The District will ensure that recommendations made in the geotechnical report will be implemented as part of the Project's design and construction.
>
> Recommendations may include considerations for design of permanent below-grade walls to resist static lateral earth pressures, lateral pressures caused by seismic activity, and traffic loads; a method for backdraining walls to prevent the buildup of hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design.

As noted in the Certified EIR, with implementation of **Mitigation Measure CSM-GEO-1**, a geotechnical investigation would be required for each Project element that would involve human habitation, and the Approved Project would be required to be designed and constructed to meet the site-specific recommendations made in the geotechnical report. The Revised Project would also be subject to **Mitigation Measure CSM-GEO-1**. Furthermore, the Revised Project would be located on a surface parking lot within the footprint of development analyzed for the Approved Project in the Certified EIR. The Revised Project would have no effect on impacts related to groundshaking, which are based on location, and the location of the Revised Project is the same as the Approved Project. Therefore, the Revised Project's impacts to groundshaking would be less than significant with implementation of the mitigation measures identified in the Certified EIR, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project's impacts to seismically induced ground failure, including liquefaction and lateral spreading, would be less than significant. As noted in the Certified EIR, surficial geologic conditions at the Project Site are not conducive to liquefaction or other

seismically induced ground failure. Surveys of the Project Site showed that soils were sufficiently dense and cohesive to resist liquefaction and that groundwater was not present in the upper 50 feet of soils. Therefore, the potential for liquefaction and lateral spreading is considered very low. The potential for differential settlement is also low because of the dense, stiff soil.

The Revised Project would occupy a portion of the same site as the Approved Project and would be within the footprint of development analyzed in the Certified EIR. A Geotechnical Evaluation and Geologic Hazards Assessment (Geotechnical Evaluation) was prepared for the Revised Project (Appendix A). The Geotechnical Evaluation stated that, based on regional studies of liquefaction susceptibility in the Project Area, as well as subsurface evaluations at the Project Site, liquefaction, cyclic softening, lateral spreading, and soil boil induced ground subsidence are not design considerations for the Project.[5] Therefore, impacts associated with seismically induced ground failure would be less than significant under the Revised Project, consistent with the impact conclusion in the Certified EIR.

The Certified EIR noted that, while the campus is primarily flat, there are debris flow sources outside the Perimeter Road that could contribute to landslide. However, it determined that as no Project construction would take place adjacent to those areas, impacts would be less than significant. The Revised Project would be located on a surface parking lot within the footprint of development analyzed in the Certified EIR. The Revised Project would also be located away from the area north and west of Perimeter Road where debris flow source areas were identified. Furthermore, the Geotechnical Evaluation stated that based on existing topography, the lack of slopes at the Project site, and a review of existing maps and literature, landslides and slope stability are not considerations for the Project.[6] Therefore, impacts related to landslides would be less than significant under the Revised Project, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project's impacts to erosion would be less than significant. As noted in the Certified EIR, Approved Project construction would include BMPs as required by the District and BMPs stipulated in the SWPPP in accordance with the State Stormwater NPDES Construction General Permit. These BMPs would minimize erosion and runoff during construction and could include, but would not be limited to, using drainage swales or lined ditches to control stormwater flow and protect storm drain inlets (with gravel bags or catch basin inserts). Stormwater runoff would be managed and collected by existing storm drains. The Revised Project would follow the same BMPs as the Approved Project and would provide a new bioretention area located at the south end of the Project Site and a prescriptive path for storm water control with bio-retention features. Therefore, impacts related to erosion would be less than significant under the Revised Project, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project's impacts related to loss of topsoil would be less than significant with mitigation. Construction of the Approved Project would include excavation and grading, which could result in loss of topsoil. Graded and excavated soils and sediments would be recompacted or reused on the project site or elsewhere campus. Excavated soil is to remain on campus and would be stockpiled on the undeveloped portion of future parking lots to be used as fill

[5] Ninyo & Moore. 2023. *Geotechnical Evaluation and Geologic Hazards Assessment: College of San Mateo Student Housing, 1700 West Hillsdale Boulevard, San Mateo, California*. December. Submitted to San Mateo County Community College District c/o Swinerton Management & Consulting. San Mateo, CA.

[6] Ninyo & Moore. 2023. *Geotechnical Evaluation and Geologic Hazards Assessment: College of San Mateo Student Housing, 1700 West Hillsdale Boulevard, San Mateo, California*. December. Submitted to San Mateo County Community College District c/o Swinerton Management & Consulting. San Mateo, CA.

to the greatest extent feasible. The Certified EIR identified the following mitigation measure, which would be applicable to the Revised Project:

> **Mitigation Measure CSM-GEO-2: Stockpile topsoil removed during construction at the College of San Mateo and reuse stockpiled topsoil during revegetation**
>
> The contractor(s) retained for construction and revegetation of the Project will stockpile excavated topsoil on disturbed areas within the campus boundaries (e.g., parking lot expansion areas) so that it can be reused for revegetation on the campus as needed. To ensure maximum topsoil recovery, topsoil will be stockpiled separately from other excavated materials and covered. Revegetation and landscaping will use stockpiled topsoil.

As noted in the Certified EIR, implementation of **Mitigation Measure CSM-GEO-2** would minimize the amount of topsoil that could be lost through removal during Approved Project construction. Approved Project operation would not result in significant further loss of topsoil because the entire Project Site would be developed. The Revised Project would be located on a surface parking lot within the footprint of development analyzed for the Approved Project in the Certified EIR. The Revised Project would be subject to **Mitigation Measure CSM-GEO-2**. Therefore, the Revised Project's impacts to loss of topsoil would be less than significant with implementation of the mitigation measures identified in the Certified EIR, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Project would not increase the risk of subsidence. As noted in the Certified EIR, the Approved Project would not significantly affect groundwater sources; thus, there would be no risk of subsidence. The Geotechnical Evaluation stated groundwater is not present at the site and the site is underlain by lean clay, clayey grave, and relatively shallow bedrock, and ground subsidence is not a consideration for the Project.[7] The Revised Project would not involve groundwater extraction activities or require permanent dewatering systems. Therefore, no impacts to subsidence would occur under the Revised Project, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that risk of damage to Project structures as a result of the Approved Project's location on expansive soils would be less than significant with mitigation. Approved Project buildings would be built on Urban Land. Urban Land includes fill of unknown origin which could contain soils with moderate or severe shrink-swell potential. To reduce impacts from potentially expansive soils, the Approved Project would be designed and constructed to meet or exceed standards set forth by current Field Act requirements administered by the DSA. The Certified EIR identified the following mitigation measure, which would be applicable to the Revised Project:

> **Mitigation Measure CSM-GEO-1: Prepare a site-specific geotechnical investigation for all structures to be occupied by humans at the College of San Mateo and comply with recommendations**
>
> See above for full text of CSM-GEO-1.

[7] Ninyo & Moore. 2023. *Geotechnical Evaluation and Geologic Hazards Assessment: College of San Mateo Student Housing, 1700 West Hillsdale Boulevard, San Mateo, California*. December. Submitted to San Mateo County Community College District c/o Swinerton Management & Consulting. San Mateo, CA.

As noted in the Certified EIR, with implementation of **Mitigation Measure SC-GEO-1**, the Approved Project would be required to be designed and constructed to meet site-specific recommendations provided in the geotechnical report prepared for the Approved Project.

The Revised Project would be located on a parcel occupied by an existing surface parking lot within the footprint of development analyzed for the Approved Project in the Certified EIR. The Geotechnical Evaluation performed laboratory testing on soils at the project site and found soils with low to medium expansion characteristics underlying the Project Site.[8] As with the Approved Project, the Revised Project would meet or exceed standards set forth by current Field Act requirements administered by the DSA and would be subject to **Mitigation Measure CSM-GEO-1**, which would reduce risks associated with expansive soils to a less than significant level. Therefore, the Revised Project's impacts regarding expansive soils would be less than significant with implementation of the mitigation measures in the Certified EIR, consistent with the impact conclusion in the Certified EIR.

As noted in the Certified EIR, the Approved Project would not involve the use of septic tanks or alternative wastewater disposal systems. The Revised Project would also not involve the use of septic or alternative wastewater disposal systems, would be served by existing utility providers, and would construct a new 8-inch sanitary sewer which would reach westward to a connection point in College of San Mateo Drive. Therefore, no impacts related to septic tanks or alternative wastewater disposal systems would occur under the Revised Project, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project's impacts to paleontological resources or a unique geologic feature would be less than significant. Site preparation would involve earthwork, such as excavation, grading, trenching, and installation of foundation piles, all of which would encounter native rock units. One geologic unit with high paleontological sensitivity is known to be present at the College of San Mateo: alluvial fan and fluvial deposits (Pleistocene). Earthwork activities that encounter this geologic unit could damage or destroy fossils. However, because construction would not encounter these deposits, the impact would be less than significant.

The Revised Project would be constructed on a parcel within the same site footprint evaluated for the Approved Project in the Certified EIR. The maximum excavation for the Revised Project would be 4 feet, which would not exceed the maximum depth of 8 feet assumed in the Certified EIR. The Geotechnical Evaluation found that Franciscan Complex was encountered in borings below the fill or colluvium.[9]. As shown in Table 3.5-2 of the Certified EIR, this geologic unit is considered to be low in paleontological sensitivity. Therefore, as the underlying geologic unit is not considered to be paleontologically sensitive, and the Revised Project would not exceed the depth analyzed for the Approved Project, the Revised Project's impacts to paleontological resources would be less than significant, consistent with the impact conclusion in the Certified EIR.

Based on the analysis above, the Revised Project would not result in new environmental impacts, substantially increase the severity of the previously identified environmental impacts, nor require

[8] Ninyo & Moore. 2023. *Geotechnical Evaluation and Geologic Hazards Assessment: College of San Mateo Student Housing, 1700 West Hillsdale Boulevard, San Mateo, California*. December. Submitted to San Mateo County Community College District c/o Swinerton Management & Consulting. San Mateo, CA.

[9] Ninyo & Moore. 2023. *Geotechnical Evaluation and Geologic Hazards Assessment: College of San Mateo Student Housing, 1700 West Hillsdale Boulevard, San Mateo, California*. December. Submitted to San Mateo County Community College District c/o Swinerton Management & Consulting. San Mateo, CA.

new mitigation measures, and no new information has emerged that would materially change the analyses or conclusions set forth in the Certified EIR with regard to geology, soils, and paleontology. Therefore, the Revised Project would not change the analysis or conclusions reached in the Certified EIR with regard to geology, soils, and paleontology.

4.6 Greenhouse Gas Emissions

The Certified EIR found that the Approved Project's construction-related greenhouse gas (GHG) emissions would result in a less-than-significant impact with mitigation. Specifically, the Certified EIR found that construction of the Approved Project would generate emissions of CO_2, CH_4, and N_2O from construction equipment exhaust and employee and haul truck vehicle exhaust. As noted in the Certified EIR's analysis of GHG emissions under the Approved Project, the BAAQMD guidance in effect at the time did not identify a threshold for construction-related GHG emissions, but recommends that they be quantified and disclosed. The guidance further recommends incorporation of best management practices (BMPs) to reduce construction-related emissions, as applicable and feasible. As a result, the Certified EIR quantified construction GHG emissions associated with the Approved Project and reported that construction of the College of San Mateo project would result in net GHG emissions of 29,950 MT CO_2e. Total emissions at all three campuses would result in 82,398 MT CO_2e.

