SAN MATEO LAFCo
LOCAL AGENCY FORMATION COMMISSION
455 COUNTY CENTER, 2ND FLOOR • REDWOOD CITY, CA 94063-1663 • PHONE (650) 363-4224 • FAX (650) 363-4849

May 14, 2008

TO: Members, Formation Commission

FROM: Martha Poyatos
Executive Officer

SUBJECT: LAFCo File No. 07-15--Proposed Reorganization of a portion of Cañada College Campus involving minor sphere of influence amendments, detachment from Town of Woodside and Woodside Fire District, and Annexation to the City of Redwood City (Approximately 3.3 acres)

Summary

This application, submitted by resolution of the San Mateo County Community College District (SMCCD), requests amendment of the spheres of influence of the Woodside Fire Protection District, Town of Woodside and City of Redwood City, detachment of a 3.3 acre portion of the Cañada College Campus from the Fire District and Town of Woodside and annexation to the City of Redwood City to facilitate construction of a 60-unit faculty/staff housing project within the City of Redwood City boundaries. Pre-zoning, annexation and development of the site were analyzed in the "Initial Study and Mitigated Negative Declaration for Faculty/Staff Housing Project at Canada College, August 2007."

The proposal area is a portion of Cañada College Campus, known as Parking Lot 3, which is currently in the Town of Woodside and Woodside Fire District. Detachment and annexation are requested to place the project site within the boundaries of the City of Redwood City to provide for sewer, water and other municipal services necessary for the multi-family housing. Commission approval of the proposed sphere amendment and reorganization is recommended.

Report and Recommendation

As noted above, this proposal requests minor sphere amendments, detachment from Woodside Fire District and Town of Woodside and annexation to Redwood City of 3.3 acres consisting of Cañada College Parking Lot No. 3 (Assessor's Parcel Number 058-320-340). The sphere amendment and reorganization is part of a larger project that involves development of Lot 3 as 60-unit faculty/staff housing, City of Redwood City General Plan Designation and Prezoning, and Regional Housing Needs Allocation Trade between Redwood City and Town of Woodside. In addition to 60-unit faculty/staff housing, the project includes a community

room, outdoor space and landscaping. Development in the City of Redwood City was sought by SMCCD because the Town of Woodside does not have a multi-family zoning designation, part of the campus is already in Redwood City, all of the campus already receives City of Redwood City water and sewer service and the City of Redwood City provides a full range of urban services including sewer and water in the area.

The territory is at the southeastern portion of the campus east of Interstate 280. It is contiguous to the Redwood City boundary and accessed via the Cañada College entrance off Farm Hill Boulevard. Adjacent land uses include the balance of Cañada College campus to the north, adjacent tennis courts, RH 20 zoned vacant land and Farm Hill Boulevard to the south, Emerald Hills Golf Course and condominiums to the east and campus buildings and the campus loop road to the west. The City of Redwood City prezoning designation is R-3 (Multi-family low density residential), consistent with existing nearby development on Farm Hill Boulevard in Redwood City.

The development project is more thoroughly described in the "Initial Study and Mitigated Negative Declaration for Faculty/Staff Housing Project at Cañada College, August 2007," and accompanying Addendum Adopted by the City of Redwood City, which are included for Commission consideration.

Affected Agency & Community Participation

The review process for the project has included numerous meetings and public hearings, including:

- San Mateo County Community College District (Applicant): Seven meetings with community groups/homeowner associations and association representatives held by SMCCD project staff between June 26, 2007 and February 8, 2008, SMCCD Board meeting on September 26, 2007, at which the Board adopted the mitigated negative declaration, approved the project and adopted a resolution of application to LAFCo.
- Redwood City: Three Architectural Design Committee Meetings, Three Planning Commission meetings, Two City Council meetings (one to designate SMCCD as lead agency, one to adopt pre-zoning and zero property tax transfer)
- Town of Woodside: One Planning Commission meeting, Two Design Subcommittee meetings, Four Town Council meetings that included action to approve a lot-line adjustment and zero property tax transfer.
- Woodside Fire Protection District: Two board meetings at which the Board adopted the resolution of zero property tax transfer.

In the course of this process, the project was redesigned to address concerns from nearby neighborhoods and the Town of Woodside regarding visual impacts, including redesign from Mediterranean style to Arts and Crafts style (see footnote no. 4).

Departmental Reports

Departmental reports from Assessor, Elections and Public works include the following information. As publicly owned land, the territory is not assessed and under current use the land is uninhabited. The territory proposed for annexation consists of 3.3 acres. The map and legal description submitted with the proposal do not meet the requirements of the State Board of Equalization. It is recommended that approval be conditioned upon submittal of a map and legal description that meet the requirements of the State Board of Equalization. The City of Redwood City is the water and sewer provider in the annexation area. The proposal appears to have no adverse environmental health significance.

Factors in Consideration of a Proposal

The following section addresses factors to consider in review of a proposal pursuant to Government Code Section 56668.

(a) Population and population density; land area and land use; per capita assessed valuation; topography, natural boundaries, and drainage basins; proximity to other populated areas; the likelihood of significant growth in the area, and in adjacent incorporated and unincorporated areas, during the next 10 years.

The proposed project provides for 60 housing units in proximity to other residentially developed areas of Redwood City and will allow SMCCD to meet the housing needs of the College District as an employer. The project will result in an estimated resident population of 105 persons. As publicly owned land, the project site is not assessed. The project is located on the Cañada College Campus, is currently and as proposed, part of Redwood City's existing wastewater and sewer collection system that extends to the South Bayside System Authority Wastewater Treatment Plant. Construction of housing on the existing paved parking lot lessens impacts to drainage basins because it reduces impervious services and run off. The proposed project adds 60 additional housing units in a pattern consistent with nearby areas in the City of Redwood City.

(b) The need for organized community services; the present cost and adequacy of governmental services and controls in the area; probable future needs for those services and controls; probable effect of the proposed annexation, or exclusion and of alternative courses of action on the cost and adequacy of services and controls in the area and adjacent areas. "Services," as used in this subdivision, refers to governmental services whether or not the services are services which would be provided by local agencies subject to this division, and includes the public facilities necessary to provide those services.

The proposed project responds to an identified current and future need for affordable housing for SMCCD faculty/staff. The proposed project includes funding for construction of facilities and infrastructure necessary to provide service and the City of Redwood City can adequately provide the sewer, water, public safety and other municipal services to the project.

(c) The effect of the proposed action and of alternative actions, on adjacent areas, on mutual social and economic interests, and on the local governmental structure of the county.

The project, including detachment and annexation enable SMCCD to provide needed housing for SMCCD faculty/staff that would not be possible within Town of Woodside, due to lack of multi-family zoning and water and sewer capacity. The project is consistent with existing residential uses in the surrounding neighborhood, including similar multi-family, low-density residential development northeast of the project site. The project contributes to SMCCD's ability to attract and retain faculty/staff and promotes educational and employment opportunities to County residents.

(d) The conformity of both the proposal and its anticipated effects with both the adopted commission policies on providing planned, orderly, efficient patterns of urban development, and the policies and priorities set forth in Section 56377.

The proposed boundary change is consistent with existing service delivery patterns and urban development in adjacent areas and facilitates efficient provision of municipal services by the City of Redwood City.

(e) The effect of the proposal on maintaining the physical and economic integrity of agricultural lands, as defined by Section 56016.

There are no agricultural lands affected by the proposal.

(f) The definiteness and certainty of the boundaries of the territory, the nonconformance of proposed boundaries with lines of assessment or ownership, the creation of islands or corridors of unincorporated territory, and other similar matters affecting the proposed boundaries.

The boundaries of the proposed annexation area are definite and certain and place all of the proposed faculty/staff housing in the jurisdiction of the City of Redwood City. The Town of Woodside has completed a lot-line adjustment to clearly identify the property proposed for detachment from Woodside and annexation to Redwood City. The boundaries as proposed do not create islands or corridors of unincorporated territory.

(g) Consistency with city or county general and specific plans.

The proposal is consistent with both the City of Redwood City General Plan providing for medium density residential development and the Town of Woodside General Plan, which has no such land use designation. The proposal responds to regional and local goals to meet regional housing needs according to State Housing Element law and accepted principals of jobs housing balance, reducing faculty staff commuter traffic.

(h) The sphere of influence of any local agency which may be applicable to the proposal being reviewed.

The proposal requests a sphere of influence amendment for the Town of Woodside, Woodside Fire District and the City of Redwood City.

(i) The comments of any affected local agency or other public agency.

The record of the proceedings by SMCCD, Town of Woodside and City of Redwood City indicate support for the reorganization and the project as amended, by Town of Woodside, Woodside Fire Protection District, City of Redwood City and other agencies.

(j) The ability of the newly formed or receiving entity to provide the services which are the subject of the application to the area, including the sufficiency of revenues for those services following the proposed boundary change.

The City of Redwood City provides general administration, community development, public works, sewer, police, fire protection, library, parks and recreation and other services within its incorporated area. The City of Redwood City is capable of extending services to the area proposed for annexation. The City will receive water and sewer revenues to fund water and sewer service and residents of the faculty/staff housing will contribute to the City of Redwood City sales tax and other revenues.

(k) Timely availability of water supplies adequate for projected needs as specified in Section 65352.5.

The City of Redwood City already serves the Cañada College Campus. The City purchases water from San Francisco Public Utilities Commission. The City's water use forecast for 2000 to 2020 shows that the City can meet water supply needs by using SFPUC water supply and recycled water from the SBSA plant[1].

(l) The extent to which the proposal will affect a city or cities and the county in achieving their respective fair shares of the regional housing needs as determined by the appropriate council of governments consistent with Article 10.6 (commencing with Section 65580) of Chapter 3 of Division 1 of Title 7.

In the Bay Area, the regional housing needs allocation (RHNA) is determined by the Bay Area Association of Governments (ABAG) and San Mateo County was designated a sub-region for the RHNA. As part of each City's General Plan Housing Element[2] RHNA process the Cities are permitted to enter into an agreement to trade housing units. A feature of the proposal is that in consideration of detachment of the territory from the Town of Woodside and annexation to Redwood City to provide for housing that could not be constructed in the Town of Woodside based on land use and utilities, the cities have negotiated a housing unit trade

1 Initial Study, page 3-84

2 State Housing Element Law requires all cities and counties to adopt a Housing Element. Government Code Section 66580 includes legislative findings that: prioritize availability of housing for all California families; emphasize the need for all levels of government and the private sector to cooperate to meet this need and that local governments have a responsibility to use their powers to facilitate the improvement and development of housing to meet the needs of all economic segments of the community.

agreement resulting in a split of the 60 housing units so that Redwood City receives a net benefit of 36 housing units toward the City's regional housing needs allocation and the Town of Woodside in essence benefits by reducing the regional housing needs allocation by 24 units.

(m) Any information or comments from the landowner or owners, voters, or residents of the affected territory.

The record of proceedings of SMCCD, City of Redwood City and Town of Woodside include comments in support of the project as a whole and the project has been modified to address concerns expressed by neighboring Woodhill Estates.

(n) Any information relating to existing land use designations.

As noted above, the City of Redwood City has prezoned the territory R-3, Multi-Family Low Density Residential consistent with the City's General Plan.

(o) The extent to which the proposal will promote environmental justice. As used in this subdivision, "environmental justice" means the fair treatment of people of all races, cultures, and incomes with respect to the location of public facilities and the provision of public services.

The proposed reorganization and Cañada College Faculty/Staff Housing Project promotes affordable housing and associated public services for SMCCD faculty/staff regardless of race, culture and income.

Other Factors

Section 56668.3 provides that if the proposed change of organization or reorganization includes a city detachment or district annexation, and the proceeding has not been terminated based upon receipt of a resolution requesting termination, factors to be considered by the commission shall include:

a) Whether the proposed detachment will be for the interest of the landowners or present or future inhabitants within the city and within the territory proposed to be detached from the city.

In this regard, both cities benefit through the RHNA trade. The cities also benefit from the SMMCCD sponsorship of the project, in particular financing and dedication of land making it economically viable project that would otherwise require outside

funding and acquisition of land. Future residents of the faculty/staff housing will benefit from affordable housing in the community where they work and the project will result in elimination of work related commute trips on and off campus.

b) Any resolution raising objections to the action that may be filed by an affected agency based on financial or service related concerns

No resolutions have been filed with the Commission.

Municipal Service Review

While this is a minor sphere of influence amendment, discussion of municipal service review determinations is merited. Sections 56425 and 56430 require that prior to amending a sphere of influence the Commission shall complete a municipal service review and make determinations concerning the nine service review determinations. The following addresses the nine areas of determination.

(1) Growth and population projections for the affected area.

The initial study and negative declaration prepared for the sphere of influence amendment indicates that based on 60 new units and the similar project at the San Mateo Campus, the estimated population will be 105 persons.

(2) Present and planned capacity of public facilities and adequacy of public services, including infrastructure needs or deficiencies.

The subject area consists of a parking lot proposed for multi-family faculty staff housing. Municipal services to the study area are currently provided by the County Sheriff, Woodside Fire Protection District and City of Redwood City. Surrounding areas including the balance of the College Campus receive utility service from the City of Redwood City. New or expanded infrastructure will be funded by construction funds. Water and sewer service will be funded with fees.

(3) Financial ability of agencies provide services

New infrastructure will be funded by construction funds and ongoing sewer and water service will be funded through fees. Residents of the faculty/staff housing will also contribute to sales tax other City revenues.

(4) Status of, and opportunities for, shared facilities

The reorganization and sphere amendment facilitate development of a SMCCD sponsored faculty/staff housing project that could not otherwise be constructed in, or served by the Town of Woodside because Woodside does not have a multi-family zoning designation, nor does the Town own sewage treatment capacity, or provide sewer or water service. The City of Redwood City and Woodside Fire Protection District participate in mutual aid for fire protection to the College Campus.

(5) Accountability for community service needs, including governmental structure and operational efficiencies

The City of Redwood City provides a full range of municipal services in the areas of administration, planning and community development, emergency services, public works, water, sewer and recreation. The City of Redwood City 2007-2008 budget includes $171,752,490 in revenues and 568.7 funded positions. There is no other government structure option that would permit SMCCD to construct housing because the City of Redwood City is the only city in the area providing the full range of municipal services to serve the project.

(6) Any other matter related to effective or efficient service delivery, as required by Commission policy.

The Commission's municipal service review policy recognizes that there may be new or unique circumstances that apply since the agency boundaries or enabling legislation were established. In this case, the college campus was developed under existing land use plans of each city since city boundaries were established. The SMCCD proposal to meet faculty/staff housing needs using District owned land constitutes a new circumstance since boundaries were established and the project is geographically located to allows for effective and efficient service by the City of Redwood City.

Sphere of Influence Amendment:

The spheres of influence in the area are coterminous with city boundaries and the Woodside Fire Protection District boundary. As noted above, the college campus is split by the Woodside-Redwood City boundary. Because the detachment and annexation must be consistent with spheres of influence, it is recommended that the Commission amend the spheres of the three agencies to be consistent with the request to detach from Town of Woodside and Woodside Fire District and annex to the City of Redwood City.

Government Code Section 56425 requires that in amending a sphere of influence, the Commission make determinations in four areas: (1) The present and planned land uses in the area, including agricultural and open-space lands. (2) The present and probable need for public facilities and services in the area. (3) The present capacity of public facilities and adequacy of public services that the agency provides or is authorized to provide. (4) The existence of any social or economic communities of interest in the area if the commission determines that they are relevant to the agency.

In amending the sphere of influence, staff recommends the following determinations:

1) Present and proposed land use is consistent with land use of adjacent property in nearby areas within the City of Redwood City; 2) The territory proposed for annexation currently receives City services and construction of the faculty/staff housing is dependent upon City services; (3) The City of Redwood City has the capacity to serve the proposal area consistent with service provided elsewhere by the City; and (4) A community of interest exists to the extent that the proposed sphere amendment, detachment, annexation and faculty staff housing promotes jobs/housing balance, reduces commute congestion in surrounding areas and provides for efficient service by the City of Redwood City. Furthermore, by providing for affordable housing for faculty and staff of the Community College District, the District is able to attract and retain quality faculty and staff thereby enhancing the quality of education for the broader community of San Mateo County.

Tax Exchange

As noted above, as publicly owned land, the property is not assessed. However, Revenue and Tax Code requires that prior to considering a boundary change affected agencies must negotiate and adopt resolutions of tax exchange. The Woodside Fire District, Town of Woodside and City of Redwood City have agreed to zero tax transfer and provided LAFCo with resolutions.

Environmental Review

The San Mateo County Community College District, acting as lead agency under the California Environmental Quality Act (CEQA), prepared and adopted the "Initial Study and Mitigated Negative Declaration for Faculty/Staff Housing Project at Cañada College, August 2007", which included pre-zoning, Minor Sphere Amendment and project approvals by the City of Redwood City for the project. The initial study and mitigated negative declaration

address issues related to the sphere amendment and boundary change and are included with this report[3].

The Mitigated Negative Declaration on the development project as a whole identified several potentially significant impacts that could be reduced to less than significant with mitigation in the following areas: aesthetics and visual resources; air quality; cultural resources; hazards and hazardous materials; hydrology and water quality; noise; and transportation and traffic. In approving the project the College District and the City of Redwood City, a responsible agency, required mitigation measures, which were found to reduce impacts to a less than significant level.

The City of Redwood City as responsible agency, subsequently adopted an addendum to the Mitigated Negative Declaration providing clarifying information related to Redwood City's General Plan Land Use Designation for the site and the precise location of the City/Town boundary. The addendum did not draw any new conclusion about project impacts or mitigation measures. In the course of the review process, the project was modified to address Town of Woodside and neighbors' concerns regarding visual impacts of the project[4]. The project modifications did not constitute substantial changes or increase previously identified significant effects.

As responsible agency under CEQA, the Commission must consider the Initial Study and Mitigated Negative Declaration prepared by the College District and the City's Addendum. If an impact is outside the responsibility of the Commission and was previously mitigated by the lead agency or another responsible agency, the Commission may make the finding that the impact is within the responsibility of another public agency and not LAFCo and that mitigation measures have been adopted by another agency or can and should be adopted by another agency.

Waiver of Conducting Authority Proceedings

Paragraph [c] of Section 56663 specifies that the Commission may waive conducting authority proceedings for annexations of uninhabited territory with 100% landowner consent provided there is no opposition to the waiver by subject agencies. The purpose of the conducting authority proceeding is to measure landowner or

3 Initial Study, Pages 1-1, 1-2

4) Project site modifications included change in access drive, position of Buildings A & B creating increased hillside setbacks, reduction of east elevation massing, elimination of ancillary garage building, and reduction of retaining wall. Total number of parking spaces are retained while adjusting 54 garages to 56 and 51 open spaces to 49. Building modifications included retention of overall number of units, reduction of building elevations on portions of buildings and change in mix of one-, two- and three bedroom units. Architectural style was revised from Mediterranean to Northern California rural Arts and Crafts.

voter protest within the affected territory. Paragraph [c] was added by the legislature in 1993 to streamline annexation proceedings in which landowners had already given consent to uninhabited annexation proceedings. Staff recommends waiver of protest proceedings.

Summary and Conclusion

The reorganization and annexation to Redwood City is consistent with the general plan of the City of Redwood City and State and local policies promoting logical boundaries, availability of affordable housing for all residents and jobs/housing balance. The reorganization promotes orderly growth and development by facilitating development and service delivery under a single jurisdiction and allows the College District, as an employer to provide affordable housing, enhancing the District's ability to attract and retain faculty and staff, thereby contributing to quality education important to County residents and the County's economy. Staff therefore respectfully recommends that the Commission approve the proposed sphere amendment and annexation by taking the actions listed below.

Recommended Commission Action, by Motion:

1. Certify that the Commission has reviewed and considered the "Initial Study and Mitigated Negative Declaration for Faculty/Staff Housing Project at Canada College, August 2007" prepared by the San Mateo County Community College District as lead agency and the Addendum prepared by the City of Redwood City in compliance with CEQA.

2. Find that, based on information in the record, changes, alterations or mitigation measures to substantially lessen the potentially significant impacts identified are the responsibility of the City of Redwood City and San Mateo Community College District and not LAFCo, because regulation of land use, zoning and development and facility management are within the jurisdiction of the City and the District and not within the jurisdiction of this Commission, and such changes have been or can and should be adopted by the City and the District.

Recommended Commission Action, by Resolution:

1. Adopt the municipal service review and sphere of influence determinations and amend the spheres of influence of the Town of Woodside, Woodside Fire Protection District and the City of Redwood City, removing subject territory from the sphere of influence of Town of Woodside and Woodside Fire District and including it in the sphere of influence of the City of Redwood City.

2. Approve LAFCo File No. 07-15-- Proposed Reorganization of Cañada College Campus involving minor sphere of influence amendments, detachment from Town of Woodside and Woodside Fire District, and Annexation to the City of Redwood City (Approximately 3.3 acres)

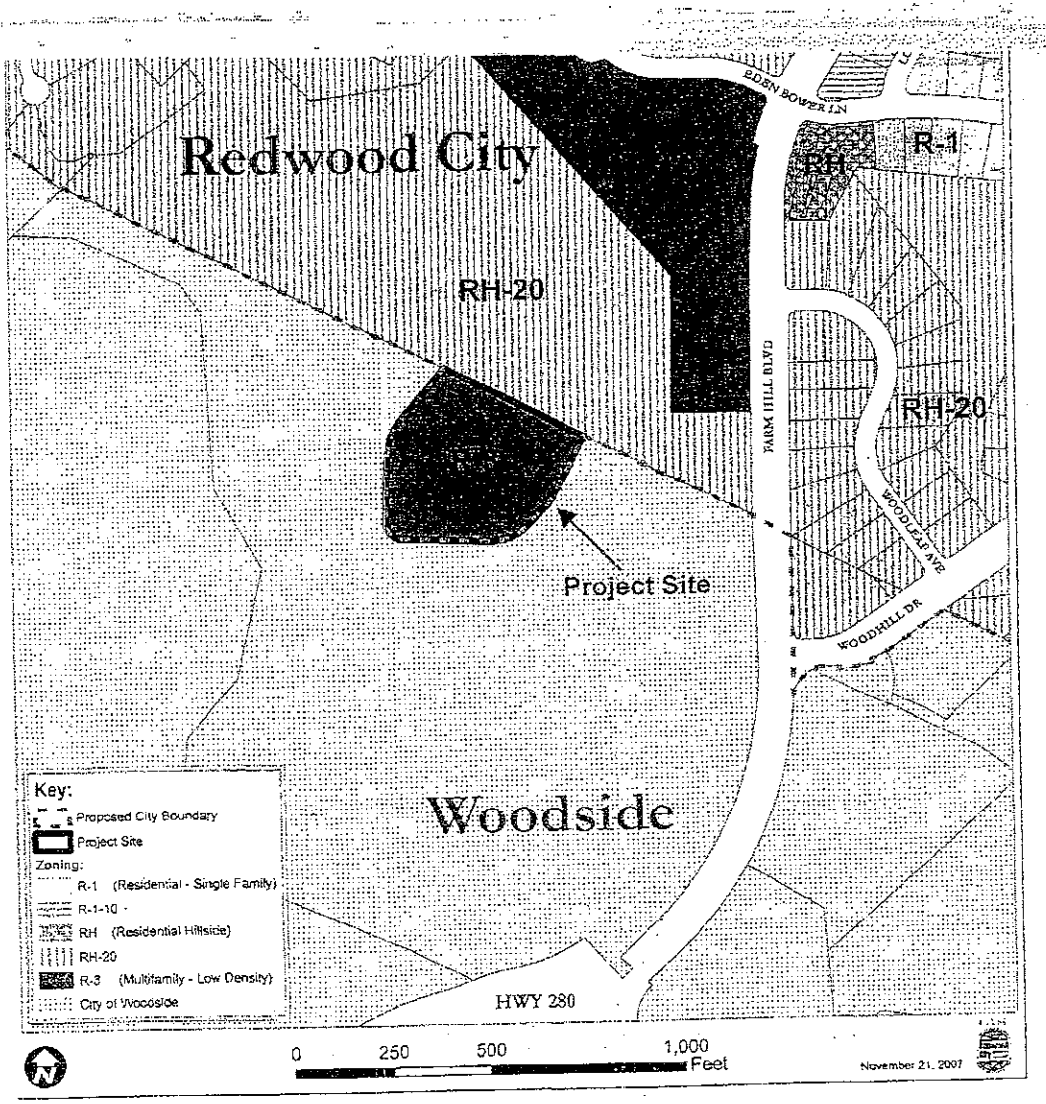
3. Waive conducting authority proceedings pursuant to Government Code Section 56663(c).

Attachments: Application Materials
Initial Study, Mitigated Negative Declaration and Addendum

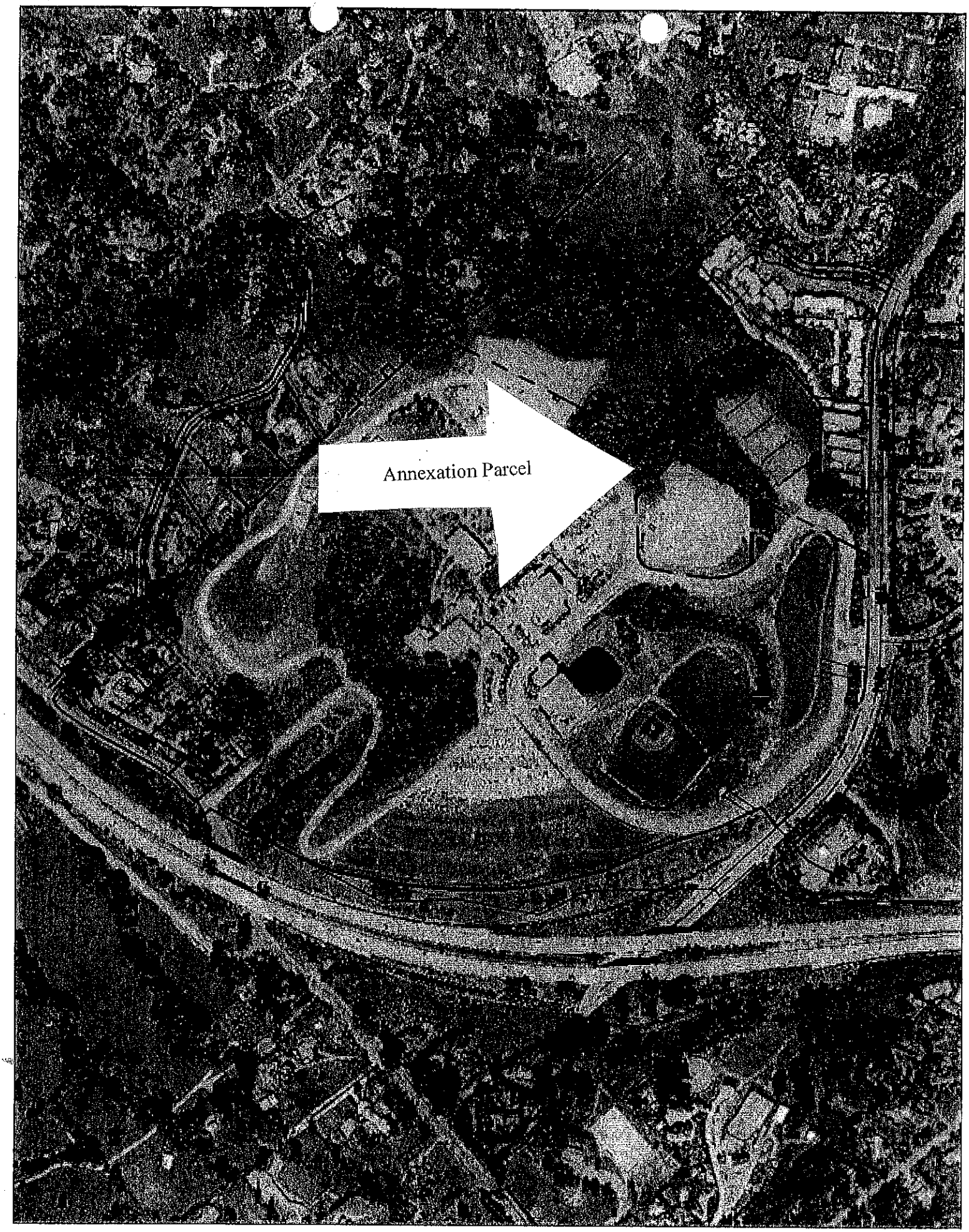
CC: Carol Woodward, Deputy County Counsel
Barbara Christensen, SMCCD
Peter Ingram, Interim City Manager, City of Redwood City
Maureen Riordan, Planning, City of Redwood City
Susan George, Town Manager, Town of Woodside
Hope Sullivan, Town Planner, Town of Woodside
Armando Muela, Chief, Woodside Fire District
Maurice LeBlanc, President, Woodhill Estates HOA
Miller Starr Regalia, representing Woodhill Estates

Canada College

Zoning Map Amendment - Prezone to "R-3" (Multi-Family Low Density Residential) District



ATTACHMENT 7B



File: X:\P\202112\SURVEY\CITY LIMITS\BOUNDARY-CITY-LIMIT.dwg Date: May 14, 2007 - 11:27am

Resolution No. 07-9

Board of Trustees
San Mateo County Community College District
San Mateo County, California
September 26, 2007

****

A Resolution of Application by the San Mateo County Community College District Requesting the Local Agency Formation Commission to Take Proceedings for the Reorganization of a Portion of Cañada College involving Detachment from the Town of Woodside and Woodside Fire Protection District and Annexation to the City of Redwood City (approximately 3.3 acres)

WHEREAS, the San Mateo County Community College District desires to initiate proceedings pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, commencing with Section 56000 of the California Government Code, for the Proposed Reorganization of Cañada College; and

WHEREAS, notice of intent to adopt this Resolution of application has been given to each interested and each subject agency; and

WHEREAS, the territory proposed to be reorganized is uninhabited, and an exhibit showing the boundaries of the territory labeled as Parking Lot 3 is set forth in Exhibit "A" attached hereto and by this reference incorporated herein; and

WHEREAS, the proposal is not consistent with the sphere of influence of the Town of Woodside, Woodside Fire Protection District and City of Redwood City and it is appropriate that the spheres be amended to include the territory; and

WHEREAS, it is desired to provide that the proposed reorganization be subject to the following terms and conditions:

None at this time

WHEREAS, the reason for the proposed reorganization is to place all lands proposed for development as a multifamily Faculty/Staff Housing project in the jurisdiction of the City of Redwood City where there are consistent and compatible adjacent land uses and available municipal services (water, sewer storm drain, etc); and

WHEREAS, the Board of Trustees of the District certifies that this proposal is not exempt from the provisions of the California Environmental Quality Act under Section 15319 of the State CEQA Guidelines; and that a CEQA environmental assessment has been conducted by a qualified consultant per all the requirements of CEQA.

NOW, THEREFORE, BE IT RESOLVED THAT this Resolution of Application is hereby adopted by the Board of Trustees of the San Mateo County Community College District, and the Local Agency Formation Commission of San Mateo County is hereby requested to take proceedings for the detachment of a portion of Cañada College from the Town of Woodside and the Woodside Fire Protection District and annexation to the City of Redwood City (described in Exhibit A) in the manner provided by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.

PASSED AND ADOPTED by the Governing Board of the San Mateo County Community College District in San Mateo, California, this 26th day of September, 2007, by the following vote:

Ayes: Helen Hausman
Richard Holober
Patricia Miljanich
Karen Schwarz

Nays:

Absent: Dave Mandelkern

Abstentions:

Attest: _____
Richard Holober
Vice President-Clerk, Board of Trustees

APPLICATION FOR A CHANGE OF ORGANIZATION OR REORGANIZATION TO THE SAN MATEO LOCAL AGENCY FORMATION COMMISSION

A. GENERAL INFORMATION

1. Briefly describe the nature of the proposed change of organization or reorganization.

Detachment of a portion of the Cañada College campus from the Town of Woodside and Woodside Fire Protection District and Annexation to the City of Redwood City

2. An application for a change of organization or reorganization may be submitted by individuals in the form of a petition or by an affected public agency in the form of a certified resolution. This application is submitted by (check one):

_____ Landowners or registered voters, by petition
__x__ An affected public agency, by resolution

(If this application is submitted by petition of landowners or registered voters in the affected territory, complete the petition form.)

3. What are the reasons for the proposal?

To place all of the land in and around Cañada College's Parking Lot #3, which is proposed to be used for a faculty/staff housing project, in the jurisdiction of the City of Redwood City where there are consistent and compatible adjacent land uses and available municipal services (water, sewer, storm drain, etc). Currently Parking Lot 3 is in the jurisdiction of the Town of Woodside. The Town of Woodside has no provision for multifamily zoning and has no sewer capacity for a multifamily development; therefore, development of the faculty/staff housing project would not be possible in the jurisdiction of Woodside.

4. Does this application have 100% consent of landowners in the affected area?

__X__ Yes _____ No

5. Estimated acreage: 3.3 acres

B. SERVICES

1. List the name or names of all existing cities and special districts whose service area or service responsibility would be altered by the proposed change of organization or reorganization.

Town of Woodside (detachment)
Woodside Fire Protection District (detachment)
City of Redwood City (annexation)

2. List all changes to the pattern of delivery of local services to the affected area. For each service affected by the proposed change(s) of organization, list the present source of service (state "none" if service is not now provided), the proposed source of service and the source of funding for

construction of necessary facilities (if any) and operation. Example is given on the first two lines of the space provided for your response.

SERVICE	PRESENT SOURCE	PROPOSED SOURCE	FUNDING SOURCE	
			CONSTRUCTION	OPERATING
Police	*Town of Woodside w/contract (Co. Sheriff)*	*City of Redwood City Police*	*N/A*	*N/A*
Sewer	*None*	*City of Redwood City.*	*Proponent*	*Fees*
Water	*None*	*City of Redwood City*	*Proponent*	*Fees*
Fire	*Woodside Fire Protection District*	*City of Redwood City*	*N/A*	*N/A*
Storm Drain	*City of Redwood City*	*City of Redwood City*	*N/A*	*fees*
Garbage	*Green Waste*	*Green Waste*	*N/A*	*N/A*

C. PROJECT PROPOSAL INFORMATION

1. Please describe the general location of the territory which is the subject of this proposal. Refer to major highways, roads and topographical features.

The site is a parking area (Parking Lot 3) on the Cañada College campus located at 4200 Farm Hill Boulevard, Redwood City, CA 94063. The parking lot is in the southeast portion of the campus near the intersection of the one-way Campus Loop Drive off Farm Hill Boulevard and the two-way Upper Campus Loop Road. See accompanying map.

2. Describe the present land use(s) in the subject territory.

Site is an underutilized parking lot on the Cañada College campus.