To reduce the Approved Project's construction-related GHG emissions, the Certified EIR included **Mitigation Measure CSM-AQE-5** to implement BAAQMD's basic construction mitigation measures for reducing PM_{10} and $PM_{2.5}$ dust emissions, including limiting idling times to five minutes or less, limiting vehicle speeds to 15 miles per hour or less, and ensuring proper equipment maintenance and tuning in accordance with manufacturer specifications. To further reduce construction-related emissions and ensure consistency with the BAAQMD-recommended BMPs, BAAQMD's BMPs for GHG emissions would be implemented as part of **Mitigation Measure CSM-GHG-1**. The Certified EIR concluded that with implementation of these mitigation measures, which would also apply to the Revised Project, construction-related GHG emissions generated by the Approved Project would be less than significant:

Mitigation Measure CSM-AQE-5: Implement BAAQMD basic construction mitigation measures to reduce construction-related PM_{10} and $PM_{2.5}$ dust at College of San Mateo

Please see above in Section 4.2, *Air Quality and Energy*.

Mitigation Measure CSM-GHG-1: Where feasible, implement BAAQMD's best management practices for GHG emissions at College of San Mateo

All construction contractors will implement the following BAAQMD-recommended best management practices (BMPs) to reduce GHG emissions, as applicable.

- Use alternative-fueled (e.g., biodiesel, electric) construction vehicles/equipment in at least 15% of the fleet.
- Use at least 10% local building materials.
- Recycle at least 50% of construction waste or demolition materials.

As noted in the Certified EIR, with implementation of **Mitigation Measures CSM-GHG-1** and **Mitigation Measure CSM-AQE-5**, impacts of the Approved Project related to construction-generated GHG emissions would be less than significant.

The Revised Project would generate GHG emissions from construction of the proposed residential buildings and supporting facilities. Construction-related GHG emissions associated with the Revised Project were estimated using CalEEMod; project-specific data; and CalEEMod default values, as described in Section 4.2, *Air Quality and Energy*. Construction-period GHG emissions that would result from the Approved Project and the Revised Project are shown in Table 4.6-1.

As noted in the Certified EIR's analysis of GHG emissions under the Approved Project, BAAQMD's guidance does not identify a GHG emission threshold for construction-related emissions. However, **Mitigation Measures CSM-GHG-1** and **CSM-AQE-5** from the Certified EIR would apply to the Revised Project, reducing GHG emissions from construction activities and ensuring consistency with BAAQMD-recommended BMPs. As construction activities associated with the Revised Project would comply with applicable BAAQMD-recommended BMPs, the Revised Project's impact with respect to construction-generated GHG emissions would be less than significant, consistent with the conclusions in the Certified EIR. No new or substantially more severe significant impacts have been identified.

Table 4.6-1. Approved Project and Revised Project Construction GHG Emissions (MT CO_2e /year)

Construction	Cañada College	College of San Mateo	Skyline College	Approved Project Total	Revised Project	Total
2016	378	112	--	490	--	490
2017	8,257	5,734	895	14,886	--	14,886
2018	8,902	8,507	3,375	20,784	--	20,784
2019	5,676	5,532	5,325	16,533	--	16,533
2020	5,178	2,854	3,147	11,179	--	11,179
2021	1,275	1,778	2,492	5,545	--	5,545
2022	--	2,677	1,812	4,489	--	4,489
2023	--	2,317	1,825	4,142	--	4,142
2024	--	439	1,202	1,641	--	1,641
2025	--	--	1,635	1,635	245	1,880
2026	--	--	957	957	326	1,283
2027	--	--	118	118	2	120
Total (All Years)	29,666	29,950	22,783	82,399	573	82,972

Regarding operational GHG emissions, the Certified EIR found that the Approved Project would result in a less-than-significant impact. Specifically, the Certified EIR found that operation of the Approved Project would generate direct and indirect GHG emissions. Sources of direct emissions include mobile vehicle trips, natural gas combustion, landscaping activities, and periodic testing and/or emergency use of generators onsite. Indirect emissions would be generated by electricity generation and consumption, waste and wastewater generation, water use. Across all operational sources, the Certified EIR found that the Approved Project would result in a decrease of approximately 209.7 MT CO_2e relative to existing conditions, which would be well below the applicable BAAQMD mass emissions threshold of 1,100 MT CO_2e/year in effect at the time. As a

result, the Certified EIR concluded that operational GHG emissions generated by the Approved Project would be less than significant.

Operation of the Revised Project would also generate direct and indirect GHG emissions from mobile vehicle trips, electricity use, water consumption, waste generation, landscaping activities, and maintenance or emergency use of the proposed generator. These emissions were estimated using CalEEMod; project-specific information where available, including land use categories and sizes, trip generation estimates, and stationary equipment data; and default values from CalEEMod. As previously described, to the extent that vehicle trips generated by the Revised Project would displace trips to and from further offsite housing locations by providing closer housing options, the Revised Project would be expected to reduce emissions from vehicular commute trips. To account for this effect, additional modeling was prepared to estimate mobile-source emissions associated with off-campus housing using trip generation estimates from the Traffic Study prepared for the Revised Project. These estimates were subtracted from the total emissions to account for the reduction in mobile-source emissions resulting from the displacement of trips to and from offsite housing locations.[10]

Table 4.6-2 shows the estimated annual operational emissions under the Revised Project and the Approved Project, the sum of emissions from both, and a comparison to BAAQMD's mass emissions threshold 1,100 MT CO_2e/year, consistent with the Certified EIR's analysis.

Table 4.6-2. Approved Project and Revised Project GHG Emissions (metric tons CO_2e /year)

Condition	Emissions
Approved Project	210
Revised Project	923
Total Approved and Revised Project Emissions	1,133
Existing Mobile Source Emissions	863
Net Emissions (Total – Existing)	270
BAAQMD Threshold (Operation)	1,100
BAAQMD Threshold Exceeded?	*No*

As shown in Table 4.6-2, total operational emissions from the Approved Project and Revised Project would not exceed BAAQMD significance threshold. As such, operational impacts would be less than significant, consistent with the conclusions in the Certified EIR. No new or substantially more severe significant impacts have been identified.

The Certified EIR found that the Approved Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs; therefore, this impact would be less than significant. As discussed in the Certified EIR, the California Air Resources Board adopted the Assembly Bill 32 (AB 32) Scoping Plan as a framework for achieving AB 32 (California Global Warming Solutions Act). Since BAAQMD's mass emissions thresholds were developed to help lead agencies achieve the GHG emissions reduction goals of AB 32, these thresholds align with the AB 32 Scoping Plan objective of achieving AB 32. The Certified EIR concluded that the Approved

[10] Note that this still represents a conservative analysis, because the difference between trips originating from off-campus versus on-campus locations is only represented by a decrease in the number of vehicle trips, which, in reality, would be coupled with a decrease in vehicle trip lengths.

Project would result in an increase in GHG emissions relative to existing conditions but would be below BAAQMD's mass emissions thresholds developed in alignment with AB 32 and the AB 32 Scoping Plan. In addition, the Certified EIR concluded that the District has a Sustainability Plan for each campus and noted that the Approved Project includes several energy efficiency measures that contribute to long-term GHG emissions reductions.

As shown in Table 4.6-2, when summed with emissions from the Approved Project, the Revised Project would generate operational GHG emissions below the BAAQMD threshold of 1,100 MT CO_2e/year applied in the Certified EIR. As noted previously the estimate of operational emissions is conservative, because new vehicle trips would generally be shorter than existing trips between further offsite housing locations and the campus, but this effect cannot currently be quantified. Moreover, operational emissions associated with energy use would be lower than those evaluated in the Certified EIR due to the increasing proportion of electricity generated by renewable sources over time and because the Revised Project would be all-electric. For the above reasons, the Revised Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. As such, this impact would be less than significant, consistent with the Certified EIR. No new or substantially more severe significant impacts have been identified.

The Certified EIR concluded that the Approved Project would not subject property and persons to otherwise physical hardship as a result of inevitable climate change, and this impact would be less than significant. Potential climate change impacts in the Bay Area include sea level rise, extreme heat events, increased water and energy consumption, and changes in species distribution and range. As noted in the Certified EIR, according to NOAA, sea level rise from the San Francisco Bay would not inundate portions of the Project Site under current mean water height and two sea level rise conditions—1 foot (12 inches) and 6 feet (72 inches). Accordingly, sea level rise is not anticipated to intrude upon the Approved Project. In addition to sea level rise, a range of other potential climate change impacts may affect the Approved Project, including increased temperatures and heat stress days. However, the Certified EIR concluded that the Approved Project would not exacerbate these issues.

Because the Revised Project would be located on the same site as the Approved Project, sea level rise is not anticipated to intrude upon the Approved Project. Similar to the Approved Project, the Revised Project would not exacerbate other potential climate impacts, such as increased temperatures and heat stress days. Rather, the Revised Project would reduce climate impacts on future residents by meeting the 2022 California Green Building Standards Code, developing a prescriptive path for storm water control with bio-retention features, including drought-tolerant landscaping features, and managing the heat island effect through a combination of strategies, as described in Section 3.2.10, *Sustainability Features.* As such, this impact would be less than significant under the Revised Project, consistent with the Certified EIR. No new or substantially more severe significant impacts have been identified.

Based on the analysis above, the Revised Project would not result in new environmental impacts, substantially increase the severity of the previously identified environmental impacts, nor require new mitigation measures, and no new information has emerged that would materially change the analyses or conclusions set forth in the Certified EIR with regard to GHG emissions. Therefore, the Revised Project would not change the analysis or conclusions reached in the Certified EIR regarding GHG emissions.

4.7 Hazards and Hazardous Materials

The Certified EIR found that the Approved Project's impacts related to the routine transport, use, or disposal of hazardous materials would be less than significant with mitigation. Construction of the Approved Project would involve hazardous materials characteristic of typical construction activities and could expose people to hazardous emissions or other hazardous material releases. However, there would be no potential for releases of substances listed in 40 CFR 355 Appendix A: *Extremely Hazardous Substances and Their Threshold Planning Quantities*. Although small amounts of solvents, paints, oils, grease, and caulking would be transported, used, and disposed of during Approved Project construction, these materials are typically used in construction projects and are not considered acutely hazardous. The Approved Project would be subject to applicable regulations related to the transport, use, and disposal of hazardous materials. Because compliance with existing regulations is mandatory, the Approved Project is not expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Further, the District has committed to Environmental Commitment EC-HAZ-1, which is restated in the Certified EIR as **Mitigation Measure CSM-HAZ-1**, to minimize the potential for and effects from spills of hazardous, toxic, or petroleum substances during construction and demolition activities. The Certified EIR identified the following mitigation measure, which would be applicable to the Revised Project (with revisions shown in underline/~~strikethrough~~ as appropriate for the Revised Project):

Mitigation Measure CSM-HAZ-1: Prepare and implement a Spill Prevention, Control, and Countermeasure Program for construction activities at the College of San Mateo

The contractors will develop and implement a spill prevention, control, and countermeasure program (SPCCP) to minimize the potential for and effects from spills of hazardous, toxic, or petroleum substances during construction and demolition activities. The SPCCP will be completed before any construction or demolition activities begin. Implementation of this measure will comply with state and federal water quality regulations.

The District will review and approve the SPCCP before onset of construction activities. The District will routinely inspect the construction area to verify that the measures specified in the SPCCP are properly implemented and maintained. The District will notify its contractors immediately if there is a noncompliance issue and will require compliance.

The federal reportable spill quantity for petroleum products, as defined in 40 CFR 110, is any oil spill that ~~includes any of the following.~~

- ~~V~~violates applicable water quality standards.
- ~~Causes a film or sheen on or discoloration of the water surface or adjoining shoreline.~~
- ~~Causes a sludge or emulsion to be deposited beneath the surface of the water or adjoining shorelines.~~

If a spill is reportable, the contractors' superintendents will notify the District, and the District will take action to contact the appropriate safety and clean-up crews to ensure that the SPCCP is followed. A written description of reportable releases must be submitted to the San Francisco Bay Regional Water Quality Control Board. This submittal must contain a description of the spill, including the type of material and an estimate of the amount spilled, the date of the release, an

explanation of why the spill occurred, and a description of the steps taken to prevent and control future releases. The releases would be documented on a spill report form.