3. How are adjacent lands used?

Following are land uses adjacent to the site:

North: Hillside undeveloped land, multifamily dwellings and Emerald Hills Golf Course
South: Campus athletic facilities and Interstate 280, Barkley Field and single family residential
West: Two and three story campus buildings and parking lots
East: Cañada tennis courts and multifamily residential (down the hill)

4. Will the proposed change of organization result in additional development? If so, how is the subject territory to be developed?

Reorganization is requested in conjunction with proposed development of faculty/staff housing on a site that is currently partially in the City of Redwood City and Town of Woodside.

5. What is the general plan designation of the subject territory?

Institutional (IN)

6. What is the existing zoning designation of the subject territory?

Suburban Residential (SR)

7. What prezoning, environmental review or development approvals have already been obtained for development in the subject territory?

The College District Board of Trustees certified the Initial Study, approved the mitigated negative declaration and approved the project on September 26, 2007. The Redwood City Architectural Review Committee gave conceptual approval to the site plan and architecture on September 25, 2007

8. What additional approvals will be required to proceed?

Detachment from Town of Woodside and Woodside Fire Protection District and annexation to the City of Redwood City; lot line adjustment by the Town of Woodside; pre-zoning by the City of Redwood City; approval of the project by the City of Redwood City Planning Commission and City Council.

9. Does any portion of the subject territory contain any of the following--agricultural preserves, sewer or other service moratorium or wetlands subject to the State Lands Commission jurisdiction?

No.

10. If no specific development projects are associated with this proposal, will the proposal increase the potential for development of the property? If so, how?

N/A

* * * * * * * * * * *

LAFCo will consider the person signing this application as the proponent of the proposed action(s). Notice and other communications regarding this application (including fee payment) will be directed to the proponent at:

NAME: San Mateo County Community College District

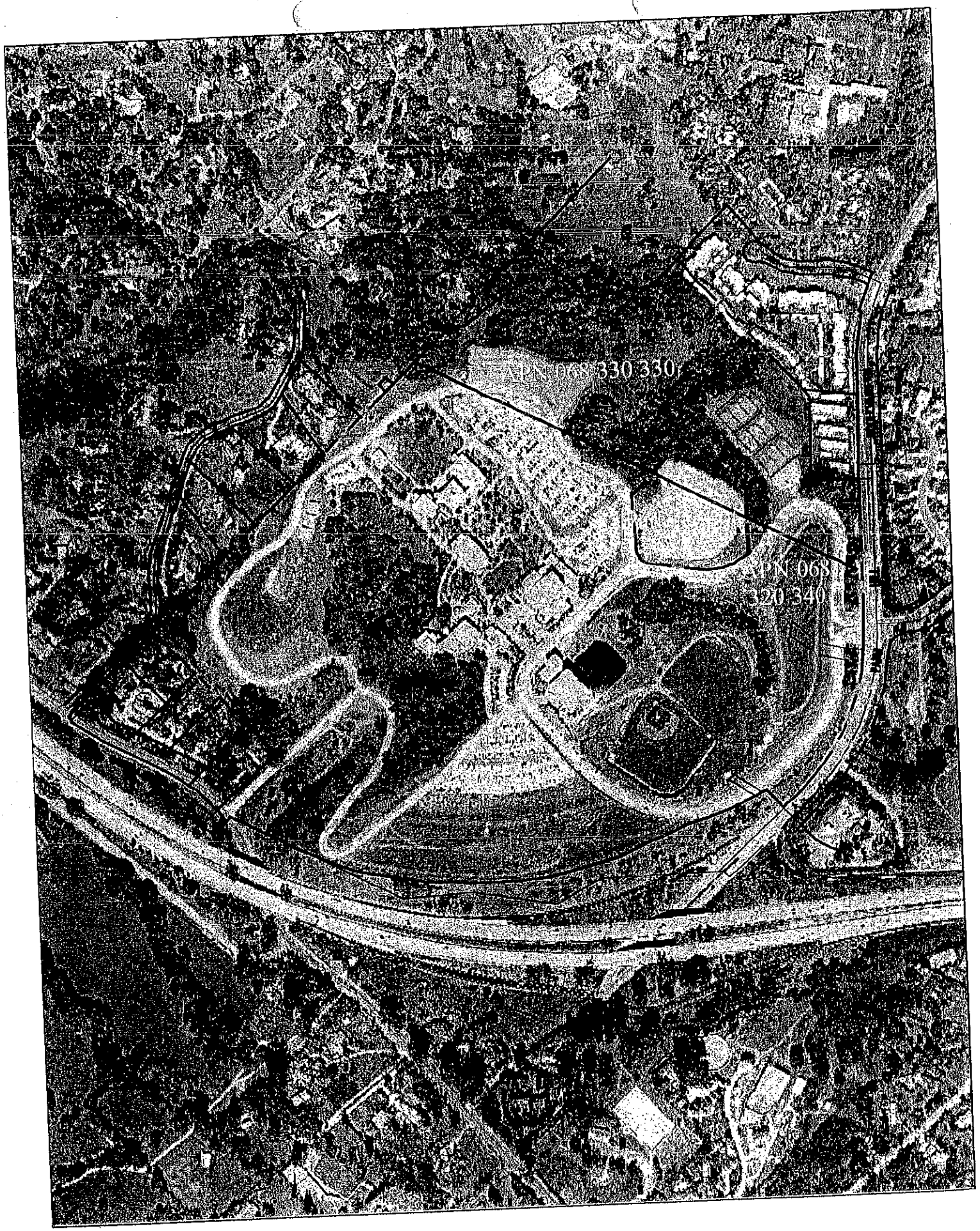
ADDRESS: 3401 CSM Drive
San Mateo CA 94402

TELEPHONE: (650) 574-6560

ATTN: Barbara Christensen,
Director of Community/Government Relations

Barbara Christensen
Signature of Proponent

9/28/07



File: X:\P\202112\SURVEY\CITY LIMITS\BOUNDARY-CITY-LIMIT.dwg Date: May 14, 2007 - 11:27am

SAN MATEO COUNTY COMMUNITY COLLEGE DISTRICT

Initial Study and Mitigated Negative Declaration for Faculty/Staff Housing Project at Cañada College

Prepared by:

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

Technical Assistance Provided by:

Jones & Stokes
2841 Junction Avenue, Suite 114
San Jose, CA 95134

August 2007

PUBLIC NOTICE
OF INTENT TO CERTIFY THE INITIAL STUDY, ADOPT A MITIGATED NEGATIVE DECLARATION AND APPROVE THE PROJECT
Faculty/Staff Housing Project at Cañada College

The San Mateo County Community College District (SMCCCD) is the Lead Agency for the Faculty/Staff Housing Project at Cañada College. The District has prepared an Initial Study/Draft Mitigated Negative Declaration finding that, although the proposed project could result in potentially significant effects on the environment, there will not be a significant effect in this case because mitigating measures will be incorporated into the project description.

Pursuant to CEQA Guidelines Section 15072, the SMCCCD will file this Notice of Intent with the San Mateo County Clerk and mail it to all responsible and trustee agencies and to all organizations and individuals who have requested such notice in writing. The SMCCCD will also give notice of intent by at least one of the following procedures to allow the public the 20-day review period provided under Section 15105 of the CEQA Guidelines:

- Publication at least one time by the San Mateo County Community College District in a newspaper of general circulation in the area.
- Posting of notice by the San Mateo County Community College District on and off site in the area where the project is to be located.
- Direct mailing to the owners and occupants of the property contiguous to the project.

Project Location: The Faculty/Staff Housing Project at Cañada College will be located on Parking Lot 3, which is located on the Cañada College campus at 4200 Farm Hill Boulevard, Redwood City, CA 94061. The project site is an approximate 3.3-acre underutilized parking lot.

Project Description: The SMCCCD, which operates Cañada College in Redwood City, College of San Mateo and Skyline College in San Bruno, is planning to develop a 60-unit multifamily rental housing development for faculty and staff of the District on a 3.3-acre site located at 4200 Farm Hill Boulevard in Redwood City. The project site is on SMCCCD property, and is bordered by hilly undeveloped land, multifamily dwellings and Emerald Hills Golf Course to the north; campus athletic fields and Highway 280 to the south; two and three story campus instructional buildings and parking lots to the west; and single and multifamily dwellings and Farm Hill Boulevard to the east.

The project will consist of two residential buildings totaling approximately 58,000 net rentable square feet. There will also be a 1,500 square foot community/recreation building centrally located between the two larger residential buildings. The two larger buildings will have two-and three-story components. Within the residential buildings, there will be a mix of one, two and three-bedroom units. The project includes 60 individual garages and 42 open parking spaces for a total of 102 parking places on the site.

The project is not on any of the lists enumerated in Government Code 65962.5 including, but not limited to, lists of hazardous waste facilities, land designated as hazardous waste

property, and hazardous waste disposal sites, and the information in the Hazardous Waste and Substances statement required under subsection (f) of that section.

Public Hearing and Adoption of Mitigated Negative Declaration: A public hearing on the Initial Study/Draft Mitigated Negative Declaration for this project has been scheduled on September 26, 2007 at the Board of Trustees meeting, which begins at 6:00 p.m. at 3401 CSM Drive, San Mateo, CA. If, on that date, the SMCCCD Board of Trustees determines, based on a review of the Initial Study/Draft Mitigated Negative Declaration and comments received on the documents, that there is no substantial evidence that the project would result in a significant environmental impact, the Draft Mitigated Negative Declaration will be adopted on Wednesday, September 26, 2007 at a regularly scheduled Board of Trustees meeting. Comments on or a formal protest of the Initial Study/Draft Mitigated Negative Declaration must be submitted in writing to the San Mateo County Community College District, 3401 CSM Drive, San Mateo, CA 94402 no later than 9:00 a.m. on September 13, 2007.

It should be noted that certification of the Initial Study; adoption of a Mitigated Negative Declaration; and approval of the Project by the College Board does not constitute final approval of the Project. Several entities/agencies will use the Mitigated Negative Declaration for the various approvals/actions required for implementation of the project. These agencies include the City of Redwood City, the Town of Woodside, and the Local Agency Formation Commission (LAFCo), among others.

Document Availability & Review Period: Copies of the Initial Study/ Draft Mitigated Negative Declaration and all documents referenced therein will be available at the following locations:

- San Mateo County Community College District Chancellor's Office, 3401 CSM Drive, San Mateo, CA 94402
- City of Redwood City Planning Department, 1017 Middlefield Road Redwood City, CA 94063
- City of Redwood City Main Library, 1044 Middlefield Road, Redwood City 94063
- Town of Woodside Town Hall, 2955 Woodside Road, Woodside CA 94062
- Cañada College President's Office, 4200 Farm Hill Boulevard, Redwood City, 94063
- On the website: http://www.smccd.edu/accounts/smccd/collegevista/default.shtml

On Thursday, August 23, 2007 at 9:00 a.m., the 20-day public review period will begin and it will end at 9:00 a.m. on Thursday, September 13, 2007. Please send your comments to Ms. Barbara Christensen, at the San Mateo County Community College District address shown above by 9:00 a.m. on September 13. For further information, please call Barbara Christensen at 650-574-6560.

San Mateo County Community College District

Construction Planning Department
3401 CSM Drive, San Mateo, CA 94402

For County Clerk Stamp

Draft

Mitigated Negative Declaration

Date: August 22, 2007

Project Description

Project Title: Faculty/Staff Housing Project at Cañada College

Project Applicant: San Mateo County Community College District (District)
3401 CSM Drive, San Mateo, CA 94402

Applicant Contact: Barbara Christensen, Director of Community/Gov't Relations
(650) 574-6560, christensen@smccd.edu

Project Location: The project site is located on the Cañada College campus located within Redwood City and the City of Woodside in San Mateo County, California. The physical address is 4200 Farm Hill Boulevard, Redwood City, California, 94061. The 3.3-acre project site is a paved parking lot within the developed campus core. The project site is on District property and is bordered by two- and three-story campus instructional buildings and parking lots to the north; campus tennis courts, vacant land and Farm Hill Boulevard to the south; Emerald Hills Gold Course and condominiums to the east; and campus buildings and the campus loop road to the west.

Proposed Project: The District proposes to develop a 60-unit multi-family rental housing development for District faculty and staff on a 3.3-acre site at Cañada College. The proposed project consists of two three-story residential buildings with a total of approximately 58,000 net rental square feet. There would also be a 1,500 square foot community/recreation building located between the two residential buildings. Within the two residential buildings, there would be a mix of one, two and three bedroom units. The project includes 60 individual garages and 42 open parking spaces for a total of 102 parking spaces on site.

Findings

An Initial Study was prepared for the proposed project to determine whether the project might have a significant effect on the environment. A copy of this initial study is available for review at San Mateo County Community College District Chancellor's Office (3401 CSM Drive, San Mateo, CA 94402) and the Cañada College President's Office (4200 Farm Hill Boulevard, Redwood City, California, 94061).

The Initial Study identified potentially significant impacts on the environment. However, all potential impacts of the proposed project can be avoided or reduced to a less-than-significant level with implementation of mitigation measures.

Therefore, the District Board of Trustees finds that this project has been mitigated to a point where no significant impacts would occur, and there is no substantial evidence the project would have a significant effect on the environment. The specific mitigation measures to avoid or reduce impacts are included in the Mitigation Monitoring Program.

Mitigation and Monitoring Program

This mitigation and monitoring program (MMP) is based on the mitigation measures identified in the project initial study. These mitigation measures are designed to eliminate or reduce significant adverse environmental effects to less than significant levels. These mitigation measures become conditions of project approval and will be completed before, during, and after implementation of the proposed project.

The following MMP includes all required mitigation measures and identifies the party responsible for implementing and monitoring the measures. The mitigation numbers are the same as those used in the initial study.

The District will be responsible for coordination of the MMP. The District Housing Project Manager will complete the monitoring checklist and distribute it to the responsible individuals or agencies for their use in implementing and monitoring the mitigation measures. The Housing Project Manager is responsible for ensuring all mitigation is implemented and will review the checklist to ensure that appropriate mitigation measures and any additional conditions of project approval have been implemented at the appropriate time (e.g. prior to issuance of a use permit). Compliance with mitigation measures is required for project approval.

Barbara Christensen

Barbara Christensen, Director of Community/Government Relations
San Mateo County Community College District

8/21/07
Date

	Mitigation Measure	Implementation and Monitoring Responsibility [1]
Before Construction		
	AES-1. Plant Additional Trees and Landscaping Along Eastern and Southern Perimeter of Project Site and Hillside and Add a Berm or Small Natural Amphitheater on the Southern Side of the Project Site to Soften and Partially Screen Project Buildings from Offsite Views. The landscape plan for the proposed project, which includes native drought-tolerant plants and trees throughout and around the project site, will include trees and landscaping along the eastern and southern perimeter of the project site and on the hillside and include a berm or small natural amphitheater on the southern side of the project site to soften the view of the building exteriors and to partially screen the project buildings from key offsite views. This is illustrated in Figures 8, 11, 15, and 16 in Chapter 3 of the Initial Study prepared for the project.	District Housing Project Manager
	WQ-2. Implement Measures to Comply with NPDES Permit Requirements. Because the total area of replacement impervious surface is greater than 10,000 square feet, but does not meet the HMP criteria for redevelopment projects, the District will comply with the Provision C.3 measures as directed by guidelines presented in STOPPP (2005). Provision C.3 measures with which the District must comply are outlined in the Redwood City's NPDES Permit Requirements Checklist. The checklist sets forth specific provisions and design requirements for all construction activities, including site design measures, source control measures, and permanent stormwater treatment control measures, as well as requirements that apply to Group 1 projects (projects that add and/or replace 10,000 or more square feet of impervious surface). For all Group 1 projects, including the proposed project, the following actions and control measures are required. ■ Enter into an agreement of responsibility and funding for ongoing implementation and maintenance of stormwater treatment control measures, as appropriate for the control measure; ■ Treatment control measure design must be consistent with Vector Control Plan requirements; ■ Use of a hydraulically sized, permanent stormwater treatment control; ■ Use of a flow-based treatment control hydraulically sized to manage the flow of runoff produced by a rain event equal to at least 0.16, 0.2, or 0.36 inches per hour; or ■ Use of a volume-based treatment control hydraulically sized to capture 80 percent or more of the volume of annual runoff, using local rainfall data.	District Housing Project Manager

	Mitigation Measure	Implementation and Monitoring Responsibility[1]
	In addition, the District must comply with the stormwater treatment measures in Section 32.12 of Redwood City's Zoning Ordinance. Section 32.12 provides zoning standards that minimize downstream water quality impacts related to stormwater runoff from developed sites. Specific provisions required for projects that remove and replace more than fifty (50) percent of the existing impervious area on a site, including the proposed project, are set forth in Subsections C (Minimum Pervious Areas), D (Infiltration of Stormwater), and E (On-Site Treatment of Runoff).	
	H-1. Prepare and Implement a Spill Prevention, Control, and Countermeasure Program for Construction Activities. The District or its contractor 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. ■ 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 contractor's superintendent 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 RWQCB. 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	District Housing Project Manager

	Mitigation Measure	Implementation and Monitoring Responsibility [1]
	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.	
During Construction		
	AQ-1. Implement Dust-Control Measures to Protect Air Quality During Construction. To control dust emissions generated during construction of the proposed project, the following Bay Area Air Quality Management District (BAAQMD) measures for construction emissions of particulate matter over 10 microns in size (PM10) will be implemented. ■ Water all active construction areas at least twice daily. ■ Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least 2 feet of freeboard. ■ Pave, apply water three times daily, or apply (nontoxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. ■ Sweep streets daily (with water sweepers) if visible soil material has been carried onto adjacent public streets. ■ Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 miles per hour. ■ Limit speed of vehicles to 15 miles per hour or less at construction sites.	District Housing Project Manager