If a reportable spill has occurred and results determine that Project activities have adversely affected surface water or groundwater quality, a detailed analysis will be performed by a registered environmental assessor to identify the likely cause of contamination. This analysis will conform to American Society for Testing and Materials (ASTM) standards and will include recommendations for reducing or eliminating the source or mechanisms of contamination. Based on this analysis, the District and its contractors will select and implement measures to control contamination, with a performance standard that groundwater quality must be returned to baseline conditions. These measures will be subject to approval by the District.

As noted in the Certified EIR, implementation of **Mitigation Measure CSM-HAZ-1** will minimize the Approved Project's potential for and effects from spills of hazardous, toxic, or petroleum substances during construction and demolition activities. With implementation of **Mitigation Measure CSM-HAZ-1** and through compliance with existing regulations, the hazard to the public or the environment through the routine transport, use, or disposal of hazardous waste during construction of the Approved Project would be less than significant.

The Revised Project would construct similar types of land uses (i.e., residential) and would abide by all mandatory regulations and mitigation measures. The modifications proposed by the Revised Project would not result in the use of new or different types of hazardous materials during construction that were not addressed in the Certified EIR. Therefore, the Revised Project's impacts from the routine transport, use, or disposal of hazardous materials during construction would be less than significant with implementation of the mitigation measures identified in the Certified EIR (with modifications to the mitigation measure as shown above), consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project's impacts related to the use of hazardous materials typical of operations (solvents, cleaning agents, paints, petroleum fuels, propane, batteries, etc.) would be less than significant with no mitigation required. Operation of the Approved Project would expect to use small, localized amounts of these materials typical in operational activities, and would not create a significant hazard to residents in the vicinity of the Project. The Revised Project would construct two 2- to 3-story wood framed residential buildings and hazardous materials involved in the operation of student residential units and support facilities would also be limited to small, localized amounts (e.g., cleaning materials and maintenance materials) which would not create any significant hazard. Thus, the Revised Project's operation would not result in a significant hazard to the public or the environment through transport, use, or disposal of hazardous material during operation and impacts would be less-than-significant, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project's impacts associated with the release of hazardous materials would be less than significant with mitigation. Excavation activities could release hazardous materials present in the soil, primarily naturally occurring asbestos in serpentinite could be present in the soil. Construction activities related to the Approved Project may encounter contaminants during grading, excavation, and installation of support structures for the new development. However, the District has committed to Environmental Commitment EC-HAZ-2, which was restated as **Mitigation Measure CSM-HAZ-2** in the Certified EIR, to ensure that all

contaminants are contained and managed safely. The Certified EIR identified the following mitigation measure, which would be applicable to the Revised Project:

Mitigation Measure CSM-HAZ-2: Prepare a site safety plan (soil and groundwater management plan) to protect people from residual soil/groundwater contamination during construction at the College of San Mateo

The construction specifications will include this measure to protect construction workers and/or the public from known or previously undiscovered soil and groundwater contamination during construction activities. Prior to excavation, a Site Safety Plan (soil and groundwater management plan) will be prepared and, at a minimum, include the following.

- A requirement that all construction activities involving work in proximity to potentially contaminated soils and/or groundwater be undertaken in accordance with California Occupational Safety and Health Administration (Cal OSHA) standards, contained in Title 8 of the CCR.
- Soil and groundwater mitigation and control specifications for construction activities, including health and safety provisions for monitoring exposure to construction workers, procedures to be undertaken in the event that previously unreported contamination is discovered, and emergency procedures and responsible personnel.
- Procedures for managing soils and groundwater removed from the site to ensure that any excavated soils and/or dewatered groundwater with contaminants are stored, managed, and disposed in accordance with applicable regulations.

As noted in the Certified EIR, with implementation of **Mitigation Measure CSM-HAZ-2**, the Approved Project's impacts associated with the release of hazardous materials would be less than significant.[11]

The Revised Project would be located on a portion of the same site as the Approved Project and would be within the footprint of development analyzed in the Certified EIR. The Revised Project would be subject to mandatory regulations and mitigation measures related to hazardous materials release. The maximum excavation depth for the Revised Project would be 4 feet, which would less than the maximum depth of 8 feet assumed in the Certified EIR. This level of decrease (4 feet) would not substantially change the Revised Project's potential to encounter contaminated soils, which can be present at any depth. As noted in the Certified EIR and according to the EnviroStor database, no hazardous storage sites, hazardous waste sites, or clean-up sites are located within 0.25 mile of the CSM campus.[12] There is one leaking underground storage tank (UST) cleanup site on the CSM campus. Remediation of the site is completed, and the case is closed.[13] Operation of the buildings could result in occupants using hazardous materials typical of residential, office, and educational use (e.g., solvents, cleaning agents, paints, petroleum fuels, batteries). These hazardous material

[11] The Certified EIR also identified **Mitigation Measure CSM-HAZ-3** to address potential impacts from exposure to lead and asbestos during demolition of buildings on the CSM campus. This mitigation measure would not be applicable to the Revised Project because the Revised Project does not involve renovation or demolition of existing buildings.

[12] California Department of Toxic Substances Control. 2024. EnviroStor. Available: http://www.envirostor.dtsc.ca.gov/public/. Accessed: September 23 2024.

[13] State Water Resources Control Board. 2024. Geotracker. Available: http://geotracker.waterboards.ca.gov/. Accessed: September 23, 2024.

products are currently used in small amounts, and any spills that may occur would be limited in scope and spill area. The Project would not result in a net increase in use. In accordance with the applicable codes and regulations, waste and non-waste hazardous materials would be stored onsite in appropriate primary and secondary containment. Further, District standards require that hazardous materials generated through District use be managed according to the Hazardous Materials Business Plan (HMBP) on record with the San Mateo County Department of Environmental Health. Therefore, the Revised Project's impacts related to the release of hazardous materials would be less than significant with implementation of the mitigation measures identified in the Certified EIR, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project's impacts related to the handling of hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would be less than significant with implementation of **Mitigation Measure CSM-HAZ-1** and **Mitigation Measure CSM-HAZ-2** during construction, and less than significant during operation. For the reasons stated above, the Revised Project's impacts would be consistent with the impact conclusions in the Certified EIR.

The Certified EIR found that the Approved Project's impacts with respect to being located on a site that is included on a list of hazardous materials sites would be less than significant. As noted in the Certified EIR, no hazardous materials waste disposal sites, clean-up sites, or contamination sites are located at or near the campus. The Revised Project would be constructed on a portion of the same site analyzed for the Approved Project and would be within the footprint of development analyzed in the Certified EIR. Therefore, impacts with respect to being located on a site that is included on a list of hazardous materials sites would be less than significant under the Revised Project, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project would have no impacts on an airport or private air strip. As noted in the Certified EIR, no airports or private air strips are located within 2 miles of CSM. The Revised Project would be constructed on a portion of the same site analyzed for the Approved Project, and no new air strips have been constructed. Therefore, no impacts to airports or private air strips would occur under the Revised Project, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project's impacts with respect to interfering with an adopted emergency response plan or emergency evacuation plan would be less than significant with mitigation. The Approved Project would not have an effect on the City of San Mateo's existing emergency response plan and evacuation plan.[14] Further, the District has committed to Environmental Commitment EC-TRA-1, which was restated as **Mitigation Measure CSM-TRA-1** in the Certified EIR, to ensure that the construction contractor would notify and consult with emergency service providers regarding construction, and provide emergency access by whatever means necessary to expedite and facilitate the passage of emergency vehicles. The Certified EIR identified the following mitigation measure, which would be applicable to the Revised Project:

[14] Leong, Michael. Fire Marshal. City of San Mateo Fire Department, San Mateo, CA. June 18, 2015—Telephone conversation with Diana Roberts, ICF International.

Mitigation Measure CSM-TRA-1: Implement a Traffic Control Plan during construction at the College of San Mateo

The District will require the construction contractor(s) to develop a traffic control plan, as appropriate, to minimize the effects of construction traffic on the surrounding area. (A traffic control plan may not be required for minor construction activities.) The plan will be subject to review and approval by the District. The District will be responsible for monitoring to ensure that the plan is effectively implemented by the construction contractor(s). The construction traffic control plan will include the following requirements.

- Provide clearly marked pedestrian detours if any sidewalks or pedestrian walkway closures are necessary.
- Provide clearly marked bicycle detours if heavily used bicycle routes must be closed, or if bicyclist safety might be otherwise compromised.
- Provide crossing guards and/or flag persons as needed to avoid traffic conflicts and ensure pedestrian and bicyclist safety.
- Use nonskid traffic plates over open trenches to minimize hazards.
- Locate all stationary equipment as far away as possible from areas used heavily by vehicles, bicyclists, and pedestrians.
- Notify and consult with emergency service providers and provide emergency access by whatever means necessary to expedite and facilitate the passage of emergency vehicles.
- Avoid routing construction traffic through residential areas to the extent feasible. Prohibit mobilization and demobilization of heavy construction equipment during AM and PM peak traffic hours.
- Provide access for driveways and private roads outside the immediate construction zone by using steel plates or temporary backfill, as necessary.
- Prohibit construction worker parking in residential areas.

As noted in the Certified EIR, with implementation of **Mitigation Measure CSM-TRA-1**, this impact would be less than significant. The Revised Project would be constructed on a portion of the same site analyzed for the Approved Project and would be subject to applicable plans and mitigation measures related to emergency response and evacuation. The construction characteristics of the Revised Project are similar to those of the Approved Project, and the minor modifications proposed by the Revised Project would not affect the Revised Project's ability to implement **Mitigation Measure CSM-TRA-1**.Therefore, the Revised Project's impacts with respect to interfering with an adopted emergency response plan or emergency evacuation plan would be less than significant with implementation of the mitigation measures identified in the Certified EIR, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project's impacts with respect to exposing people or structures to a significant risk of loss, injury, or death involving wildland fires would be less than significant with mitigation. The CSM campus lies on a plateau in a deeply wooded area. The Certified EIR determined that the campus adjoins a very high fire hazard severity zone. However, new data indicates that the campus now adjoins a moderate fire hazard severity zone and existing fire hazard

conditions have improved.[15] Construction of the Revised Project would take place in the developed portion of campus. However, in dry windy weather, a grass fire started inadvertently at a construction site could quickly spread to the wooded slopes, or a wildland fire started on a slope below the campus could quickly spread up the slopes to the campus. Increased fire risks are caused by human activities such as smoking and equipment operation. Heated mufflers could set surrounding vegetation on fire. Construction-related activities such as steel-cutting and welding are potential sources of ignition. The Certified EIR identified the following mitigation measure, which would be applicable to the Revised Project (with revisions shown in underline/~~strikethrough~~):

Mitigation Measure CSM-HAZ-4: Comply with legal requirements for fire prevention during construction activities at the College of San Mateo

In accordance with the Public Resources Code (PRC), the construction contractor will comply with the following legal requirements during construction activities.

- Earthmoving and portable equipment without a muffler will be equipped with a spark arrestor to reduce the potential for igniting any flammable material(PRC Section 4442).
- Vehicles, machines, tools or equipment powered by an internal combustion engine operated on hydrocarbon fuels, in any industrial operation located on or near any forest, brush, or grass-covered land during the highest fire danger period: from April 1 to December 1 should be appropriately maintained and operated (PRC Section 4428).
- On days when a burning permit is required, flammable materials will be removed to a distance of 10 feet from any equipment that could produce a spark, fire, or flame, and the construction contractor will maintain the appropriate fire suppression equipment (PRC Section 4427).
- On days when a burning permit is required, portable tools powered by gasoline-fueled internal combustion engines will not be used within 25 feet of any flammable materials (PRC Section 4431).

Mitigation Measure CSM-HAZ-5: Create and maintain adequate firebreaks and practice fire prevention at the College of San Mateo

The District will comply with the following measures for the duration of Project operations.

Maintain around and adjacent to buildings and structures a firebreak including regulations for fuel breaks and greenbelts for the perimeter to building construction ~~made by removing and clearing away, for a distance of 100 feet as~~ required by PRC 4290~~, all flammable vegetation or other combustible growth~~.

- Maintain around and adjacent to the project facilities additional fire protection or firebreak made by removing all brush, flammable vegetation, or combustible growth that is located within 100 feet of the structures or to the property line, whichever is nearer. Grass and other vegetation located more than 30 feet from the structures and less than 18 inches in height above the ground may be maintained where necessary to stabilize the soil and

[15] CALFIRE. 2024. Fire Hazard Severity Zones in State Responsibility Area. Effective April 1, 2024. Available: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed: September 23, 2024.

prevent erosion. Provide prior to project operations and maintain at all times a screen over the outlet of every chimney or stack that is attached to any device that burns any solid or liquid fuel. The screen will be constructed of nonflammable material with openings not larger than 0.5 inch.

- Prior to occupancy, install fire extinguishers.
- Employees will be trained in using extinguishers and communicating with the San Mateo Fire Department.
- The San Mateo Fire Department and/or CALFIRE will periodically inspect the project area.
- Provide the San Mateo Fire Department and/or CALFIRE access to onsite water storage tanks, if such access is needed.

As noted in the Certified EIR, with implementation of **Mitigation Measures CSM-HAZ-4** and **CSM-HAZ-5**, the impact would be less than significant. The Revised Project would be constructed on a portion of the same site analyzed for the Approved Project and would be subject to applicable regulations, plans, and mitigation measures related to fire safety during construction. The construction characteristics of the Revised Project are similar to those of the Approved Project, and the minor modifications proposed by the Revised Project would not affect the Revised Project's ability to implement **Mitigation Measures CSM-HAZ-4** and **CSM-HAZ-5**.Therefore, the Revised Project's impacts with respect to exposing people or structures to a significant risk of loss, injury, or death involving wildland fires would be less than significant with implementation of the mitigation measures identified in the Certified EIR, consistent with the impact conclusion in the Certified EIR.

Based on the analysis above, the Revised Project would not result in new environmental impacts, substantially increase the severity of the previously identified environmental impacts, nor require new mitigation measures, and no new information has emerged that would materially change the analyses or conclusions set forth in the Certified EIR with regard to hazards and hazardous materials. Therefore, the Revised Project would not change the analysis or conclusions reached in the Certified EIR with regard to hazards and hazardous materials.

4.8 Hydrology and Water Quality

The Certified EIR found that the Approved Project's impacts to water quality standards or waste discharge requirements would be less than significant with mitigation. Stormwater runoff can mobilize loose sediment during construction and degrade water quality. The Certified EIR noted that the Approved Project would introduce approximately 0.3 acres of new impervious area on the Project Site due to new building construction as part of the Project improvements. The Approved Project is subject to the City of San Mateo's Municipal Code and ordinances related to hydrology and water quality, which involve stormwater management and erosion control measures, such as BMPs implemented for new development and redevelopment projects. Additionally, an erosion control plan is required to obtain a grading permit. The District has also adopted a comprehensive stormwater management plan (SWMP) that aligns with the requirements of the Phase II Small MS4 Permit (MS4 Permit) including measures to reduce the discharge of pollutants into storm drains. The Certified EIR identified the following mitigation measures, which would be applicable to the Revised Project (with revisions shown in underline/~~strikethrough~~):

Mitigation Measure CSM-HYD-1: Implement erosion-control measures to protect water quality during construction at the College of San Mateo

The District will ensure the Project's construction specifications include the storm water pollution prevention plan (SWPPP) to minimize the mobilization of sediment to storm drains and adjacent water bodies. The SWPPP will include the following erosion- and sediment-control measures, based on standard industry measures and standard dust-reduction measures.

- Cover or apply nontoxic soil stabilizers to inactive construction areas (previously graded areas inactive for 10 days or more) that could contribute sediment in waterways.
- Enclose and cover exposed stockpiles of dirt or other loose, granular construction materials that could contribute sediment to waterways.
- Contain soil and filter runoff from disturbed areas by berms, ~~vegetated filters,~~ silt fencing, straw wattle, plastic sheeting, catch basins, or other means necessary to prevent the escape of sediment from the disturbed area.
- ~~Prohibit the placement of earth or organic material where it may be directly carried into a stream, marsh, slough, lagoon, or body of standing water.~~
- Prohibit the following types of materials from being rinsed or washed into streets, shoulder areas, or gutters: concrete, solvents and adhesives, fuels, dirt, gasoline, asphalt, and concrete saw slurry.
- Conduct dewatering activities according to the provisions of the SWPPP.
- Prohibit placement of dewatered materials in local water bodies or in storm drains leading to such bodies without implementation of proper construction water quality control measures.

Mitigation Measure CSM-HAZ-1: Prepare and implement a Spill Prevention, Control, and Countermeasure Program for construction activities at the College of San Mateo

Please see above in Section 4.7, *Hazards and Hazardous Materials*.

Mitigation Measure CSM-HAZ-2: Prepare a site safety plan (soil and groundwater management plan) to protect people from residual soil/groundwater contamination during construction at the College of San Mateo

Please see above in Section 4.7, *Hazards and Hazardous Materials*.

Mitigation Measure CSM-HYD-2: Design and maintain hydromodification feature as postconstruction measures at the College of San Mateo

The District will ensure that facility improvement areas are incorporated into the design prior to the construction phase, where feasible, and located to limit stormwater runoff 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.~~ 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. 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 properly.
- Inspect to ensure proper drainage between storms and within 5 days following 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 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 inspection, 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.

The Certified EIR concluded that with implementation of **Mitigation Measures CSM-HYD-1**, **CSM-HAZ-1**, **CSM-HAZ-2**, and **CSM-HYD-2**, and with compliance with the general construction permit and required measures in the District SWMP, potential water quality impacts from construction activities associated with the Approved Project would be less than significant.

The Revised Project would reduce impervious area on the Project Site by approximately 1 acre compared to existing conditions, which would be less than the amount of new impervious area assumed for the Approved Project (0.3 acres). That is, while the Approved project would increase impervious area, the Revised Project would decrease it. New storm drain infrastructure would include a new bioretention area at the south end of the Project Site. Treated stormwater at the bioretention area will tie into an 18-inch storm line at the south end of the Project Site. The Revised Project would be subject to the City of San Mateo's municipal codes and ordinances related to hydrology and water quality involving stormwater management and erosion control measures, such as BMPs implemented for new development and redevelopment projects. An erosion control plan would also be required to obtain a grading permit. The District-wide SWMP also specifies BMPs to manage post construction stormwater flows, to prevent or minimize water quality and quantity impacts to the maximum extent practicable. As discussed above, the Revised Project would also be subject to the mitigation measures in the Certified EIR. Additionally, the Revised Project design includes Low Impact Design (LID) such as bioretention, pervious pavers, flow through planter, or green roofs to treat on-site stormwater runoff before it is discharged into the storm drain system. A new bioretention area would be located at the south end of the Project Site. Therefore, impacts to water quality standards or waste discharge requirements would be less than significant with mitigation under the Revised Project, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project's impacts to groundwater supplies or groundwater recharge would be less than significant with mitigation. Dewatering for excavation activities would likely take place if shallow groundwater exists. However, the dewatering would be on a one-time or temporary basis during the construction phase and would not result in a loss of quantities of water that would deplete groundwater supplies. Water supply for construction activities would come from nearby hydrants or existing surface supplies to the site, and/or trucked to the site. Although the area of new impervious surfaces would increase, landscaped and hydromodification features would continue to allow for groundwater infiltration. Implementing hydromodification features as postconstruction measures would offset decreases in pervious area through use of improved ground cover or vegetation with greater infiltration capacities throughout the campus, promoting groundwater infiltration. Water supply for the new facility improvements would come from California Water Service Co., which primarily uses surface water supplies. Groundwater within the San Mateo Subbasin would not be used for construction or operation of CSM facility improvements. The Certified EIR identified the following mitigation measure, which would be applicable to the Revised Project:

> **Mitigation Measure CSM-HYD-2: Design and maintain hydromodification features as postconstruction measures at the College of San Mateo**
>
> Please see above.

As noted in the Certified EIR, with implementation of **Mitigation Measure CSM-HYD-2**, the Approved Project's impacts to groundwater would be less than significant.

The maximum depth of excavation for utility trenches under the Revised Project would be slightly less than what was assumed for the Approved Project (4 feet versus 8 feet, respectively). The reduced depth of maximum excavation is considered minor and would not result in a substantially less likelihood of encountering groundwater during construction. If groundwater were to be encountered during construction, dewatering would occur on a one-time or temporary basis during the construction phase and would not result in a loss of quantities of water that would deplete groundwater supplies, as concluded in the Certified EIR.

As discussed above, the Revised Project would increase the amount of pervious surface area on the Project Site t compared to what was assumed for the Approved Project. Notwithstanding, the Geotechnical Feasibility Assessments (Appendix A) prepared for the Revised Project indicate that the soils on the Project Site have low permeability values for stormwater infiltration.[16] Therefore, appreciable groundwater recharge does not occur on-site. Additionally, water sources for the Revised Project would be the same as the sources for the Approved Project. Overall impacts to groundwater supplies or groundwater recharge would be less than significant with mitigation under the Revised Project, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project's impacts to existing drainage patterns would be less than significant with mitigation. Topography surrounding the College of San Mateo is relatively hilly, and no surface waters are found onsite. In addition, the College of San Mateo is not within a FEMA-designated special flood hazard area for a 100-year flood,[17] so construction would not

[16] Ninyo & Moore. 2023. *Geotechnical Evaluation and Geologic Hazards Assessment – College of San Mateo Student Housing. December 21. Submitted to San Mateo County Community College District.*

[17] Federal Emergency Management Agency. 2015. San Mateo County, California FIRM Panel 06081C0162F Panel 162 of 510. July 16.

obstruct the flow of water within a floodplain. Implementation of the District SWMP, erosion control measures during construction, and hydromodification features during operation, would reduce the potential for substantial erosion or siltation onsite or offsite, or in flooding onsite or offsite as a result altering existing drainage patterns or substantially increase the rate or amount of runoff that would result in substantial erosion, siltation or flooding onsite or offsite. The Certified EIR identified the following mitigation measures, which would be applicable to the Revised Project:

Mitigation Measure CSM-HYD-1: Implement erosion-control measures to protect water quality during construction at the College of San Mateo

Please see above.

Mitigation Measure CSM-HYD-2: Design and maintain hydromodification features as postconstruction measures at the College of San Mateo

Please see above.

As noted in the Certified EIR, with implementation of **Mitigation Measures CSM-HYD-1** and **CSM-HYD-2**, this impact would be less than significant.

The Revised Project would be constructed on a portion of the same site analyzed for the Approved Project. As discussed above, the Revised Project would increase the amount of pervious surface area on the Project Site compared to what was assumed for the Approved Project. Therefore, impacts to existing drainage patterns would be less than significant with mitigation under the Revised Project, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project would not produce runoff water that would exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff, and that impacts would be less than significant with mitigation. New and renovated CSM facilities would be drained by a combination of existing and new onsite storm drain inlets and pipes to the City of San Mateo's storm system and San Mateo Creek watershed. Impacts on the storm drain system would be reduced by directing a portion of the surface runoff from the new facilities to new landscaped area and hydromodification features located throughout the campus. Thus the runoff water from the Approved Project Site would not exceed the capacity of existing or planned storm drainage systems. The Certified EIR identified the following mitigation measure, which would be applicable to the Revised Project:

Mitigation Measure CSM-HYD-2: Design and maintain hydromodification features as postconstruction measures at the College of San Mateo

Please see above.