	Mitigation Measure	Implementation and Monitoring Responsibility [1]
	N-1. Implement Measures to Minimize Effects of Construction-Related Noise. The following noise-control measures would be included in the construction contract specifications to reduce and control noise generated from construction, demolition, and renovation-related activities. ■ The normal working day for construction activities will be between of 7:00 a.m. and 7:00 p.m. on weekdays, which is consistent with Redwood City's noise ordinance. ■ Construction equipment will have appropriate mufflers, intake silencers, and noise-control features, and would be properly maintained and equipped with exhaust mufflers that meet state standards. ■ Vehicles and other gas- or diesel-powered equipment will be prohibited from unnecessary warming up, idling, and engine revving. ■ A sign will be posted at the construction site giving the name and telephone number or e-mail address of the District staff member whom the public should contact with any noise complaints. This information will also be available on the District website (http://www.smccd.edu). If necessary due to complaints, the construction contractor will provide additional noise-attenuating measures such as additional mufflers or engine shrouding.	District Housing Project Manager
	WQ-1. Implement Erosion-Control Measures to Protect Water Quality During Construction. To minimize the mobilization of sediment to storm drains and adjacent water bodies the following erosion- and sediment-control measures would be included in the Storm Water Pollution Prevention Plan (SWPPP); this plan will be included in the project's construction specifications, 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 ten days or more) that could contribute sediment to 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	District Housing Project Manager

	Mitigation Measure	Implementation and Monitoring Responsibility [1]
	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 waterbodies or in storm drains leading to such bodies without implementation of proper construction water quality control measures.	
	CR-1. Implement Measures to Protect Previously Unidentified Cultural Resources During Construction. In order to minimize or avoid impacts on buried cultural resources, including human remains, should any be present on the project site, the District has committed to the following measures. ■ **Stop Work if Buried Cultural Resources Are Discovered.** If buried cultural resources, such as chipped or ground stone, historic debris, building foundations, or human bone or paleontological resources are discovered inadvertently during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified professional archaeologist can assess the significance of the find and develop appropriate treatment measures in consultation with the District, the City and other appropriate authority. The District will be responsible for ensuring that treatment measures are implemented. ■ **Comply with State Laws Relating to Human Remains.** According to the California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100); disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the Native American Heritage Commission (NAHC). If human remains of Native American origin are discovered during project construction, it will be necessary to comply with state laws relating to the disposition of Native American burials, which fall under the jurisdiction of the NAHC (Public Resources Code [PRC] Section 5097). Consequently, if any human remains are discovered or recognized in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby	District Housing Project Manager

	Mitigation Measure	Implementation and Monitoring Responsibility [1]
	area reasonably suspected to overlie adjacent human remains (1) until the San Mateo County Coroner has been informed and has determined that no investigation of the cause of death is required; and (2) if the remains are of Native American origin: ❑ the descendents of the deceased Native American(s) have made a recommendation to the landowner or the person responsible for the excavation work regarding means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98; or ❑ the NAHC has been unable to identify a descendent or the descendent failed to make a recommendation within 24 hours after being notified by the NAHC.	
	T-1. Implement a Traffic Control Plan During Construction. The District will require the construction contractor(s) to develop a traffic control plan to minimize the effects of construction traffic on the surrounding areas. 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. The construction traffic control plan will include the following requirements. ■ Provide clearly marked pedestrian detours if any sidewalk or pedestrian walkway closures are necessary. ■ Provide clearly marked bicycle detours if heavily used bicycle routes must be closed, or if bicyclist safety would 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	District Housing Project Manager

	Mitigation Measure	Implementation and Monitoring Responsibility [1]
	traffic hours. ■ Provide access for driveways and private roads outside the immediate construction zone by using steel plates or temporary backfill, as necessary. ■ Restrict the travel routes of heavy construction vehicles to the portion of Farm Hill Boulevard between Interstate 280 and the main campus entrance at the Farm Hill Boulevard/Woodhill Drive intersection.	

[1] The San Mateo County Community College District is responsible for ensuring the mitigation measures are implemented. The District's Housing Project Manager will delegate tasks to other District staff, project designers and landscape architects, and the construction contractor as appropriate to implement the mitigation measures and will then monitor to ensure they are implemented.

Initial Study
Faculty/Staff Housing Project
at Cañada College

Prepared by:

San Mateo County Community College District
3401 CSM Drive, San Mateo, CA 94402
Contact: Barbara Christensen, Director of Community/
Government Relations
650/574-6510

Technical Assistance Provided by:

Jones & Stokes
2841 Junction Avenue, Suite 114
San Jose, CA 95134-2122
Contact: Kate Giberson, Project Manager
408/434-2244

August 2007

Jones & Stokes. 2007. Initial Study, Faculty/Staff Housing Project at Cañada College. August. (J&S 0557.07.) San Jose, CA.

Contents

Tables

Figures

Chapter 1
Introduction

The San Mateo County Community College District (District) is proposing the Faculty/Staff Housing Project at Cañada College (proposed project). The campus of Cañada College, which is situated on 131 acres at 4200 Farm Hill Boulevard, is within the jurisdiction of two cities, Redwood City and the Town of Woodside (Figure 1). The project site is a paved parking lot, currently designated as "Lot 3", on the east side of the campus. The 3.3-acre project site is located mostly within the Town of Woodside but is partially within Redwood City.

This introduction includes a description of the project background, general setting, and required permits and approvals. Chapter 2, *Project Description*, includes a more detailed description of the proposed project.

Project Background

The District is proposing to construct a 60-unit multi-family rental housing development for faculty and staff of the District on a 3.3-acre site located within the Cañada College campus. Although the majority of the project site is located within the Town of Woodside, the Town of Woodside does not have a multifamily zoning designation or adequate sewer capacity to support such a project. Thus, the project site would need to be detached from the Town of Woodside and the Woodside Fire Protection District and annexed into Redwood City. The specific permits and approvals that would be required for detachment, annexation, and development of the project site are discussed in the *Required Permits and Approvals* section below.

Project Purpose and Need

Due to the high cost of housing in San Mateo County, the District has recently faced high employee turnover rates and difficulty recruiting replacements. The District surveyed its employees in 2002 and again in early 2007; of those who indicated they planned to leave the District's employment in the next 3-5 years, an overwhelming percentage gave their reason as inability to find or afford acceptable housing in the area.

The proposed project would provide affordable rental housing to faculty and staff of any of the District's three community colleges, including Cañada College, College of San Mateo in San Mateo, and Skyline College in San Bruno (Figure 2). The rent charged by the District would be significantly below market rate. Faculty and staff would be allowed to live in these apartments for a limited period of time (up to five years) and would be encouraged, through a voluntary savings plans, to save for a down payment on purchasing a home. The District currently offers a first-time homebuyer second loan program that District employees can access when they have accumulated a down payment and are qualified for a first mortgage.

Project Location and Setting

The Cañada College campus is situated on 131 acres in the foothills of the Santa Cruz Mountains. The campus boundaries fall within both the City of Redwood City and the Town of Woodside (Figures 1 and 2). The existing main entrances to the college are the main entrance via Farm Hill Boulevard on the south side of campus, and the back entrance via Cañada Road on the east side of campus. Regional access to the college is via Interstate 280 (I-280), which extends north-south, less than 0.25 miles west of the campus.

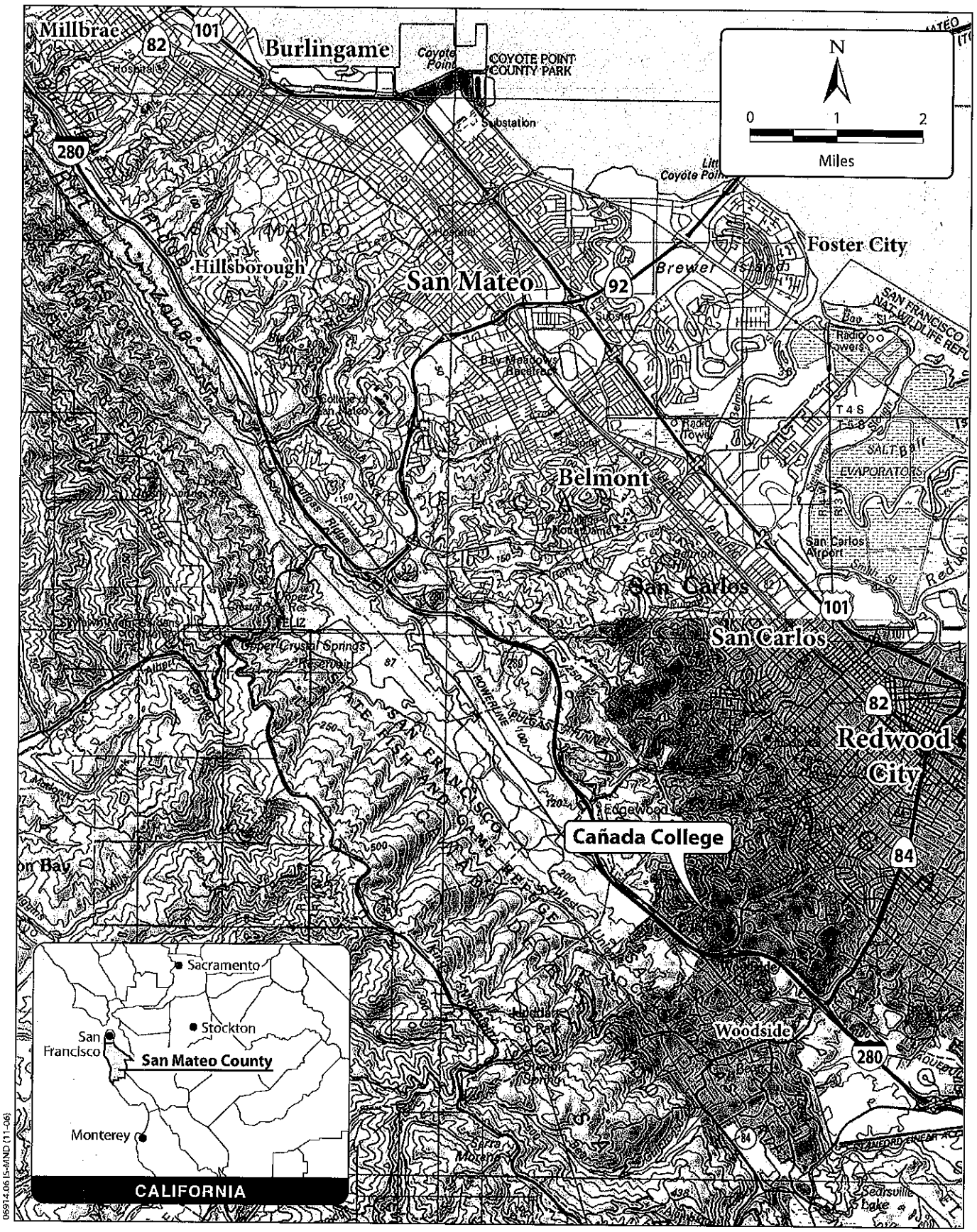
The topography of the project site is relatively hilly. The campus sits back and atop a hill above the surrounding valleys. The campus core is developed with classrooms and operations buildings, paved parking lots, pedestrian walkways, and athletic facilities. The campus is moderately landscaped with mature trees and large sports fields. The campus includes some adjacent, undeveloped land, including some densely wooded slope areas bordering the campus core on the east and west. Prominent views include the San Francisco Bay and Oakland Hills to the north and east, the Diablo Range across the San Francisco Bay to the southeast, and the Santa Cruz Mountains to the west.

Adjacent land uses include hillside undeveloped land, multi-family dwellings, and Emerald Hills Golf Course to the north; campus athletic fields and Interstate 280 (I-280) to the south; two- and three- story campus instruction buildings and parking lots to the west; and single and multi-family dwellings and Farm Hill Boulevard to the east.

Additional setting information relevant to the specific environmental resources addressed in this initial study is included in Chapter 3, *Environmental Checklist and Discussion.*

Required Permits and Approvals

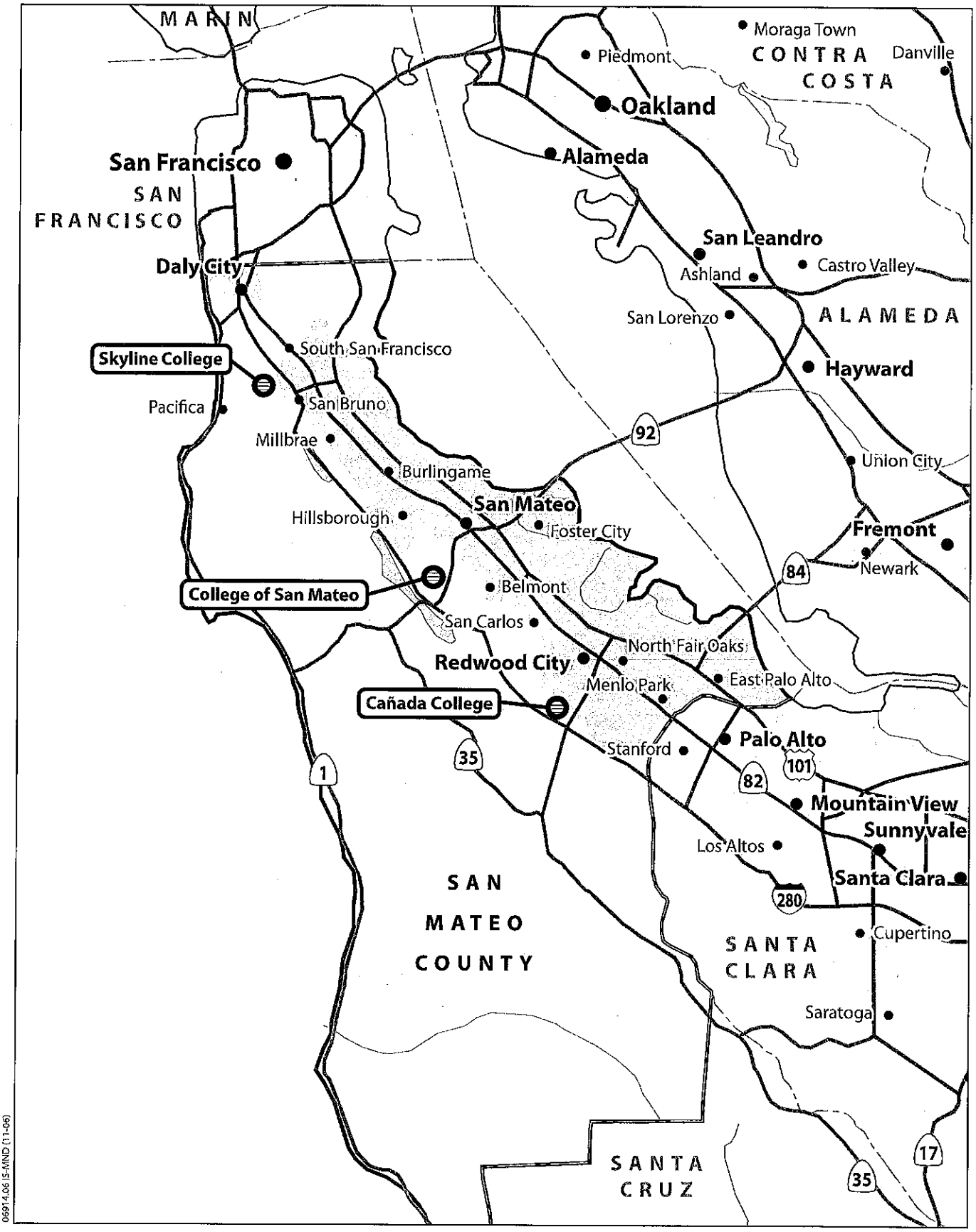
The District is the Lead Agency or purposes of environmental documentation, compliance with the California Environmental Quality Act (CEQA), and obtaining other required permits and approvals. Responsible Agencies (who are



06914.06 IS-MND (11-06)

Jones & Stokes

Figure 1
Regional Locaton of Cañada College



06914.06 IS-MND (11-06)

Jones & Stokes

Figure 2
Campus Locations

other agencies that have a legal responsibility for implementing or approving a project) include the City of Redwood City, Town of Woodside, and San Mateo County Local Agency Formation Commission.

The following permits, approvals, and actions are required for the proposed project.

- District Board of Trustees—Adoption of the Initial Study/Mitigated Negative Declaration and approval of the project.
- Redwood City—Prezoning of project site prior to annexation by City; Application for an Annexation; Zoning Map Amendment; Planned Development Permit; Approval of the parcel map; Design (architectural) review; Approval of grading permit, drainage permit, and dirt hauling permit.
- San Mateo Local Agency Formation Commission (LAFCo)—Sphere of Influence Amendments for the Town of Woodside and Redwood City; Approval of detachment from the Town of Woodside and annexation to Redwood City; Approval of detachment from Woodside Fire Protection District.
- San Francisco Bay Regional Water Quality Control Board (RWQCB)—National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities (General Construction Permit).

Chapter 2

Project Description

As identified in Chapter 1 of this initial study, the District is proposing to construct a 60-unit multi-family rental housing development for faculty and staff of the District on a 3. 3-acre paved parking lot located within the Cañada College campus. Although the majority of the project site is located within the Town of Woodside, the Town of Woodside does not have a multifamily zoning designation or adequate sewer capacity to support such a project. Thus, the project site would need to be detached from the Town of Woodside and the Woodside Fire Protection District and annexed into Redwood City.