As noted in the Certified EIR, with implementation of **Mitigation Measure CSM-HYD-2**, proper design of new and relocated storm drain inlets and pipes, and other drainage improvements, there would be minimal sources of new polluted runoff. The Approved Project's impacts on stormwater drainage capacity would be less than significant.

The Revised Project would be constructed on a portion of the same site analyzed for the Approved Project and proposes the same type of use (primarily residential). As discussed above, the Revised Project would increase the amount of pervious surface area on the Project Site compared to what was assumed for the Approved Project. Additionally, the Revised Project design includes LID

features which may include bioretention, pervious pavers, flow through planter, or green roofs. Treated stormwater at the bioretention area will tie into an 18-inch storm line at the south end of the Project Site. No upgrades to existing utilities are needed or planned, although existing 12-inch and 18-inch storm lines that run through the site would be removed or relocated to accommodate the new buildings. Therefore, impacts with regard to exceeding the capacity of existing or planned stormwater drainage systems, providing substantial additional sources of polluted runoff, or impeding flood flows would be less than significant with mitigation under the Revised Project, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project's impacts to housing within a 100-year flood hazard area would be less than significant with mitigation. The CSM College campus is located on a hilltop at approximately 662 feet above mean sea level, and is not located within a FEMA-designated 100-year flood zone. Therefore, no housing or structures would be placed within a 100-year flood hazard area. Due to the hilly topography and with drainage improvements and incorporation of landscaped and hydromodification features, any potential for overland flood flows would be minimized. The Certified EIR identified the following mitigation measures, which would be applicable to the Revised Project:

Mitigation Measure CSM-HYD-2: Design and maintain hydromodification features as postconstruction measures at the College of San Mateo

Please see above.

As noted in the Certified EIR, with implementation of **Mitigation Measure CSM-HYD-2**, this impact would be less than significant. The Revised Project would be constructed on a portion of the same site analyzed for the Approved Project and proposes the same type of use (primarily residential). Therefore, impacts to housing within a 100-year flood hazard area would be less than significant with mitigation under the Revised Project, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. As noted in the Certified EIR, there are no levees located upstream of the CSM campus and, therefore, it is not subject to the risks of levee failure. Although the CSM campus is located approximately 1.5 miles from the Lower Crystal Springs Reservoir, the campus is approximately 300 feet higher in elevation than the reservoir and on a ridge that separates any possible discharges from the dam. The Revised Project would be constructed on a portion of the same site analyzed for the Approved Project. Therefore, the CSM campus is not located within the dam failure inundation zone of the Lower Crystal Springs Reservoir. The Revised Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, consistent with the impact conclusion in the Certified EIR

The Certified EIR found that the Approved Project would not be inundated by flood hazard, seiche, tsunami, or mudflow, and impacts would be less than significant. In addition, the CSM College campus is approximately 5.3 miles from the San Francisco Bay and 1.5 miles from Crystal Springs Reservoir and, thus, is not located near an enclosed body of water capable of producing seiche waves. The campus is also too far inland from the Pacific Ocean (approximately 7.4 miles) to be at risk for tsunami hazards. The CSM College campus has not been mapped by the State of California under the Seismic Hazards Mapping Act. In addition, a review of existing USGS maps did not reveal any recent landslide activity in the vicinity of proposed improvements. Thus, the risk of slope failure—including seismically induced landsliding and/or mudslides—at the campus would be low. The Revised Project would be

constructed on a portion the same site analyzed for the Approved Project. Therefore, the Revised Project would not contribute to inundation by seiche, tsunami, or mudflow and impacts would be less than significant, consistent with the impact conclusion in the Certified EIR.

Based on the analysis above, the Revised Project would not result in new environmental impacts, substantially increase the severity of the previously identified environmental impacts, nor require new mitigation measures, and no new information has emerged that would materially change the analyses or conclusions set forth in the Certified EIR with regard to hydrology and water quality. Therefore, the Revised Project would not change the analysis or conclusions reached in the Certified EIR with regard to hydrology and water quality.

4.9 Land Use and Planning

The Certified EIR found that the Approved Project would not physically divide an established community. As noted in the Certified EIR, the Approved Project proposed no changes for the Project Site, and the building renovation and renewable energy installations would all be within the boundaries of the established community of the College of San Mateo Campus. The Revised Project would construct a student housing facility on the site of a vacant parking lot within the established community of the College of San Mateo Campus. Therefore, the Revised Project would not physically divide an established community and there would be no impact, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project's impacts with regard to consistency with applicable land use plans, policies, or regulations would result in no impact. The Approved Project is exempt from the application of city zoning ordinances and all the proposed facility improvements are within campus boundaries and are consistent with the District's *2015 Facilities Master Plan Amendment*. The San Mateo General Plan designates CSM as Major Institution/Special Facility, which permits recreational, educational, and medical facilities. Therefore, the Certified EIR determined that the Approved Project would have no impact. The Revised Project would construct residential uses within the College of San Mateo. While the Major Institution/Special Facility land use designation does not include residential uses, community college district properties are considered extensions of State land and are therefore not subject to local land use regulatory controls.[18] Therefore, the Revised Project's consistency with the San Mateo General Plan is not required for the purposes of CEQA, and impacts would be less than significant.

The Certified EIR found that the Approved Project would have no impact on any applicable habitat conservation plan or natural community conservation plan. As noted in the Certified EIR, there is no known habitat conservation plan or natural community conservation plan that includes the Project Site. The Revised Project would construct a student housing facility on an existing parking lot within the Approved Project area. Therefore, no impacts to any applicable habitat conservation plan or natural community conservation plan would occur under the Revised Project, consistent with the impact conclusion in the Certified EIR.

[18] Peralta Community College District. 2021. Berkeley City College 2118 Milvia Street Project, Initial Study – Mitigated Negative Declaration. Available here: https://files.ceqanet.opr.ca.gov/271031-1/attachment/X-RMIRvYoLWiS_Ed2bLH-Y-W8ZXjQD1vTzs4YgTHmMpm67wfwgPqRIOMH5ziP5iDFChfJdRZ4h-n3dLf0. Accessed: September 11, 2024.

Based on the analysis above, the Revised Project would not result in new environmental impacts, substantially increase the severity of the previously identified environmental impacts, nor require new mitigation measures, and no new information has emerged that would materially change the analyses or conclusions set forth in the Certified EIR with regard to land use and planning. Therefore, the Revised Project would not change the analysis or conclusions reached in the Certified EIR with regard to land use and planning.

4.10 Noise

Section 3.10 of the Certified EIR addresses the noise and vibration effects of campus growth under the 2015 Facilities Master Plan by providing regulatory setting information, environmental setting information, analysis methodology, significance criteria, and a detailed environmental impact evaluation. Note that the regulatory setting pertaining to noise and vibration at the College of San Mateo campus is generally the same as described in the Certified EIR. In addition, the environmental conditions pertaining to noise and vibration at the proposed project site are also generally the same. However, to provide location-specific ambient noise data for the Revised Project, new noise measurements were conducted near the site between June 10, 2024 and June 12, 2024. Long-term (LT) monitoring locations were selected to capture noise levels in areas that are sensitive to noise or representative of ambient levels throughout the day and night for areas near the Revised Project site. Refer to Figure 6 for the locations of project-specific noise measurements and Table 4.10-1 for the noise monitoring results.

Table 4.10-1. Long-Term Noise Level Measurements in the Revised Project Vicinity

Site	Site Description	L_{dn}	Average Daytime[1] L_{eq}	Lowest Daytime Hourly L_{eq}	Lowest Nighttime[2] Hourly L_{eq}
LT-1	Northern Driveway of the College Vista Apartments (37.531306°, -122.336902°)	64.7	65	51.1	48.1
LT-2	Northwest of the intersection of West Hillsdale Blvd and Clearview Way (37.532122°, -122.333156°)	65.9	67	60.8	45.6
LT-3	Northwest of Perimeter Road (37.533631° , -122.339178°)	54.7	51.9	47.6	41.5
LT-4	Near the backyard of 1615 Parrott Dr. (37.530463°, -122.338068°)	59.7	59.3	54.8	41.1

Notes: Presented ambient noise data was collected on June 11th, 2024. Refer to Appendix B for the full data set of measured ambient noise.

L_{dn}: average day-night noise level, which applies a 10 dB penalty to hours between 10:00 p.m. and 7:00 a.m.

L_{eq}: average noise level over a selected time period (typically one hour).

1. Average Daytime L_{eq} is the average noise levels between 7:00 a.m. and 6:00 p.m., when construction is anticipated to occur. No nighttime construction is planned.

2. Nighttime hours used in this table are 10:00 p.m. to 7:00 a.m.

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Figure 6
Noise Measurement Locations

Regarding construction noise, the Certified EIR noted that the District uses San Mateo County noise standards for the purposes of assessing construction noise impacts. The Certified EIR determined that the Approved Project's impacts related to noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies from project construction would be less than significant with mitigation. Specifically, as shown in Table 3.10-17 of the Certified EIR, typical construction activity noise levels (not including pile driving activities) associated with construction under the master plan were not anticipated to exceed 87 dBA L_{eq} at a distance of 50 feet. The nearest sensitive use was stated to be residences located approximately 150 feet from construction areas on the campus. At this distance, combined construction noise was estimated to be approximately 75 dBA Leq. All construction activities that were proposed to take place during daytime hours at the College of San Mateo were determined to have less than significant noise impacts because these construction activities would comply with the allowable hours defined in the local ordinance. However, as discussed in the Certified EIR, some nighttime construction was expected to occur for certain projects under the Master Plan. It was determined that nighttime construction may result in noise levels in excess of thresholds. As a result of the potential for nighttime construction to result in excessive noise levels, construction noise impacts were determined to be significant in the Certified EIR, and **Mitigation Measure CSM-NOI-1** was required. This mitigation measure would reduce construction noise impacts to less-than-significant levels.

Under the Revised Project, construction activities could also occur within 150 feet of existing sensitive land uses (residences). Specifically, the Revised Project site is approximately 150 north of the College Vista Apartments. The types and numbers of construction equipment operating on-site for the Revised Project would be generally consistent with the construction equipment mix analyzed in the Certified EIR. Refer to Table 4.10-2 for the types of equipment expected to be used for the Revised Project and the estimated equipment noise levels (presented in L_{eq} based on standard use factors) at a distance of 50 feet. Note that no pile driving is proposed for the Revised Project. In addition, all construction activities for the Revised Project would occur during the generally accepted hours for construction in San Mateo of 7:00 a.m. and 6:00 p.m. Monday through Friday and 9:00 a.m. and 5:00 p.m. on Saturdays; no construction would occur during nighttime hours, or on Sundays or holidays.

Table 4.10-2. Typical Construction Equipment Noise Levels

Equipment	Acoustical Use Factor	L_{max} at 50 feet (dBA)	L_{eq} at 50 feet (dBA)
Air Compressor	40%	78	74
Backhoe	40%	78	74
Concrete Mixer Truck	40%	79	75
Concrete Saw	20%	90	83
Crane	16%	81	73
Dozer	40%	82	78
Excavator	40%	81	77
Front End Loader	40%	79	75
Generator	50%	81	78
Grader	40%	85	81
Paver	50%	77	74
Roller	20%	80	73

Equipment	Acoustical Use Factor	L_{max} at 50 feet (dBA)	L_{eq} at 50 feet (dBA)
Welder	40%	74	70

Source: Federal Highway Administration 2006. FHWA Roadway Construction Noise Model User's Guide. FHWA-HEP-05-054. January

L_{max} = maximum sound level

dBA = A-weighted decibel

In general, noise levels at nearby receptors during construction would vary depending on the activities occurring, the distance to the nearest receptors, and the type and amount of equipment being used at a given time. Construction noise modeling was conducted to determine reasonable worst-case combined construction noise for each Revised Project construction phase. Modeling inputs were based on the construction equipment list generated for the Revised Project air quality analysis. Modeling conservatively assumed that the three loudest pieces of equipment proposed for use for a given construction phase would be operating simultaneously and near one another, close to the perimeter of the project site (similar to the analysis approach utilized in the Certified EIR). Refer to Appendix B for the full results of the Revised Project construction noise modeling.

The nearest off-site noise-sensitive land uses are off-site College Vista apartments located approximately 150 feet south of the Revised Project site, the Serendipity School located approximately 600 feet east of Revised Project site, and single-family residences located approximately 620 feet south of the Revised Project site. Based on the estimated combined noise levels for the three loudest construction equipment described above, the estimated worst-case construction noise level from Revised Project construction is anticipated to be up to approximately 76 dBA L_{eq} at a distance of 150 feet, approximately 64 dBA L_{eq} at 600 feet, and approximately 63 dBA L_{eq} at 620 feet. Refer to Table 4.10-3 below for the estimated noise levels of various construction activities at distances of 150, 600, and 620 feet.

Table 4.10-3. Typical Construction Activity Noise Levels

Construction Activity[a]	Assumes the Following Equipment	Combined L_{eq} at 50 Feet	Combined L_{eq} at 150 Feet	Combined L_{eq} at 600 Feet	Combined L_{eq} at 620 Feet
Demolition	Concrete Saw, 2 Dozers	85	76	64	63
Site Preparation	2 Dozers, Front End Loader	82	72	60	60
Grading	Excavator, Grader, Dozer	84	74	62	62
Building Construction	2 Front End Loaders, Generator	81	71	59	59
Paving	2 Concrete Mixer Trucks, Front End Loader	80	70	58	58
Architectural Coating[b]	1 Air Compressor	74	64	52	52

Source: Federal Highway Administration 2006. FHWA Roadway Construction Noise Model User's Guide. FHWA-HEP-05-054. January.

L_{max} = maximum sound level; L_{eq} = equivalent sound level.

[a] Includes up to three pieces of typical equipment used for each type of activity.

[b] The construction equipment lists generated for the Revised Project air quality analysis listed only one air compressor for the Architectural coating phase.

N/A = this activity would not occur at this distance from a sensitive land use

Note that construction noise was estimated to be up to 75 dBA L_{eq} at the nearest sensitive uses (150 feet from construction areas) in the Certified EIR, as compared to the estimated 76 dBA L_{eq} at 150 feet for the Revised Project (during the worst-case phase, demolition). A noise increase of less than 3 dB (such as the 1 dB increase described above) is generally not perceptible outside of controlled laboratory conditions, and a 3 dB increase is considered barely perceptible to people.[19] Therefore, construction noise would be essentially the same for the Revised Project as evaluated in the Certified EIR. In addition, note that equipment would often be operating farther from the project perimeter and farther from noise-sensitive uses than the distances cited above because much of the work would not take place on the perimeter of the site based on the site plans. In addition, pieces of construction equipment are often more spread out from one another, or not operating simultaneously. Therefore, many project construction phases would result in lower noise levels than those presented in Table 4.10-3.

As described in the Section 3.10.1, *Regulatory Setting,* of the Certified EIR, construction noise during the daytime hours of 7:00 a.m. and 6:00 p.m. Monday through Friday, and between 9:00 a.m. and 5:00 p.m. on Saturday is exempt from the numerical standards for noise in the County of San Mateo. Therefore, construction noise impacts from the proposed Project during daytime exempt hours would be less than significant (noting no nighttime construction is proposed). Daytime construction noise impacts would therefore be the same as disclosed in the Certified (which was determined to be less than significant).

In conclusion, because the proposed project would only involve construction during the daytime allowable hours of 7:00 a.m. and 6:00 p.m. Monday through Friday and between 9:00 a.m. and 5:00 p.m. on Saturday (and no nighttime construction would occur), construction noise impacts would be less than significant, which differs from the impact disclosed in the 2015 Facilities Master Plan Amendment EIR, which was determined to be less than significant with mitigation (**Mitigation Measure CSM-NOI-1** pertaining to nighttime construction noise was required, which would not be required for the Revised Project).

Regarding traffic noise, the potential for operational traffic noise increases to occur at the College of San Mateo was discussed in the Certified EIR. Traffic volumes were not expected to increase as a result of the project because the project's goal was to better serve approximately the same number of students at the campus (as opposed to increasing the number of students served). It was therefore determined that any traffic noise increases would be less than significant.

The Revised Project, which includes new residential uses, would result in relatively minor increases in traffic as compared to existing conditions. According to the project traffic engineers, the project could result in 710 additional daily trips as compared to existing conditions. Existing traffic turning movements were provided by the project traffic engineer (Hexagon) for the primary intersection that would serve the Revised Project site (i.e., West Hillsdale Boulevard and Clearview Way). Per discussions with Hexagon, it can be conservatively assumed that all Revised Project traffic trips (i.e., 710 trips per day) would travel to the project site via West Hillsdale Boulevard. The provided existing turning movements for this intersection were converted to Existing average daily traffic (ADT) volumes by taking the average of the AM and the PM peak hour volumes and multiplying the

[19] California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed July 9, 2024.

total by 10 (according to guidance from Hexagon). Existing plus Project volumes were estimated by adding 710 daily trips to West Hillsdale Boulevard both east and west of Clearview Way.

Revised Project traffic noise effects along West Hillsdale Boulevard were quantitatively evaluated by modeling Existing and Existing plus Project traffic noise using ADT, posted speeds, and existing vehicle-mix assumptions (i.e., the proportion of trucks) provided by Hexagon, and by using a spreadsheet based on the FHWA Traffic Noise Model, version 2.5.[20] The spreadsheet calculates the traffic noise level at a fixed distance from the centerline of a roadway, according to the traffic volume, roadway speed, and vehicle mix predicted to occur under each condition. Refer to Table 4.10-5 for a summary of the traffic noise modeling results for existing and existing-with-project conditions along West Hillsdale Boulevard both east and west of Clearview Way.

Table 4.10-5. Modeled Traffic Noise Levels

Roadway	Segment Location	Modeled Existing Conditions (dBA L_{dn})	Modeled Existing-with-Project Conditions (dBA L_{dn})	Change (dB)	3 dB Increase or Greater?
West Hillsdale Boulevard	West of Clearview Way	63.5	63.8	0.4	No
West Hillsdale Boulevard	East of Clearview Way	65.0	65.3	0.3	No

Note: Modeled noise levels at a fixed distance of 50 feet from the roadway centerline.
Traffic noise modeling input and output data is included in Appendix B.

As shown in Table 4.10-5, Revised Project-generated traffic is predicted to add between 0.3 and 0.4 dBA to the existing L_{dn} noise levels at a distance of 50 feet from the centerline of the modeled roadway segments. Because Revised Project-related traffic noise increases over existing conditions would be less than 3 dB (i.e. noting that a 3-dB increase is considered a barely perceptible change in noise), the Revised Project would not result in substantial traffic noise increases. Revised Project traffic noise impacts would be less than significant, consistent with the impact conclusion in the certified EIR.

Regarding non-transportation sources of operational noise, these noise sources were also evaluated in the Certified EIR. In general, it was stated that all stationary building sources of noise and/or all equipment proposed under the Master Plan would be acoustically enclosed, substantially reducing stationary sources of noise. As a result of the acoustic enclosures around all equipment and stationary sources of noise under the Master Plan, it was determined that the Project would not result in a substantial permanent increase in ambient noise levels at sensitive land uses; noise impact from stationary sources of operational noise were also determined to be less than significant.

The Revised Project would include heating and cooling equipment, and emergency generators that would operate in case of emergency and would be tested intermittently. Project mechanical equipment used to provide heating and cooling would be acoustically enclosed, as was the case in the 2015 Facilities Master Plan EIR. Regarding the proposed emergency generator, the project would install one 80-kW generator on the site near the eastern perimeter of the project building

[20] Federal Highway Administration. 2004. *FHWA Traffic Noise Model,® Version 2.5, Look-Up Tables User's Guide*. Final. FHWA-HEP-05-008 /DOT-VNTSC-FHWA-0406. December. Washington, D.C. Prepared by U.S. Department of Transportation, Research and Special Programs Administration, John A. Volpe National Transportation Systems Center Acoustics Facility. Cambridge, MA.

inside of a concrete masonry unit (CMU) enclosure. Noise from the generator during both testing and emergency operations would be reduced by the solid CMU enclosure. The project generator would generally be used only during emergency situations or power outages, but periodic testing, for an estimated 30 minutes once per month during daytime hours, would occur.

Because mechanical equipment, including heating and cooling equipment and emergency generators, would be enclosed, noise from such equipment would be within the envelope of the previous analysis completed in the 2015 Facilities Master Plan EIR. In addition, due to the distances to the nearest sensitive land uses (i.e., 150 feet or greater), and due to the existing noise levels in the project vicinity (e.g., approximately 65 dBA L_{dn} as shown for LT-1), noise from mechanical heating and cooling equipment and the intermittent testing of an emergency generator would not be excepted result in significant noise increases at off-site noise sensitive uses. The Revised Project would result in similar noise effects as disclosed in the Certified EIR pertaining to mechanical equipment. Noise impacts associated with Revised Project mechanical equipment would be less than significant, consistent with the impact conclusion in the certified EIR.

Regarding vibration impacts, the Certified EIR found that the Approved Project's impacts related to excessive groundborne vibration or groundborne noise levels would be less than significant. Specifically, the Certified EIR stated that vibration levels were not expected to expose structures to vibration levels in excess of applicable damage thresholds, and vibration from project construction activities was not expected to be perceptible at off-campus land uses. As discussed in the Certified EIR, construction of the Approved Project was stated to require impact tools or activities that are typically associated with substantial vibrational impacts, such as pile drivers, jackhammers, impacts hammers, and earth compaction tools. The operation of heavy-duty construction equipment could also generate localized groundborne vibration in the vicinity of the construction site. Note that the Revised Project would not require the use of pile drivers. A project-specific vibration analysis (for both annoyance and damage effects) was conducted for the Revised Project and is presented below.

Regarding vibration-related annoyance, all construction activities for the Revised Project would occur during the daytime hours of 7:00 a.m. and 6:00 p.m. Monday through Friday and 9:00 a.m. and 5:00 p.m. on Saturdays. No nighttime construction would occur. People are generally considered less sensitive to noise during daytime hours; however, this evaluation also considers the potential for annoyance to occur during daytime hours. The most vibration-intensive equipment expected to be used for Revised Project construction is a vibratory roller. As shown in Table 4.10-4, a vibratory roller can generate a vibration level of approximately 0.210 PPV in/sec at a distance of 25 feet.

Table 4.10-4. Vibration Levels in PPV in/sec of Project Construction Equipment

Equipment	PPV at 25 feet	PPV at 50 feet	PPV at 150 feet	PPV at 600 feet
Vibratory Roller	0.210	0.074	0.014	0.002
Large bulldozer or Drill Rig	0.089	0.031	0.006	0.001
Small bulldozer	0.089	0.031	0.006	0.001

PPV = Peak particle velocity, measured in inches per second.

The nearest off-site land uses are residential buildings located approximately 150 feet away from the perimeter of the project site. At a distance of 150 feet, and as shown in Table 4.10-4, a vibratory roller could result in a vibration level of 0.014 PPV, in/sec. This is well below the Caltrans "distinctly perceptible" criterion of 0.04 PPV, in/sec which was used to evaluate vibration-related annoyance

impacts in the Certified EIR. Additional uses that may be considered sensitive to vibration are located further from the Revised Project site. For example, the Serendipity School is located approximately 600 feet from the perimeter of the Revised Project site. At this distance, a vibratory roller could result in a vibration level of approximately 0.002 PPV in/sec, which is also well below the 0.04 PPV "distinctly perceptible" Caltrans criterion.

Because vibration levels from project construction would be below the "distinctly perceptible" criterion at nearby land uses, and because no construction activities would take place during nighttime hours (when people are generally considered to be more sensitive to vibration), vibration-related annoyance impacts associated with the Revised Project would be considered less than significant, consistent with the impact conclusion in the Certified EIR.