This chapter provides more information on the proposed project and the proposed construction process, and describes the measures the District has already incorporated into the project to avoid potential adverse impacts to the environment.

Proposed Project

The proposed project site is a paved parking lot, currently designated as "Lot 3", on the east side of the Cañada College campus (Figure 3). The project site is currently flat and overlooks the San Francisco Bay to the north and east. Adjacent land uses are hillside and trees to the north and east, the campus loop road to the south, and parking (Lots 1 and 2) and the campus loop road to the west. The campus core with most of the buildings is further west on the hilltop and then sloping west and south.

The proposed project includes construction of a faculty/staff housing development with 60 housing units in two, 2- and 3-story residential buildings, a community recreation building, and parking structures. The conceptual site plan is shown in Figure 4, and the estimated square footage of the proposed development is shown in Table 2-1.

The housing units would be predominately 2-bedroom units (about 60%), but there would also be 1-bedroom units (about 30%) and 3-bedroom units (about 10%). Assuming 60 housing units are built with these ratios, the project would have 36 2-bedroom units, 18 1-bedroom units, and six 3-bedroom units for a total of 108 bedrooms.

Table 2-1. Estimated Building Square Footage of Proposed Project

Proposed Project	Square Feet
Residential Building 1	33,000
Residential Building 2	33,000
Community/Recreation Building	1,500
Parking Garages and Circulation Space around Structures Buildings	12,000

An area of approximately 6,000 square feet would be dedicated to parking, including satellite garages; and an additional 6,000 square feet of area would be used for circulation space around the proposed structures. In accordance with the Redwood City off-street parking requirements for multi-family dwellings (Section 30.2.1[E] of the Redwood City Zoning Code), there would be approximately 2 parking spaces per housing unit. Although project designs have not been finalized, the design would likely involve motor courts with tuck-under parking. Guest parking would also be accommodated in Lots 1 and 2 across the street from the development.

The 3.3-acre project site is currently a paved parking lot and thus the entire site is an impervious surface. The proposed project would replace the existing parking lot with a housing development described in Table 2-1 and landscaping, reducing the amount of impervious surface from 100% to 63% (Table 2-2).

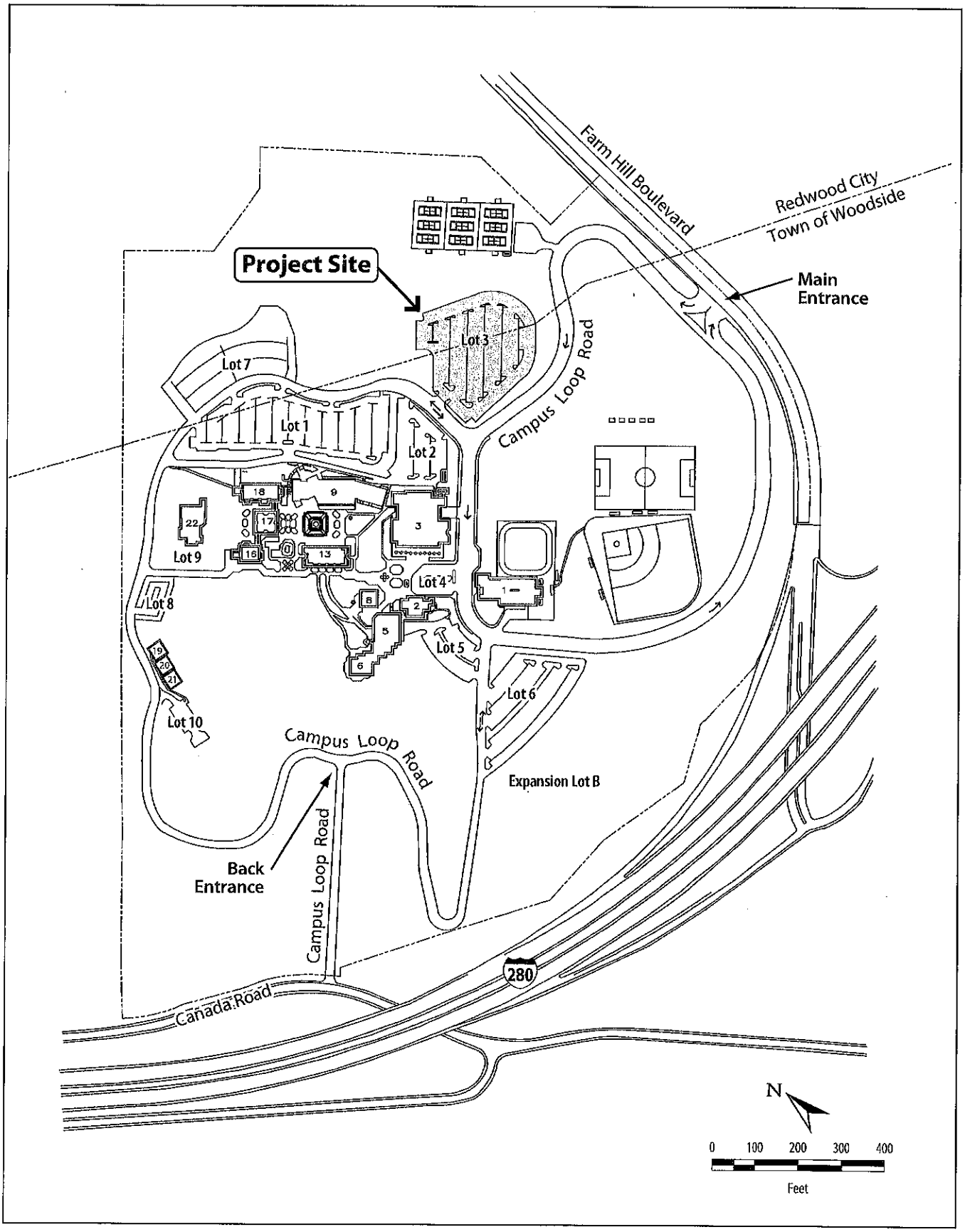
Table 2-2. Estimated Pervious and Impervious Areas with Proposed Project

Proposed Project	Square Feet on Project Site	Percent of Project Site
Impervious Area (Building Footprint/Paved Area)	85,230	63%
Pervious Area (Landscaped Area)	50,349	37%
Project Site	135,579	100%

Project Assumptions and Design Features

The following assumptions and definitions apply to the proposed housing development described above.

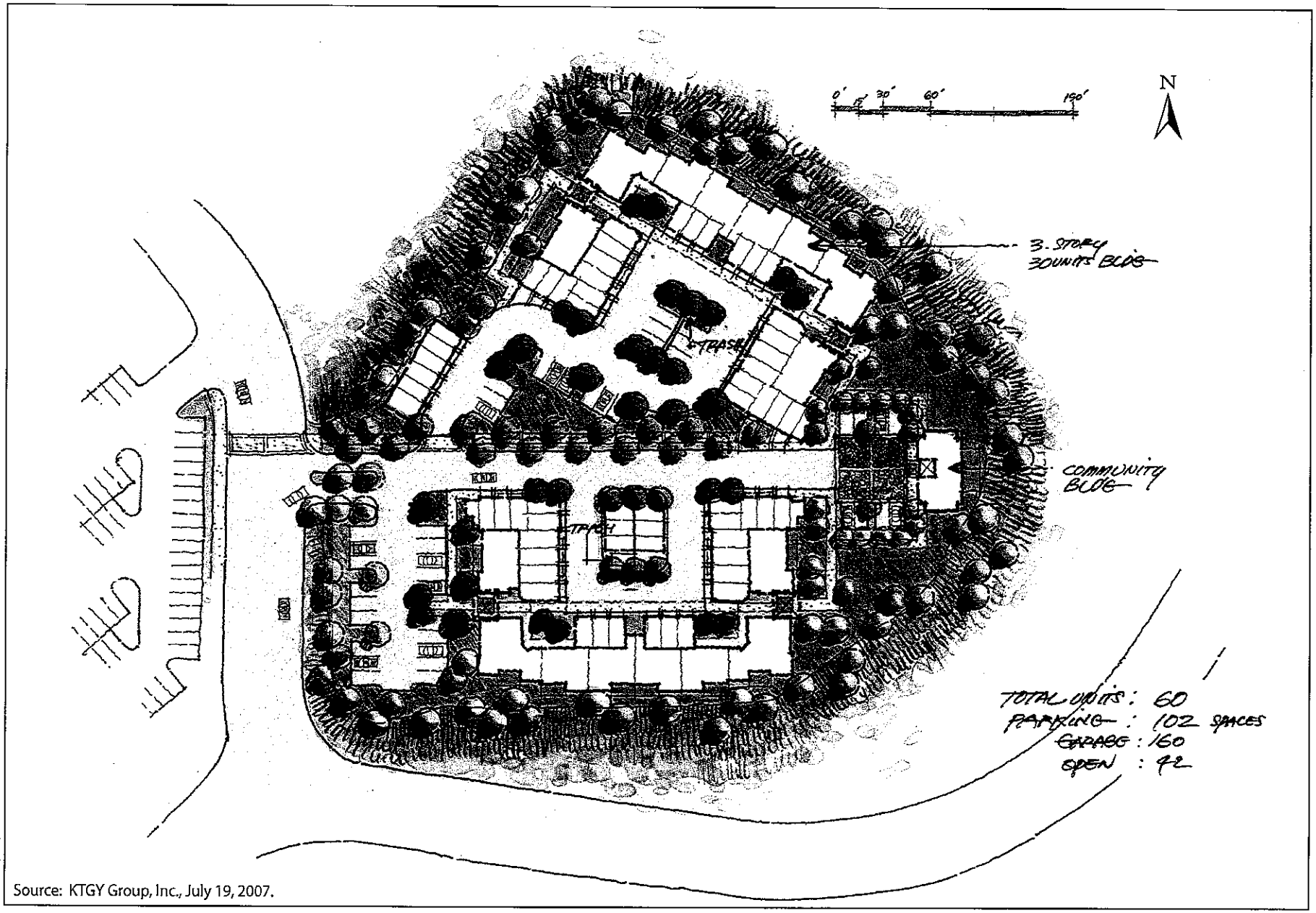
- **Project Boundaries.** The development footprint for the proposed project would be entirely within existing paved parking Lot 3.



00557.07 (7-07)

Jones & Stokes

Figure 3
Cañada College Campus Map



Source: KTGY Group, Inc., July 19, 2007.

00557.07 (7-07)

Jones & Stokes

Figure 4
Proposed Site Plan

- **New Building Design.** New building design and site plan has not been finalized, but the building square footage and footprint has been estimated as described above for the purposes of analysis. The buildings would be designed to include landscape features.

  Design and construction of all project components would comply with the current California Building Code (CBC), and the project would be required to undergo design review and approval by the Redwood City Architectural Review Committee, which would ensure the project's compliance with the Redwood City Urban Design Guidelines.

  Operation of all uses within the new buildings would be in accordance with applicable guidelines and regulations.

- **Lighting.** Exterior lighting would be focused onsite, generally directed downward, and incorporate shielding to prevent fugitive glare. To the extent feasible, luminaire mounts (e.g. light poles, wall fixtures, etc.) with non-glare finishes would be installed. The height of light standards would be reduced to the extent practical to limit the potential for backscatter into the nighttime sky and incidental spillover of light. Luminaire intensity would be the minimum necessary for safety.

  A photometric site plan shall be submitted to the City with the application for Building Permit to ensure that no spillover light is introduced and to ensure that minimum lighting levels provide adequate security, but maximum levels are generally low in keeping with the nature of the hillside setting.

- **Landscaping.** Tree removal would not occur as a result of the proposed project. There are currently no trees or landscaping on the project site. Additional trees and landscaping would be included in the design of the new buildings and the associated parking lots. The landscape plan would include native, drought-tolerant plant and tree species. A conceptual landscape plan is shown in Figure 4.

- **Grading and Drainage.** The proposed project would require a grading permit from Redwood City, and implementation of water quality control measures in accordance with NPDES regulations. There would be minor excavation and grading activities because the project site is flat.

- **Utilities.** The proposed project would require new connections to Redwood City's water distribution, wastewater collection and treatment, and storm drainage systems. Design and construction of all collection and conveyance infrastructure would comply with all applicable Redwood City Engineering Standards and regulations of other governmental agencies where applicable. All utility connections would be placed underground whenever feasible, and aboveground utilities and support structures would be placed in a manner that minimizes their visual impact.

- **Energy Efficient Features.** The proposed project includes energy efficient features. The District would:

  - Install energy efficiency appliances including refrigerator, stove, dishwasher, and clothes washer and dryer for each unit;

- Design and install high efficiency irrigation system with drip, bubblers and low flow sprinklers;
- Use compact fluorescent lights in exterior corridor lighting;
- Use appropriately sized and re-cycled construction materials whenever possible; and
- Recycle the existing asphalt parking lot materials into the new roadways for the project.

Additionally, the proposed project would adhere to all applicable policies of the District Board of Trustees, the City of Redwood City, the Town of Woodside, San Mateo LAFCo, and other regulatory agencies. The project would undergo detachment of the project site from the Town of Woodside and the Woodside Fire Protection District, and would comply with all rules and regulations required by the City of Redwood City and LAFCo to complete annexation into the City of Redwood City.

Project Construction

Construction Activities and Equipment

Construction of the proposed project would involve varying degrees of construction activity and types of equipment. Building construction could involve the use of backhoes, excavators, pile drivers, trucks, and other heavy machinery. Grading and finishing for the onsite parking and circulation could involve grading, steamrollers, asphalt spreaders, and painting.

Construction activities may involve the use of fuels, oils, solvents, adhesives, lubricants, paints, and asphalt. These and other construction-related materials would be transported, stored, and handled in a manner consistent with the relevant regulations and guidelines.

Construction debris would be removed promptly at regular intervals. The construction sites would be maintained, to the extent practicable and feasible, in a clean, orderly condition at all times.

Construction Timeframe

Construction of the proposed project is anticipated to begin in the summer of 2008, and would last for a period of approximately 12 months. However, before construction of the proposed project could begin, the CEQA process would need to be completed and the necessary entitlements would need to be obtained through LAFCo, the Town of Woodside, and the City of Redwood City.

Access

During project construction, emergency vehicle access would be retained at all times. The campus loop road would continue to be the main access road used during construction and for materials deliveries. Additionally, a traffic control plan would be developed and implemented, as needed, during construction (refer to *Environmental Commitments/Mitigation Measures* below). Minor construction activities may not require a traffic control plan.

Staging Areas

The construction staging area (where construction equipment and materials would be located) would be on Parking Lot 3 and possibly on existing parking lots and paved areas adjacent to the construction sites. Building materials and equipment would be stored in construction staging areas and/or away from public view to the extent practicable and feasible.

Environmental Commitments/Mitigation Measures

Environmental commitments are proposed mitigation measures that will be part of the project. Mitigation measures are methods, measures, or practices that avoid, reduce, or minimize a project's adverse effects on various environmental resources. Mitigation measures can be applied before, during, or after construction of the project to reduce or eliminate potential environmental effects. The following standard measures, which are drawn from state regulatory agency standards and other applicable regulations and agency practices, would be implemented as part of the proposed project. The District would ensure that these measures are included in any project construction specifications, as appropriate.

AQ-1. Implement Dust-Control Measures to Protect Air Quality During Construction. To control dust emissions generated during construction of the proposed project, the following Bay Area Air Quality Management District (BAAQMD) measures for construction emissions of particulate matter over 10 microns in size (PM10) will be implemented.

- Water all active construction areas at least twice daily.
- Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least 2 feet of freeboard.
- Pave, apply water three times daily, or apply (nontoxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweep streets daily (with water sweepers) if visible soil material has been carried onto adjacent public streets.
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 miles per hour.

- Limit speed of vehicles to 15 miles per hour or less at construction sites.

N-1. Implement Measures to Minimize Effects of Construction-Related Noise. The following noise-control measures would be included in the construction contract specifications to reduce and control noise generated from construction and renovation-related activities.

- The normal working day for construction activities will be between of 7:00 a.m. and 7:00 p.m. on weekdays, which is consistent with Redwood City's noise ordinance.
- Construction equipment will have appropriate mufflers, intake silencers, and noise-control features, and would be properly maintained and equipped with exhaust mufflers that meet state standards.
- Vehicles and other gas- or diesel-powered equipment will be prohibited from unnecessary warming up, idling, and engine revving.
- A sign will be posted at the construction site giving the name and telephone number or e-mail address of the District staff member whom the public should contact with any noise complaints. This information will also be available on the District website (http://www.smccd.edu/). If necessary due to complaints, the construction contractor will provide additional noise-attenuating measures such as additional mufflers or engine shrouding.

WQ-1. Implement Erosion-Control Measures to Protect Water Quality During Construction. To minimize the mobilization of sediment to storm drains and adjacent water bodies the following erosion- and sediment-control measures would be included in the Storm Water Pollution Prevention Plan (SWPPP); this plan will be included in the project's construction specifications, 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 ten days or more) that could contribute sediment to 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 waterbodies or in storm drains leading to such bodies without implementation of proper construction water quality control measures.

CR-1. Implement Measures to Protect Previously Unidentified Cultural Resources During Construction. In order to minimize or avoid impacts on buried cultural resources, including human remains, should any be present on the project site, the District has committed to the following measures.