Vibration from construction can result in damage to adjacent structures if the construction activity is particularly vibration-intensive or if construction takes place particularly close to structures that are susceptible to vibration-related damage. As stated previously, the nearest buildings to the Revised Project construction areas are the off-campus residential structures located approximately 150 feet from the site. These residential structures are conservatively assumed to be similar to "older residential buildings" shown in Table 3.10-7 of the Certified EIR. Vibration levels at a distance of 25 feet from construction equipment, and at other distances (including 150 feet), are shown in Table 3.10-6 from the Certified EIR and in Table 4.10-4 presented previously.

As construction activities would take place at least 150 feet from the nearest off-site structures, vibration from project construction equipment at the nearest off-site structures would be up to 0.014 PPV in/sec, or lower (if equipment is operating towards the interior of the Revised Project site as opposed to near the perimeter), as shown in Table 4.10-4. This vibration level is well below the Caltrans damage criterion of 0.3 PPV in/sec for "older residential structures" (refer to Table 3.10-7 of the 2015 Facilities Master Plan Amendment EIR). At greater distances, vibration levels would be even lower. Therefore, vibration-related damage impacts associated with the Revised Project would be considered less than significant, consistent with the impact conclusion in the Certified EIR.

Regarding land use compatibility for the Revised Project's residences, multi-family residential land uses (such as the proposed project) are generally considered to be "normally acceptable" in the State of California in noise environments of up to 65 dBA CNEL/L_{dn} and "conditionally compatible" with noise levels of up to 70 dBA CNEL/L_{dn}. The "Conditionally compatible" determination means that it is likely that acceptable interior noise levels (generally 45 dBA CNEL/L_{dn}) could be met with these exterior noise levels, but that more features or measures may be required to ensure that is the case. Specifically, conditionally acceptable noise levels are such that "conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice"[21] to reduce exterior noise levels of up to 70 dBA to the appropriate 45 dBA interior noise level.

With respect to interior noise levels at project multi-family residences, based on the U.S. Environmental Protection Agency's (EPA's) guidance, closed windows can reduce noise levels by approximately 25 dBA without the incorporation of advanced sound transmission class (STC) materials into the project design.[22] Based on the generally accepted exterior-to-interior noise attenuation of homes with closed windows of approximately 25 dBA, and given that exterior noise

[21] State General Plan Guidelines. Appendix D. Noise Element Guidelines. 2017. Available: https://opr.ca.gov/planning/general-plan/guidelines.html

[22] U.S. Environmental Protection Agency. 1974. Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety. Appendix B, Table B-4. March.

levels would generally be around 65 dBA L_{dn} based on noise measurements in the project area (with LT-1 being the more representative location with an L_{dn} of 64.7 dBA), the interior noise levels at the new residential development would be an estimated 40 dBA L_{dn}. Therefore, interior noise levels at the project would not be expected to exceed 45 dB L_{dn}/CNEL in any habitable room with windows closed (noting that fresh air supply systems or/or air conditioning is included in the project design). Interior noise levels at Revised Project residences would therefore be expected to be compatible with multi-family residential land uses.

Regarding aircraft noise, the Certified EIR found that the Approved Project is not located within an airport land use plan area; accordingly, there would be no impact related to excessive noise exposure from airport activity. As noted in the Certified EIR, the campus is located approximately 3.5 miles from San Francisco International Airport (SFO), but it is not located within the CNEL 65 dBA noise contour of the airport. The Revised Project is located on the same Project Site. Therefore, no impacts would occur under the Revised Project, consistent with the impact conclusion in the Certified EIR. In addition, the Certified EIR found that the Approved Project is not located in the vicinity of a private airstrip; accordingly, there would be no impact related to excessive noise exposure from private airstrips. The Revised Project is located on the same Project Site. Therefore, no impacts would occur under the Revised Project, consistent with the impact conclusion in the Certified EIR.

Based on the analysis above, the Revised Project would not result in new environmental impacts, substantially increase the severity of the previously identified environmental impacts, nor require new mitigation measures, and no new information has emerged that would materially change the analyses or conclusions set forth in the Certified EIR with regard to noise. Therefore, the Revised Project would not change the analysis or conclusions reached in the Certified EIR with regard to noise.

4.11 Population and Housing

The Certified EIR found that the Approved Project would have no impact with regard to directly inducing substantial population growth. The Certified EIR found that the Project would not construct new residential units on campus and the proposed improvements to the campus would not facilitate or result in increases in enrollment, employment, or contribute to campus growth, rather they would improve the functionality of the campus. The Certified EIR noted that enrollment at the campus has stabilized and is not based on the size of campus buildings. Therefore, the Certified EIR concluded that the Approved Project would have no impact.

The Revised Project would construct a new 316-bed student housing complex on campus, generating 316 on-site residents not accounted for in the Certified EIR. The San Mateo County Community College District has approximately 27,847 students enrolled in its programs. Based on a 2018 Districtwide Survey, 58% percent of these students are housing insecure and 6% are homeless.[23] As the student housing facility would be available exclusively to SMCCCD students, the Revised Project would not induce population growth, but would instead draw from student residents already residing in the county and in need of affordable housing options. Therefore, direct impacts from population and housing growth would be less than significant, different from the impact conclusion in the Certified EIR, but not a new significant impact.

[23] San Mateo County Community College District. 2023. *Student Housing Project Proposal 2023-2024, Capital Outlay Budget Change Proposal*. January 20, 2023.

The Certified EIR found that substantial population growth indirectly induced by job growth resulting from the Approved Project would be less than significant. As noted in the Certified EIR, construction of the Approved Project would result in a temporary increase in construction-related job opportunities in the local area. However, the opportunities provided by construction of the Approved Project would not likely result in household relocation by construction workers to the Approved Project vicinity since these jobs would be temporary. Construction workers can be expected to be drawn from the construction employment labor force already residing in the Approved Project vicinity since these jobs would be temporary. It is not likely that construction workers would relocate their place of residence as a consequence of working on the Approved Project. The increase in construction-related jobs would not be permanent and, therefore, employment opportunities provided by construction of the Approved Project would not generate substantial population growth.

The Revised Project would develop a student housing facility on the same Project Site as the Approved Project and would likewise create a similar need for temporary construction work. The Revised Project would take approximately 20 months and would temporarily increase construction-related job opportunities. However, as with the Approved Project, the temporary nature of the employment opportunities would not induce householder relocation for those employed in construction of the Revised Project. Therefore, substantial population growth indirectly induced by job growth resulting from the Revised Project would be less than significant, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project would not involve the displacement of housing units of people since the Project Site is currently vacant and the Approved Project would not include the displacement of housing or people.

The Revised Project would construct a student housing facility on a portion of the campus current occupied by a vacant parking lot. Therefore, the Revised Project would not involve the displacement of housing or people necessitating the construction of replacement housing elsewhere. There would be no impact, consistent with the impact conclusion in the Certified EIR.

Based on the analysis above, the Revised Project would not result in new environmental impacts, substantially increase the severity of the previously identified environmental impacts, nor require new mitigation measures, and no new information has emerged that would materially change the analyses or conclusions set forth in the Certified EIR with regard to population and housing. Therefore, the Revised Project would not change the analysis or conclusions reached in the Certified EIR with regard to population and housing.

4.12 Public Services and Utilities

The Certified EIR found that the Approved Project's impacts to fire and police protection would be less than significant. The Certified EIR found that the Approved Project would not result in an increased capacity, student enrollment, or staffing levels at the established community of the College of San Mateo Campus. Therefore, the Project would not result in an increase in demand for fire protection services currently provided by the City of San Mateo Fire Department (SMFD) and police protection services currently provided by the City of San Mateo Police Department (SMPD). As noted in the Certified EIR, there would be no reduction in fire or police protection service ratios or increase in fire or police protection response time or demand. Therefore, the Certified EIR concluded that the Approved Project would have less than significant impact.

The Revised Project would construct a new 316-bed student housing complex on campus, generating 316 on-site residents on the CSM campus that are not accounted for in the Certified EIR. However, as discussed in Section 4.11, *Population and Housing*, the Revised Project would not induce population growth at the Project Site but would instead draw from the existing student population already residing in the county and in need of affordable housing options. Therefore, consistent with the impact conclusion in the Certified EIR, impacts to service ratios and response times for fire protection and police protection services would be less than significant.

The Certified EIR found that the Approved Project would not result in an increase in demand for schools (e.g., kindergarten through 12th grade) or other public facilities because there would be no new population growth. Therefore, the Approved Project would have no impacts to schools. As stated above, the Revised Project would construct new student housing to house existing enrolled students. The Revised Project would not facilitate or cause increases in enrollment, employment, or contribute to campus growth among the SMCCCD campuses. Therefore, similar to the findings in the Certified EIR, the Revised Project would result in no impacts regarding student enrollment at schools or level of service at public facilities.

The Certified EIR found that the Approved Project's impacts to water supply would be less than significant. Water is likely to be used during Project construction for preventing dust from becoming airborne, routine cleaning of construction equipment, mixing of concrete, and other purposes. Water usage during the construction phase would not be substantial and could be accommodated with the District's existing water supply at the Colleges of San Mateo.

The Revised Project would construct a new 316-bed student housing complex on campus on a currently vacant lot. Water supply demand and usage would be similar to that of the Certified EIR. Though the Revised Project would introduce new residential units, it would not increase capacity, student enrollment, or staffing. The campus has a water tank which was completed in March 2023 with a capacity of 1.2 million gallons. The campus is currently utilizing only 900,000 gallons. Furthermore, the Revised Project would plant vegetation that require low water use, drought tolerant and local climate adapted species, including native species. The potential increase in water usage would also be offset by the decrease in water usage through the District's Water Efficiency Program, which helped decrease water usage by approximately 26% since 2013. The Revised Project would not result in the need for additional water supply significantly over existing demand in the broader region because the Project would not introduce a new population demanding additional water, but would instead house existing students from the area. Therefore, similar to the impact conclusion in the Certified EIR, impacts to water supply would be less than significant under the Revised Project.

The Certified EIR found that the Approved Project's impacts to wastewater during construction and operation would be less than significant. Wastewater generated from Project construction would come from activities including maintenance, washing, and cleaning for interior building renovations. Wastewater generated during construction would not be substantial and could be accommodated with the District's existing wastewater system capacity. The Approved Project would not introduce a new population that would generate additional wastewater onsite. Therefore, the Approved Project's impact on wastewater system capacity and infrastructure would be less than significant.

As stated in Chapter 2, *Project Description,* the Revised Project would include sustainability strategies such as installation of low-flow lavatories, showers, kitchen sinks, urinals and toilets. The Revised Project would build a new student housing facility to accommodate 315 existing students

and a full-time residential director, which could result in increased generation of wastewater associated with the increased water use compared to the Approved Project. However, the Revised Project would not increase capacity, student enrollment, or staffing levels at the campus. Additionally, the students would be from the area and existing student body, so there would not be a net increase in wastewater usage in the area. Districtwide water conservation efforts as part of the District's Water Efficiency Program are expected to and assist with the continued decrease of water use. The Revised Project's additional wastewater generation would be offset by the District's water conservation efforts. With the sustainable strategies and continued water conservation efforts applied, wastewater impacts at the Revised Project site would be less than significant, similar to the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project's impacts to stormwater drainage would be less than significant. As noted in the Certified EIR, the Approved Project would increase the amount of impervious surface on campus. In addition, the Approved Project would target LEED Gold certification and would target LEED credit requirements for stormwater runoff, and these requirements are comparable to the SMCWPPP. The Approved Project would also comply with the District's Storm Water Management Program, which would ensure that stormwater runoff is handled according to current Regional Water Board standards. The Approved Project would not alter stormwater drainage patterns at the CSM campus and would not require new construction of stormwater drainage facilities or expansion of existing facilities. The impact would be less than significant.