- **Stop Work if Buried Cultural Resources Are Discovered.** If buried cultural resources, such as chipped or ground stone, historic debris, building foundations, or human bone or paleontological resources are discovered inadvertently during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified professional archaeologist can assess the significance of the find and develop appropriate treatment measures in consultation with the District, the City and other appropriate authority. The District will be responsible for ensuring that treatment measures are implemented.
- **Comply with State Laws Relating to Human Remains.** According to the California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100); disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the Native American Heritage Commission (NAHC).

  If human remains of Native American origin are discovered during project construction, it will be necessary to comply with state laws relating to the disposition of Native American burials, which fall under the jurisdiction of the NAHC (Public Resources Code [PRC] Section 5097). Consequently, if any human remains are discovered or recognized in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains (1) until the San Mateo County Coroner has been informed and has determined that no investigation of the cause of death is required; and (2) if the remains are of Native American origin:

  - the descendents of the deceased Native American(s) have made a recommendation to the landowner or the person responsible for the excavation work regarding means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98; or
  - the NAHC has been unable to identify a descendent or the descendent failed to make a recommendation within 24 hours after being notified by the NAHC.

H-1. Prepare and Implement a Spill Prevention, Control, and Countermeasure Program for Construction Activities. The contractor 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 activities. The SPCCP will be completed before any construction 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.

- 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 contractor's superintendent 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 RWQCB. 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.

T-1. Implement a Traffic Control Plan During Construction. The District will require the construction contractor to develop a traffic control plan, as appropriate, to minimize the effects of construction traffic on the surrounding area. The plan will be subject to review and approval by the District. The District will be responsible for monitoring to ensure the plan is implemented effectively by the construction contractor. The construction traffic control plan will include the following requirements.

- Provide clearly marked pedestrian detours if any sidewalk or pedestrian walkway closures are necessary.

- Provide clearly marked bicycle detours if heavily used bicycle routes must be closed, or if bicyclist safety would 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.
- Restrict the travel routes of heavy construction vehicles to the portion of Farm Hill Boulevard between Interstate 280 and the main campus entrance at the Farm Hill Boulevard/Woodhill Drive intersection.

Chapter 3

Environmental Checklist and Discussion

Introduction

This chapter presents a checklist analyzing the proposed project's environmental impacts. For each resource topic, there is a brief description of existing conditions, an explanation of responses made to questions on the checklist, any mitigation measures identified to reduce impacts to less–than-significant-levels, and findings as to the significance of each potentially adverse impact after mitigation. *Mitigation* refers to measures or procedures adopted by the project proponent to avoid, reduce, or compensate for a project's potentially adverse effects on the environment.

The following terminology is used to evaluate the level of significance of impacts.

- A finding of *no impact* is made when the analysis concludes that the project would not affect the particular environmental issue.
- An impact is considered less than significant if the analysis concludes that there would be no substantial adverse change in the environment and that no mitigation is needed.
- An impact is considered less than significant with mitigation if the analysis concludes that there would be no substantial adverse change in the environment with the inclusion of the mitigation measure(s) described.
- An impact is considered *potentially significant* if the analysis concludes that there could be a substantial adverse effect on the environment.

Environmental Factors Potentially Affected

The resource topics evaluated in this initial study are listed below and are consistent with the Appendix G, Environmental Checklist Form, of the State CEQA Guidelines. The resource topics that are checked below require mitigation measures (or the environmental commitments listed in the project description) to ensure the potential impact of the proposed project on the environment is less than significant, as indicated by the environmental checklist and discussion on the following pages.

[X] 1. Aesthetics	[ ] 2. Agricultural Resources	[X] 3. Air Quality
[ ] 4. Biological Resources	[X] 5. Cultural Resources	[ ] 6. Geology and Soils
[X] 7. Hazards and Hazardous Materials	[X] 8. Hydrology and Water Quality	[ ] 9. Land Use and Planning
[ ] 10. Mineral Resources	[X] 11. Noise	[ ] 12. Population and Housing
[ ] 13. Public Services	[ ] 14. Recreation	[X] 15. Transportation and Traffic
[ ] 16. Utilities and Service Systems	[X] 17. Mandatory Findings of Significance	

1. Aesthetics

		Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:					
a.	Have a substantial adverse effect on a scenic vista?			X	
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?			X	
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?		X		
d.	Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?			X	

Existing Conditions

The Cañada College campus sits on top of a hill above the surrounding valleys of the Santa Cruz Mountains. The project site is within the established, developed area of the campus at the existing Parking Lot 3, which is on the eastern edge of the campus. The project site is currently flat and paved with asphalt for its current use as a parking lot. Dense, mature trees and shrubs surround the project site on its north and east perimeters, blocking much of the view of the existing parking lot from adjacent locations.

The site overlooks the San Francisco Bay and Oakland Hills to the north and east, and the Diablo Range is visible in the distance to the east (Figure 5). Views to the south and west encompass the Santa Cruz Mountains and Crystal Springs wilderness, and the north- and southbound directions of I-280 (Figure 6). Within view of the project site (about 100 feet to the west) are existing campus buildings ranging in height from one to three stories. The project site is visible from the main campus entrance at Farm Hill Boulevard.

Existing lighting on the project site includes seven (7) cobra lights on approximately 20-foot poles. Current hours of illumination vary. Some lights on the site remain lit from dusk to dawn every day, while others automatically turn-off each night at 11:00 p.m.

No overhead utilities will be introduced.

Discussion of Checklist Responses

a. Scenic Vistas. There are no officially designated scenic vistas at Cañada College; however, based on a field reconnaissance of the project site (Jones & Stokes 2007), important scenic vistas in the project area are: the panoramic views of the San Francisco Bay looking north and east, and the Santa Cruz Mountains and Crystal Springs wilderness to the south and west. The proposed project includes construction of 60 housing units within two 2- and 3-story[1] buildings. The design of the proposed project would take advantage of the prominent views. The proposed buildings would not directly block views from existing campus buildings.

Finding: Less than Significant

b. Scenic Highways. The project site is approximately 0.25 miles east of I-280, a designated state scenic highway from the Santa Clara County line to the northern city limit of the City of San Bruno (California Department of Transportation 2007). The proposed project's three-story buildings would be visible at two specific locations from I-280. The project site is briefly visible at a point 0.5-mile south of the project site on northbound I-280, between the Woodside Road and Farm Hill Boulevard exits. The project site is also visible from northbound I-280 on the north side of the Farm Hill Boulevard interchange. In both cases, the project site is viewed by motorists that are traveling at speeds of at least 60 miles per hour, so the duration of viewing is relatively short.

The existing Cañada College campus is developed with 1- to 3-story buildings and is surrounded by developed areas, neighborhoods, and roadways. Further, the proposed project landscape plan includes numerous trees around the project site perimeter. (Refer to Chapter 2, Project Description, Proposed Project – Landscaping and to Figure 4 for the conceptual landscaping plan.)

A series of photographic simulations (photosims) have been prepared to illustrate the existing view without and with the project. (Refer to Figures 7 to 16 at the end of this section). Figures 15 and 16 are photosims from freeway views. From the freeway, the proposed project would visually blend with existing development, especially given that high freeway speeds prevent people the opportunity for an extended view of the campus from the freeway. The scenic quality and resources of that roadway would not be affected substantially by the proposed project; therefore, this impact is considered less than significant.

Finding: Less than Significant

c. Visual Character of Site and Surroundings. The proposed project includes construction of two new residential buildings, a community/recreation building, associated parking and circulation areas, and landscaping (Figure 4) where there

[1] Three-story buildings would be approximately 40-feet high from the ground to the eave of the roof. For comparison, the height of the new library across the street from the project site is 51 feet.

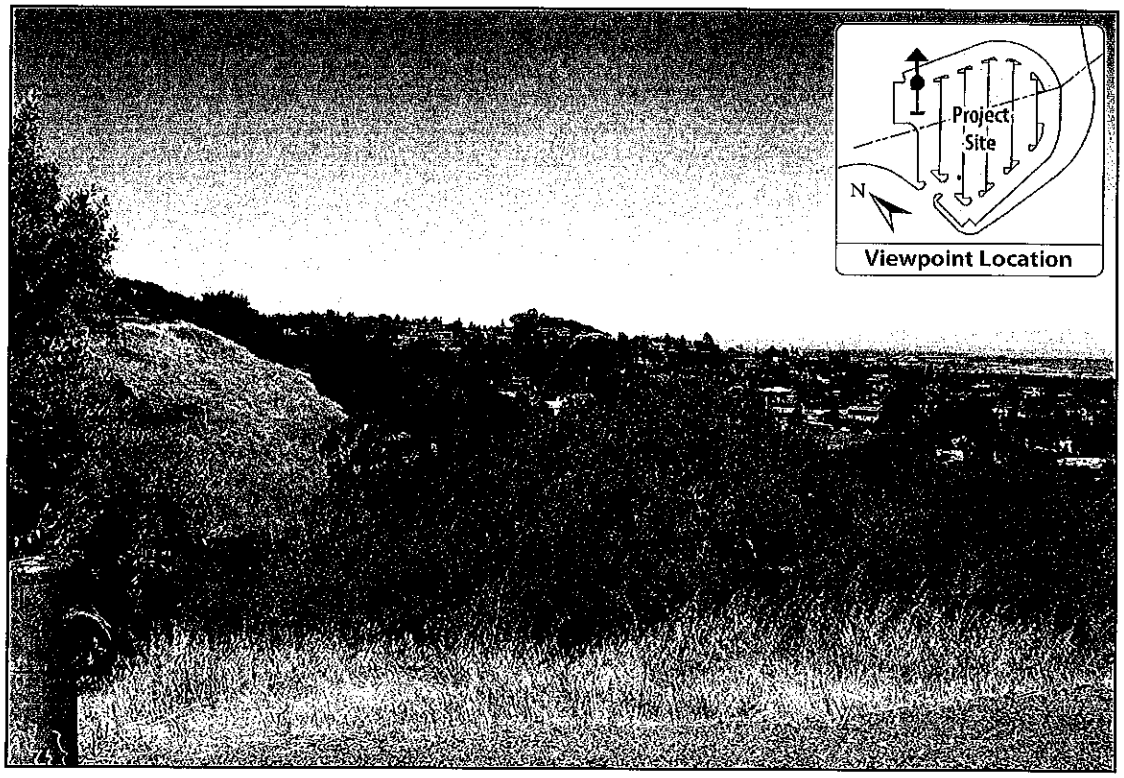


Photo 1. View from project site looking northeast.

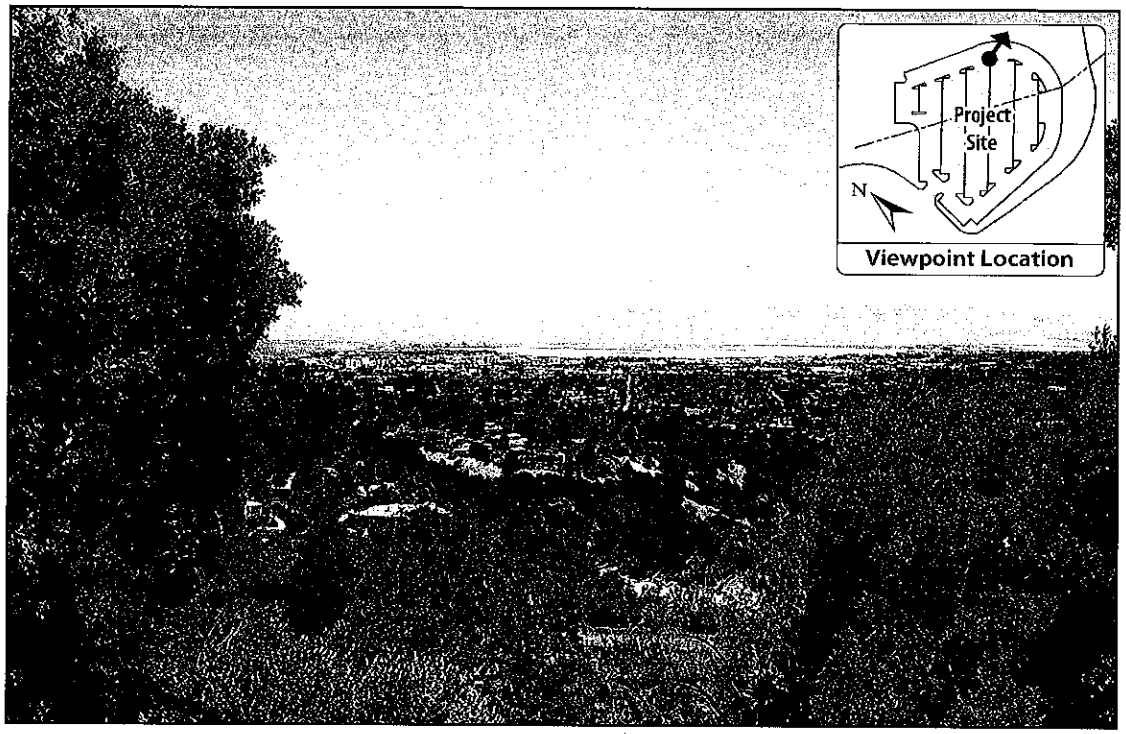


Photo 2. View from project site looking east.

Photos: Jones & Stokes, 2007.

00557.07 (8-07)

Jones & Stokes

Figure 5
Photographs of Existing Project Site

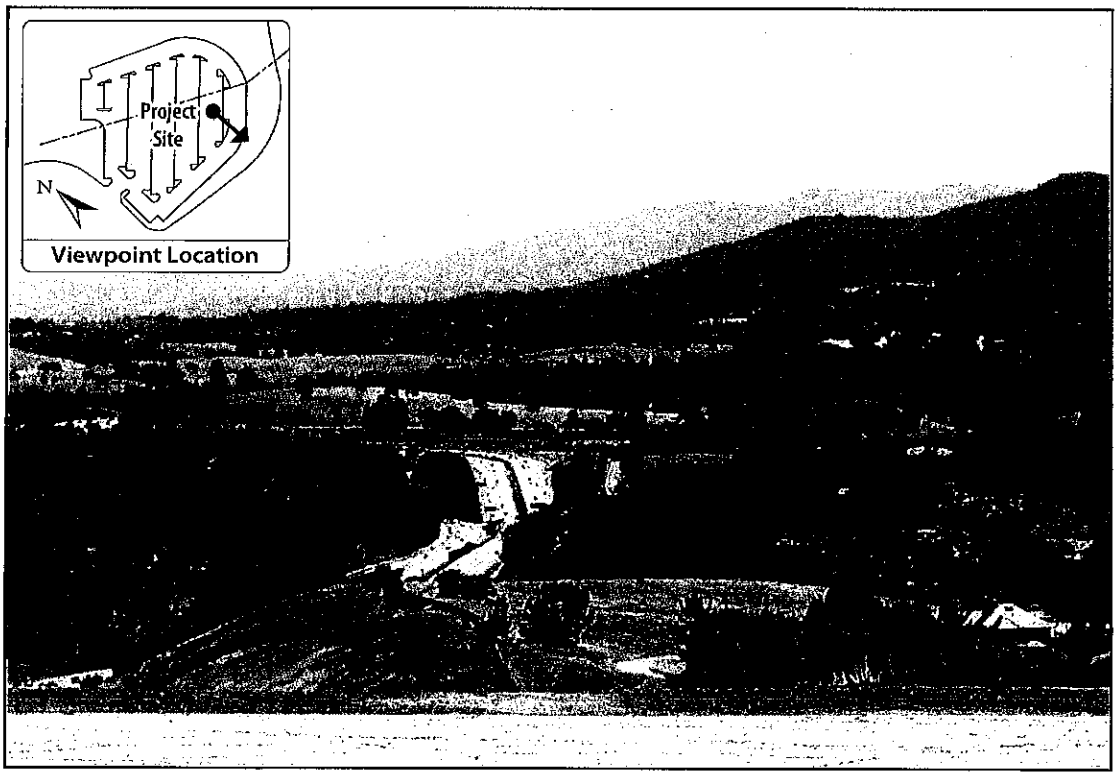


Photo 3. View from project site looking south.

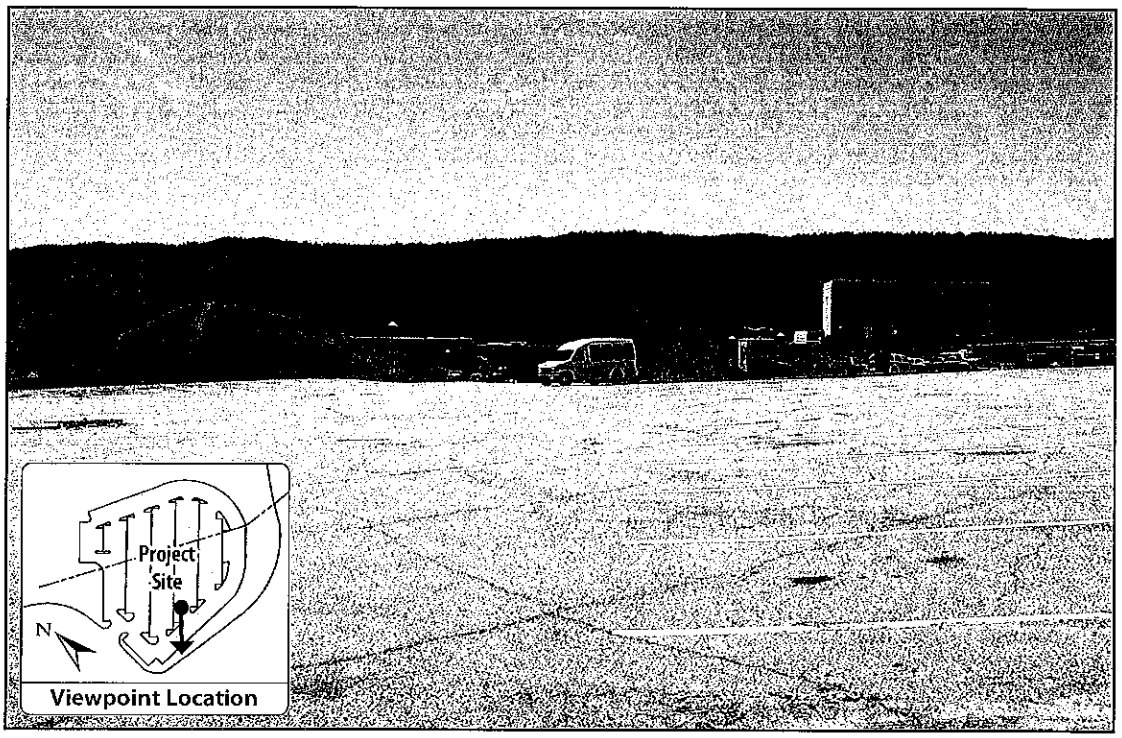


Photo 4. View from project site looking west.