The Revised Project would also include target LEED Gold certification and would target LEED credit requirements for stormwater runoff. Stormwater requirements are comparable to the SMCWPPP Provision C.3 requirements. The Revised Project could include commitment to net zero increase in stormwater runoff and systems that are designed to effectively manage quantity of stormwater flows while protecting local stream water quality. Further, as discussed in Section 4.8, *Hydrology and Water Quality*, the Revised Project would reduce impervious surface area on the Project Site by approximately 44,000 sf compared to the Approved Project, which would reduce stormwater flow rates and volumes. Additionally, the Revised Project design includes Low Impact Design such as bioretention, pervious pavers, flow through planter, or green roofs to treat on-site stormwater runoff before it is discharged into the storm drain system. A new bioretention area would be located at the south end of the Project Site. Therefore, impacts to stormwater drainage would be less than significant under the Revised Project, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project's impacts to solid waste during construction and operation would be less than significant. Solid waste and recycling collection for the Approved Project site, is provided by Allied Waste Industries. Ox Mountain Landfill, located east of Half Moon Bay in unincorporated San Mateo County and is currently permitted to operate through 2034. The Project would divert a minimum of 50 percent (with a target goal of 75 percent) of all construction waste from the receiving landfill. Once constructed, the Approved Project would not increase student capacity, student enrollment, or staffing levels at the campus and thus would not result in additional generation of solid waste over existing conditions. The Certified EIR concluded the Approved Project's impacts related to solid waste and landfill capacity would be less than significant.

Similarly, the Revised Project would adhere to the same waste diversion goal as the Approved Project. Solid waste and recycling collection for the Revised Project would also be provided by Allied Waste Industries and similar to the Approved Project, the Revised Project would not increase

student capacity, enrollment, or staffing levels and therefore would not contribute to additional waste during Project operation as the net student body would not change. As discussed in Chapter 2, *Project Description*, the Revised Project would divert a minimum of 50 percent (with a target goal of 75 percent) of all construction waste from the receiving landfill as well, which is more than the 65 percent diversion requirement under the California Green Building Standards Code (CALGreen)[24] Furthermore, since the Certified EIR in 2015, waste diversion requirements have become more stringent with CalRecycle's enforcement of new regulations under SB 1383. The regulations primarily aim to divert organic waste from landfills through a variety of requirements.[25] Therefore, impacts to solid waste during construction would be less than significant under the Revised Project, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project would have no impacts to federal, state, and local statutes and regulations related to solid waste. AB 75 mandates the District to divert 50 percent of the District's solid waste stream. The District developed and implemented a plan to reduce solid waste as part of the sustainability plan for each campus. Seventy-five percent of its solid waste stream was diverted in 2004. As noted in the Certified EIR, the Approved Project would continue to implement measures in its sustainability plan to meet or exceed the statewide goal of 75 percent waste diversion by 2020 and strive to achieve zero waste. The Approved Project would be in compliance with regulations related to solid waste and there would be no impact.

The Revised Project would also meet or exceed the statewide goal. The Revised Project would comply with the sustainability plan adopted by the District for the campus and incorporate a number of environmental commitments intended to minimize the impacts of construction. It is also anticipated that all new building construction on campus would design with LEED2 Gold certification intent (although not pursued), and all new and modernization and renovation as part of the Revised Project would aim to exceed the California Green Building Standards Code (CALGreen)'s Energy Efficiency Standards by at least 15 percent. To achieve the credits needed for LEED certification, builders must take additional actions where LEED requirements far exceed CalGreen's. Therefore, no impacts to federal, state, and local statutes and regulations related to solid waste would occur under the Revised Project, consistent with the impact conclusion in the Certified EIR.

Based on the analysis above, the Revised Project would not result in new environmental impacts, substantially increase the severity of the previously identified environmental impacts, nor require new mitigation measures, and no new information has emerged that would materially change the analyses or conclusions set forth in the Certified EIR with regard to public services and utilities. Therefore, the Revised Project would not change the analysis or conclusions reached in the Certified EIR with regard to public services and utilities.

4.13 Recreation

The Certified EIR found that the Approved Project would have no impact related to the increased use of existing neighborhood and regional parks. The Approved Project would not induce population

[24] California's Department of Resources Recycling and Recovery (CalRecycle). 2024a. Construction and Landscaping. 2024. https://calrecycle.ca.gov/organics/slcp/jurisdictions/calgreenmwelo/ (accessed October 2, 2024).

[25] California's Department of Resources Recycling and Recovery (CalRecycle). 2024b. CalRecycle. New Statewide Mandatory Organic Waste Collection. 2024. https://calrecycle.ca.gov/organics/slcp/collection/ (accessed October 2, 2024).

growth or increase student enrollment or capacity at CSM, therefore would not increase use of neighborhood or regional park such that it would result in substantial deterioration of such facilities. Therefore, no impact would result.

The Revised Project would generate 316 new permanent residents on-site. New onsite residents would increase use of neighborhood or regional parks and recreation space. However, as described in the 2015 Facilities Master Plan Amendment EIR, the College of San Mateo campus includes a gymnasium, a swimming pool complex (Aquatics Center), softball field, baseball field, general sports turf field, track and football stadium, tennis courts, along with other passive recreational areas, such as open lawns and gathering spaces. These would provide sufficient recreation space to accommodate the onsite residents and relieve any additional use of neighborhood parks that would have otherwise occurred. Therefore, while the Revised Project would increase the use of available neighborhood and recreational space, sufficient space currently exists and the impacts would be less than significant.

The Approved Project includes the demolition of the existing Building 8, Gymnasium, and the construction of a new, larger two-story Building 8, Gymnasium within the same footprint as the existing building. The construction and operation or the replacement structure was analyzed in the Certified EIR and the physical effects on the environmental were determined to be less than significant.

The Revised Project does not include any recreational facilities, nor would it require the expansion of recreational facilities which might have an adverse physical effect on the environment. As discussed above, the College of San Mateo campus includes a gymnasium, swimming pool, and athletic fields, as well as lawns and gathering spaces, which would accommodate the needs of the new onsite residents. Therefore, this impact would be less than significant, consistent with the conclusion in the Certified EIR.

Based on the analysis above, the Revised Project would not result in new environmental impacts, substantially increase the severity of the previously identified environmental impacts, nor require new mitigation measures, and no new information has emerged that would materially change the analyses or conclusions set forth in the Certified EIR with regard to recreation. Therefore, the Revised Project would not change the analysis or conclusions reached in the Certified EIR with regard to recreation.

4.14 Transportation/Traffic

The Certified EIR found that the Approved Project would have no impact for vehicle delay or deterioration of traffic operations during Project operations. The Approved Project would renovate and demolish and construct buildings which would not contribute to enrollment, employment, or campus growth. The Approved Project's improvements would not generate new vehicle trips or change the existing travel patterns on the roadway network; therefore, there would be no impact.

The Revised Project would generate new student housing on-site that was not previously considered in the Certified EIR. A Traffic Study was prepared for the Revised Project by Hexagon Transportation Consultants[26], Inc. and is included in Appendix C of this Addendum. The Traffic Study found that the Revised Project would generate 710 daily vehicle trips, with 24 trips occurring

[26] 2024. Hexagon Transportation Consultants, Inc. *Traffic Study for SMCCCD Student Housing Project in San Mateo County.* May 16, 2024.

during the AM peak hour and 48 trips occurring during the PM peak hour. It is expected that the small number of trips would not cause noticeable impacts on intersection operations. Furthermore, student housing on campus would reduce the trips students would otherwise have to drive to and from campus. Therefore, no impacts to vehicle delays or deterioration of traffic operations would occur during the Revised Project operations, consistent with the impact conclusion in the Certified EIR.

The Certified EIR found that the Approved Project would not alter the existing transportation facilities and would not increase demand for transit services internally and externally. The Approved Project would not interrupt the existing transit service on the campus and on roadways surrounding the campus. The Certified EIR found there would be no impacts on transit services and facilities. Similarly, as discussed in Section 4.11, *Population and Housing*, the Revised Project would not generate increased student enrollment, capacity, or contribute to campus growth. The Revised Project would house students who are already enrolled at the Colleges of San Mateo and is not expected to substantially increase the transit demand beyond existing or planned transit service. The number of students using existing transportation facilities would not expect to change regardless if they lived on campus or off site. Furthermore, since students would relocate from their current housing to on-campus housing under the Revised Project, commutes to campus would be reduced. Therefore, impacts to transit service and facilities would result in no impact, consistent with the conclusion in the Certified EIR.

The Certified EIR found that the Approved Project would not interrupt the existing pedestrian and bicycle facilities on campus and on roadways surrounding the campus, introduce safety hazards to the facilities, or otherwise conflict with the local general plan. The Revised Project would have sidewalk access on both sides of CSM Drive east of Perimeter Road, the south side of Perimeter Road east of Hillsdale Boulevard, the east side of Hillsdale Boulevard between Clearview Way and Perimeter Road and the west side of Hillsdale Boulevard between Clearview Way and SR 92 Ramps. The Revised Project proposes one crosswalk providing pedestrian connections between the parking lot and the pedestrian paths surrounding the building. In addition, the Project Site is not well served by any existing bicycle facilities; however, due to the low traffic volumes, Perimeter Road and CSM Drive are conducive to bicycle usage. Therefore, the Revised Project would have no impact to pedestrian and bicycle circulation, consistent with the conclusion in the Certified EIR.

The Certified EIR found that construction of the Approved Project could result in a disruption to traffic flows on the surrounding roadways due to the number of heavy-duty construction vehicles sharing the roadway with normal vehicle traffic, which could create potential conflicts between incompatible uses. However, the District has committed to developing and implementing a traffic control plan, as needed, during construction to minimize the effects of construction traffic on the surrounding area. The Certified EIR identified the following mitigation measure, which would be applicable to the Revised Project:

Mitigation Measure CSM-TRA-1: Implement a Traffic Control Plan during construction at the College of San Mateo

Please see above in Section 4.7, *Hazards and Hazardous Materials*.

As noted in the Certified EIR, with implementation of **Mitigation Measure CSM-TRA-1**, temporary traffic impacts during construction would be less than significant. The Revised Project would not export any soil off site so it would not generate additional traffic along local haul routes. Soil import in the Revised Project would be subject to **Mitigation Measure CSM-TRA-1** which requires the construction contractor to schedule construction activities and material hauling to off-peak hours and

use routes that would affect the fewest number of people, in accordance with a traffic control plan approved by the City. Therefore, impacts related to construction traffic would be less than significant with mitigation under the Revised Project, consistent with the impact conclusion in the Certified EIR.

Based on the analysis above, the Revised Project would not result in new environmental impacts, substantially increase the severity of the previously identified environmental impacts, nor require new mitigation measures, and no new information has emerged that would materially change the analyses or conclusions set forth in the Certified EIR with regard to transportation and traffic. Therefore, the Revised Project would not change the analysis or conclusions reached in the Certified EIR with regard to transportation and traffic.

5. Determination

Based on the analysis and discussion presented in this document, no supplemental or subsequent environmental analysis is needed pursuant to CEQA Guidelines Sections 15162, 15163, and 15164. It is concluded that the analysis conducted, and the conclusions reached, in the Final EIR certified in December 2015 remain valid. The Revised Project would not cause any new significant impacts or any substantial increases in the severity of previously identified significant effects. No changes have occurred with respect to circumstances surrounding the Approved Project that would cause significant environmental impacts to which the Revised Project would contribute considerably. In addition, no new information has become available that shows that the Approved Project or the Revised Project would cause significant new environmental impacts. Therefore, no supplemental environmental review is required beyond this Addendum.

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Date of Determination

I do hereby certify that the above determination has been made pursuant to State and local requirements.

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Dr. Richard Storti
Executive Vice Chancellor
Administrative Services