Photos: Jones & Stokes, 2007.

00557.07 (8-07)

Jones & Stokes

Figure 6
Photographs of Existing Project Site

is currently a paved parking lot. With implementation of the project, the overall built development at the campus would increase moderately[2]. Thus, implementation of the proposed project would slightly alter the aesthetic of Cañada College, but it would not significantly change the overall developed nature of the campus.

There are no visually unique or distinctive features of the project site that would be affected by the project. The proposed project would be consistent in scale and height with existing development on the 130-acre campus. Changes to the visual character of the existing parking lot would not detract from the adjacent natural landscapes or panoramic views. The project would be required to undergo design review and approval by the City of Redwood City Architectural Review Committee, which would further ensure the visual quality of the proposed project. Additionally, the project would require procurement of an Architectural Permit prior to obtaining a Building Permit from the City of Redwood City Building Department (Redwood City Zoning Code Article 45), which considers such factors as size and design of structures; conformance to the general character of other structures in the vicinity; and the extent to which natural features are retained.

The proposed project would alter the character of the site from that of a flat, paved parking lot to a multi-family residential development with interesting architectural elements and landscaping. As such, the proposed project would not result in the substantial degradation of the visual character and quality of the project site or its surroundings, and would effectively constitute a beneficial visual impact in comparison to existing conditions.

The proposed project would alter the view of the project site from some off-campus locations. The project site is at a higher elevation than existing, adjacent neighborhoods to the north, south, and east. Although the project site is largely obscured by mature vegetation from the north and east, the proposed 2- and 3-story project would be visible from some locations, primarily to the east and south.

A series of photosims have been prepared to illustrate the existing view without and with the project. (Refer to Figures 7 to 16 at the end of this section.) The photosim locations were determined by a licensed architect, who used GPS equipment to identify the offsite locations where the new buildings could be visible (VIZf/x Digital Environments 2007). As shown in the photosims, the new buildings would be visible from some public spaces (i.e., Barkley Fields and Park playground), roadways (i.e., the Farm Hill Boulevard/Woodhill Drive intersection), and residential areas (i.e., viewed briefly from points on Temescal Way and on Jefferson Avenue). The project landscape plan includes landscaping with trees around the project site perimeter and partially down the now barren

[2] The total gross square footage of buildings on campus is 347,932 square feet (sf). The proposed project would include of 66,000 sf of residential building area, a 1,500-sf recreation/community building, and 6,000 sf of parking garages, for a total area of 73,500 sf. Thus, the project would occupy 21% of the total gross square footage occupied by buildings on campus.

hillside, which would soften the view of the project buildings. (Refer to Chapter 2, Project Description, Proposed Project – Landscaping and to Figure 4 for the conceptual landscaping plan.) Adding more trees and landscaping on the hillside and adding a berm or small natural amphitheater on the southern side of the project site would further soften the view of the building exteriors and partially screen the buildings.

While the proposed project may be visible from nearby public and residential areas, it would not block an important view of the Santa Cruz Mountains. Almost all residences are at lower elevations where the hilly topography already prevents views of the mountains. Furthermore, the new structures would blend with the existing development on the campus, which includes several one to three story buildings (including the new 51-foot tall library) located to the west of the project site. Overall, the scale of the proposed project is not such that it would dominate the landscape or detract from the voluminous mountain backdrop.

With implementation of the mitigation measure below – adding more trees and landscaping on the hillside and adding a berm or small natural amphitheater on the southern side of the project site, the proposed project would not significantly affect the visual character of the site or substantially alter views of the site from surrounding areas.

> **AES-1. Plant Additional Trees and Landscaping Along Eastern and Southern Perimeter of Project Site and Hillside and Add a Berm or Small Natural Amphitheater on the Southern Side of the Project Site to Soften and Partially Screen Project Buildings from Offsite Views.** The landscape plan for the proposed project, which includes native drought-tolerant plants and trees throughout and around the project site, will include trees and landscaping along the eastern and southern perimeter of the project site and on the hillside and include a berm or small natural amphitheater on the southern side of the project site to soften the view of the building exteriors and to partially screen the project buildings from key offsite views. This is illustrated in Figures 8, 11, 15, and 16 in Chapter 3 of the Initial Study prepared for the project.

Finding: Less than Significant with Mitigation

d. New Sources of Light and Glare. Existing sources of light and glare in the project area include general campus lighting from buildings, lit pathways, sports fields, and parking lots; light from vehicles traveling on internal and adjacent roadways; and street lights on Farm Hill Boulevard. The project site is currently lit during the nighttime hours.

The lighting plan for the proposed project has not yet been finalized; however, new lighting would be installed as part of the proposed project. New sources of illumination would be emitted from the proposed residential units, lit parking areas, and general landscape and pathway lighting. The nearest sensitive receptors are residences located over 500 feet to the east and approximately 300 feet lower elevation than the project site. As stated in Chapter 2, *Project*

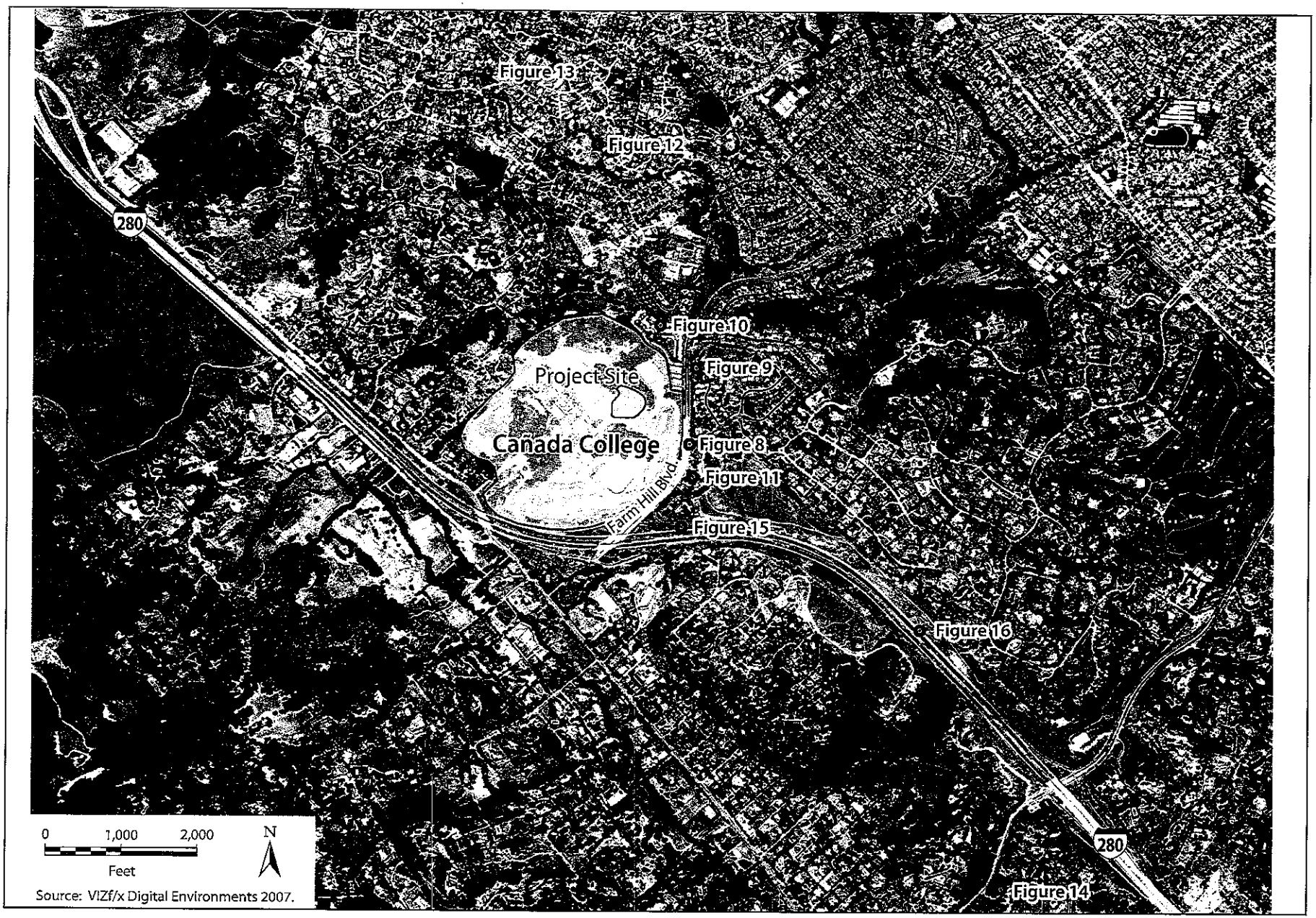
Description, all exterior lighting would be designed to focus illumination on the site and generally downward. Shielding would be used to prevent fugitive glare. To the extent feasible, luminaire mounts would be of non-glare materials and the height of light standards would be reduced to the extent practical to limit the potential for backscatter into the nighttime sky and incidental spillover of light. Luminaire intensity would be the minimum necessary for safety.

The project would be required to undergo design review and approval by the City of Redwood City Architectural Review Committee, which would ensure the project's compliance with the Redwood City Urban Design Guidelines, including photometric requirements. These measures would reduce the impact from new lighting at the project site on nearby sensitive receptors to less than significant.

Overall, the proposed project would not significantly increase ambient lighting levels at the project site because the existing parking lot is already illuminated. The proposed project includes design features to protect aesthetic resources (refer to Chapter 2, *Project Description, Project Assumptions and Design Features*). Although project designs have not been finalized, the design would likely involve motor courts with tuck-under parking. This design feature would reduce the visibility of parked cars from adjacent areas, thus reducing the effects of light and glare from parked cars. Furthermore, a photometric site plan shall be submitted to the City with the application for Building Permit to ensure that no spillover light is introduced and to ensure that minimum lighting levels provide adequate security, but maximum levels are generally low in keeping with the nature of the hillside setting.

Thus, the proposed project would not create substantial new sources of light and glare within the project vicinity that could affect day or nighttime views. This impact is less than significant.

Finding: Less than Significant



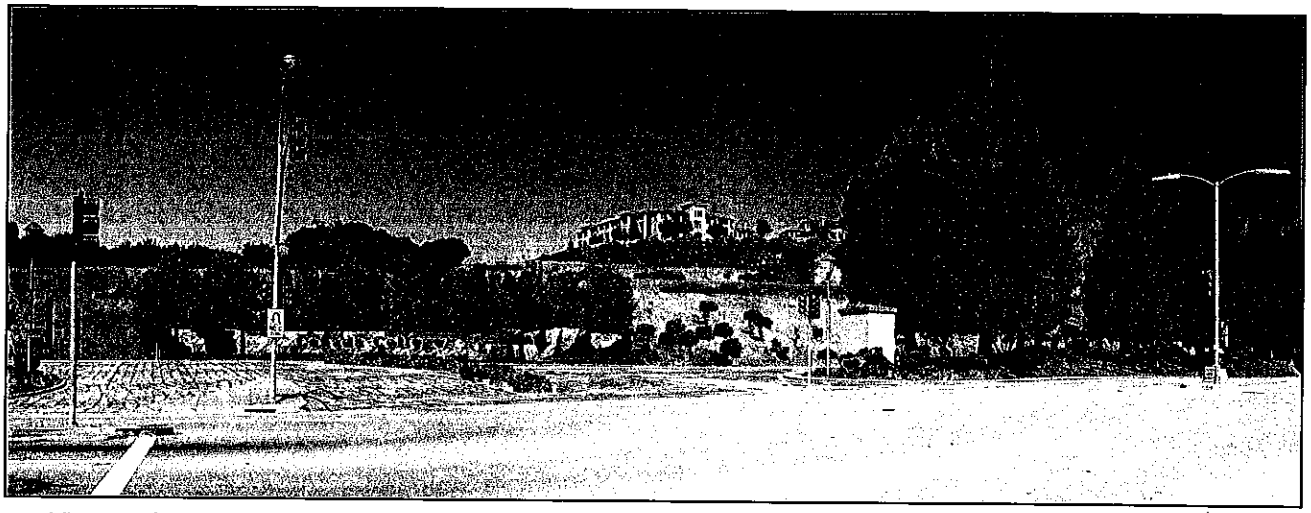
00557.07 (8-07)

Jones & Stokes

Figure 7
Viewpoint Locations for Photographic Simulations

8a. View without Project.

8b. View with Project (No Landscaping).



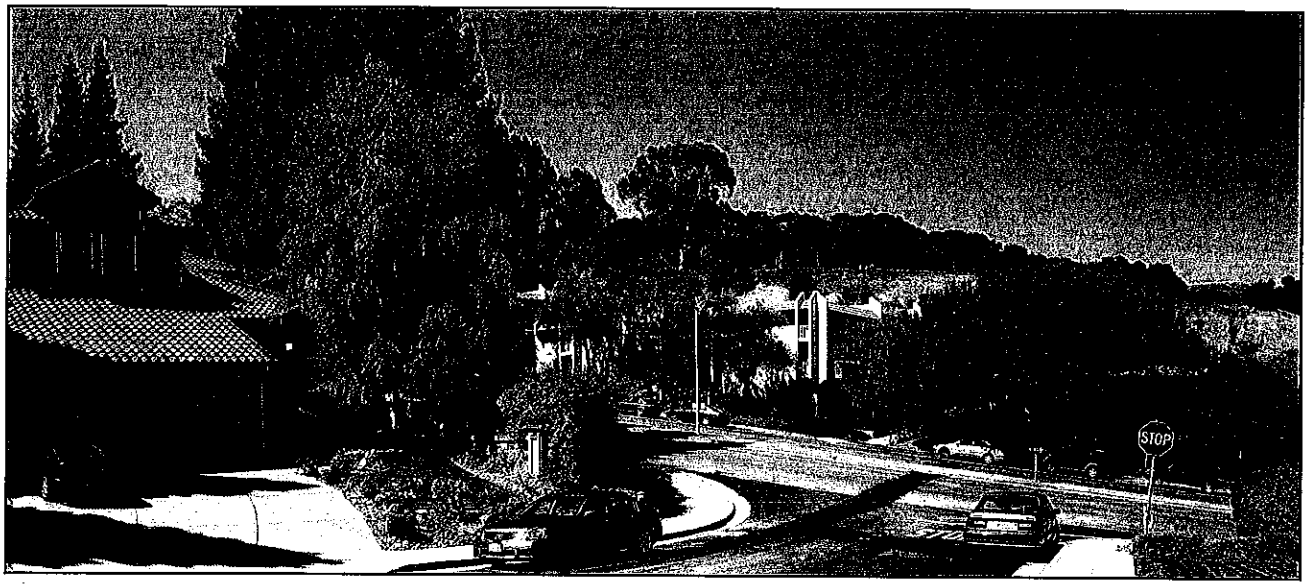
8c. View with Project (Landscaping and Mitigation).

Source: VIZf/x Digital Environments 2007.

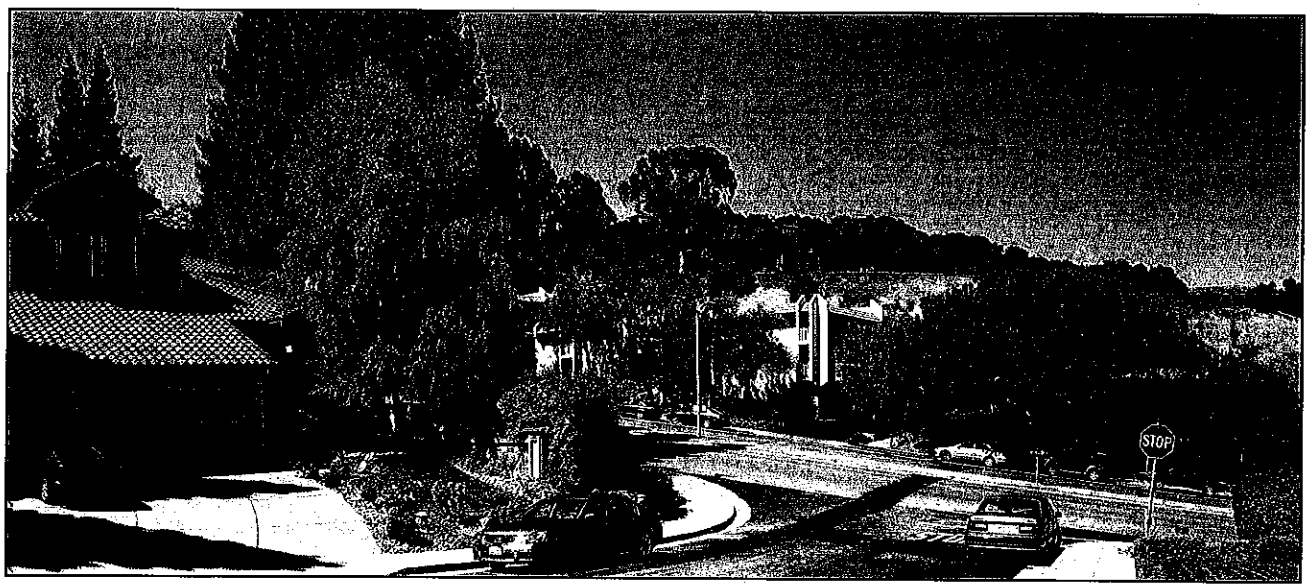
00557.07 (8-07)

Jones & Stokes

Figure 8
View of Project Site from the Woodhill Drive/Farm Hill Boulevard Intersection



9a. View without Project.



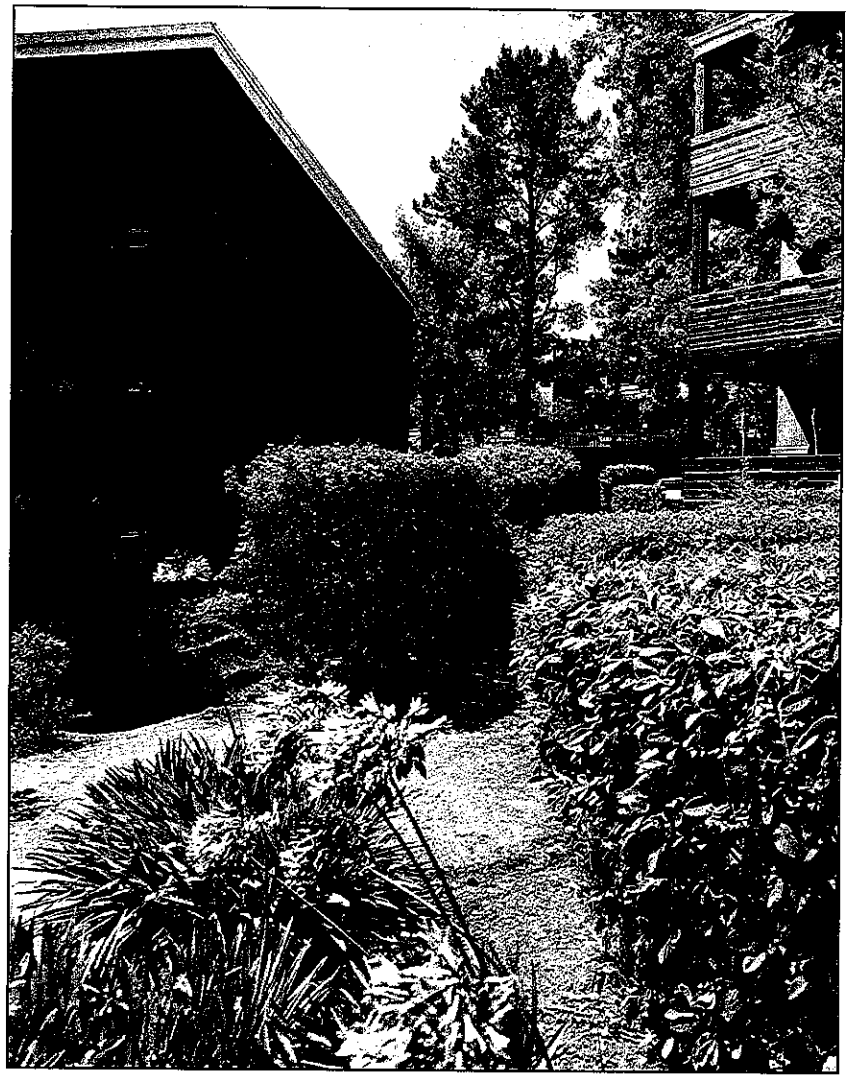
9b. View with Project.

Source: VIZf/x Digital Environments 2007.

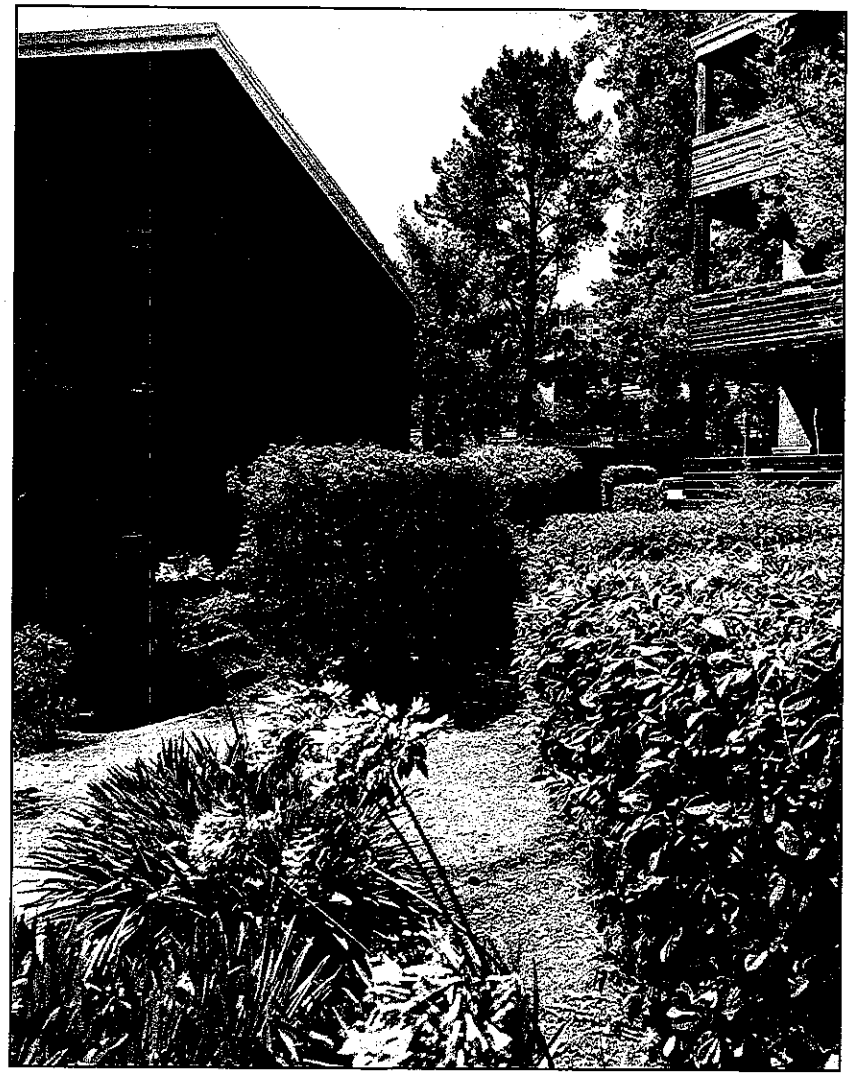
00557.07 (8-07)

Jones & Stokes

Figure 9
View of Project Site from the Woodleaf Avenue/Farm Hill Boulevard Intersection



10a. View without Project.



10b. View with Project.

Note: View is from between the first two 3-story condominiums on Eden Bower Lane from Farm Hill Boulevard.

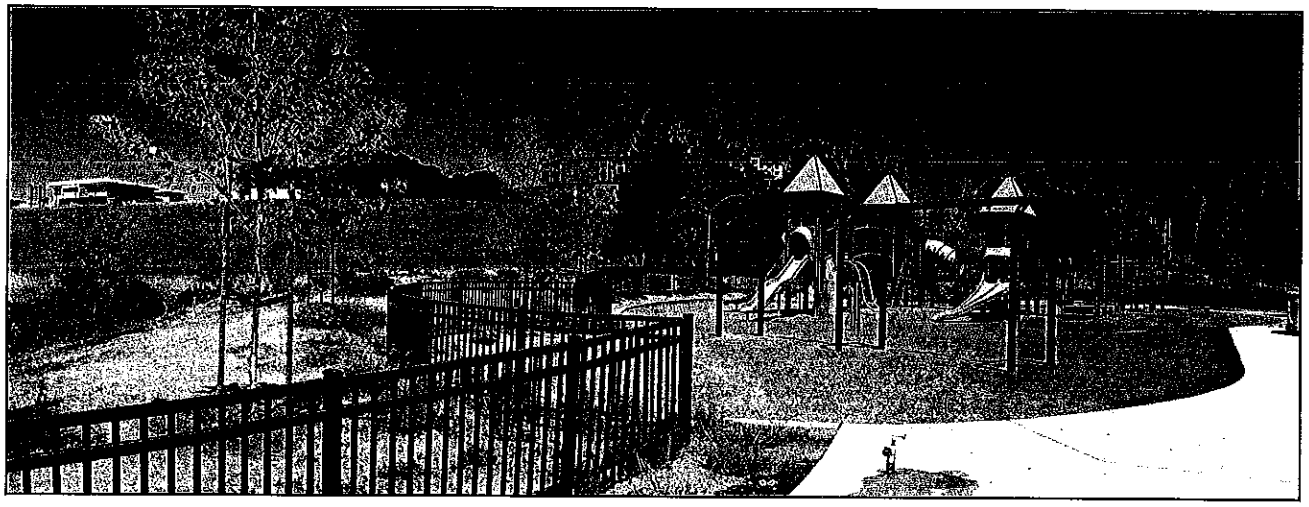
Source: VIZf/x Digital Environments 2007.

00557.07 (8-07)

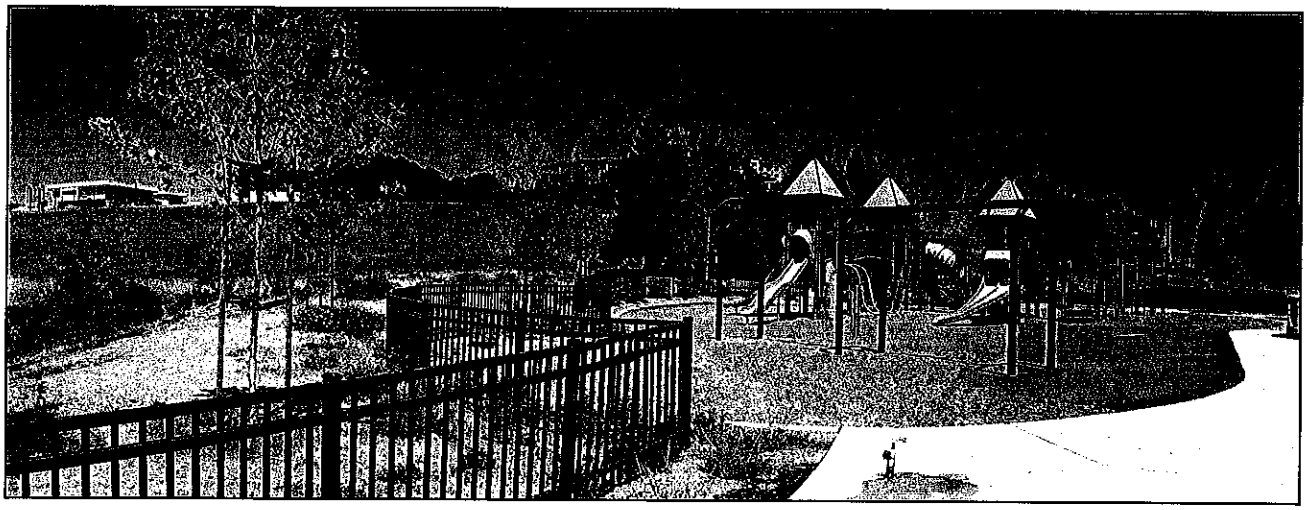
Jones & Stokes

Figure 10
View of Project Site from Eden Bower Lane (Residential Area)

11a. View without Project.



11b. View with Project (No Landscaping).



11c. View with Project (Landscaping and Mitigation).

Source: VIZf/x Digital Environments 2007.

00557.07 (8-07)

Jones & Stokes

Figure 11
View of Project Site from Barkley Fields and Park Playground

12a. View without Project.

12b. View with Project.

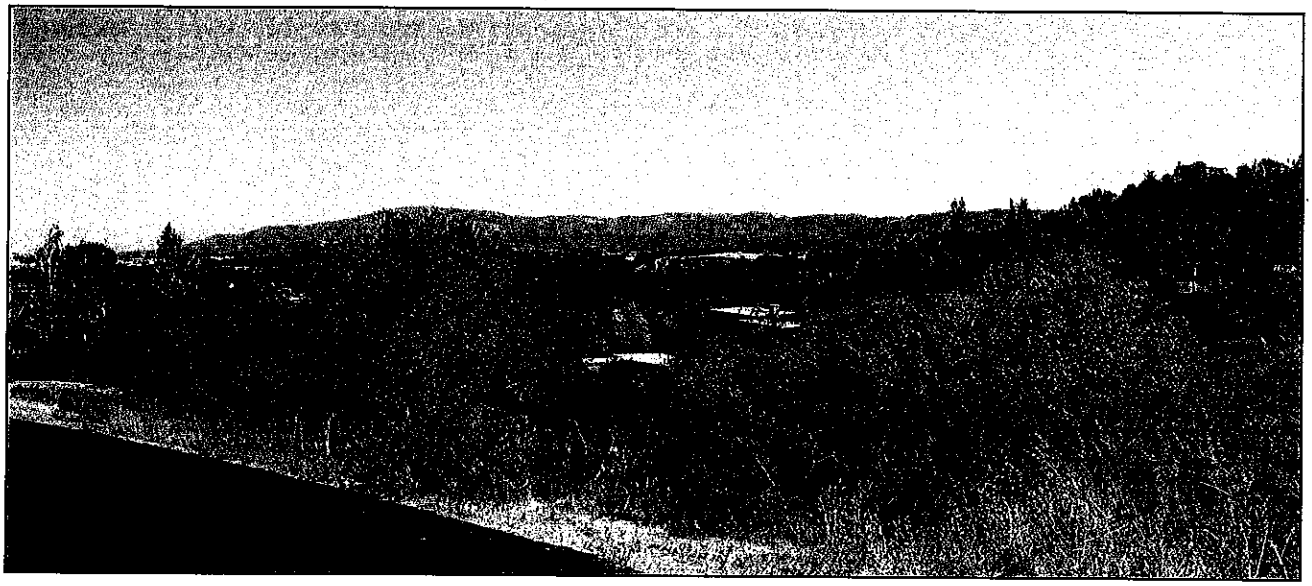
Source: VIZf/x Digital Environments 2007.

00557.07 (8-07)

Jones & Stokes

Figure 12
View of Project Site from Jefferson Avenue, near the Redwood Parents' Nursery School

13a. View without Project.



13b. View with Project.

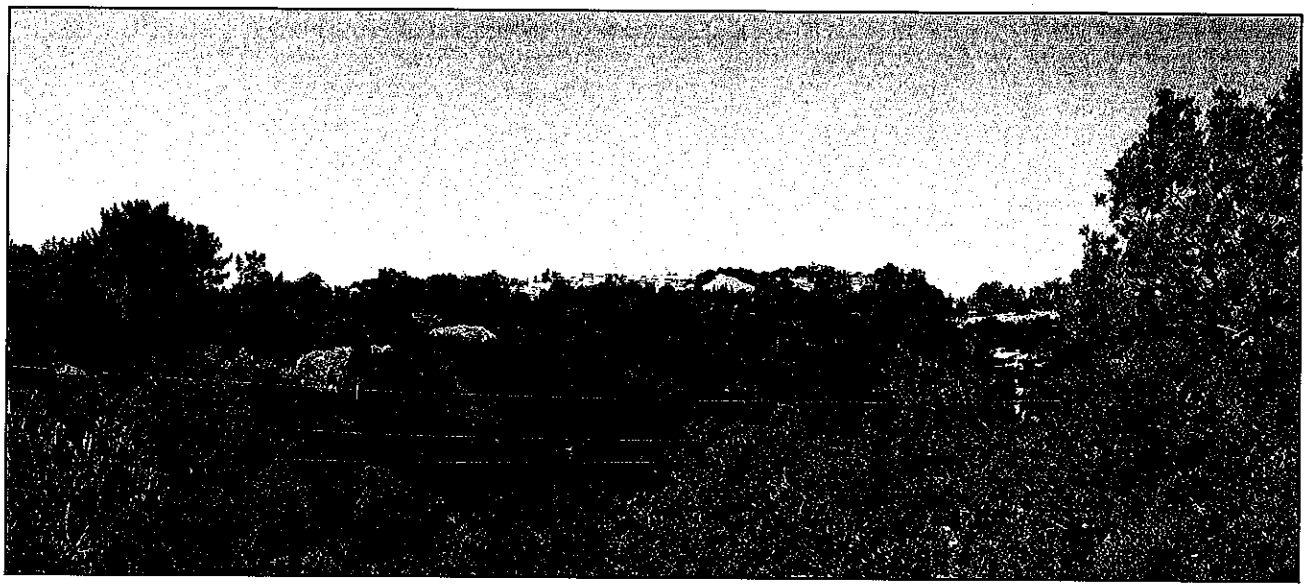
Source: VIZf/x Digital Environments 2007.

00557.07 (8-07)

Jones & Stokes

Figure 13
View of Project Site from a Point near 733 Temescal Way (Residential Area)

14a. View without Project.



14b. View with Project.

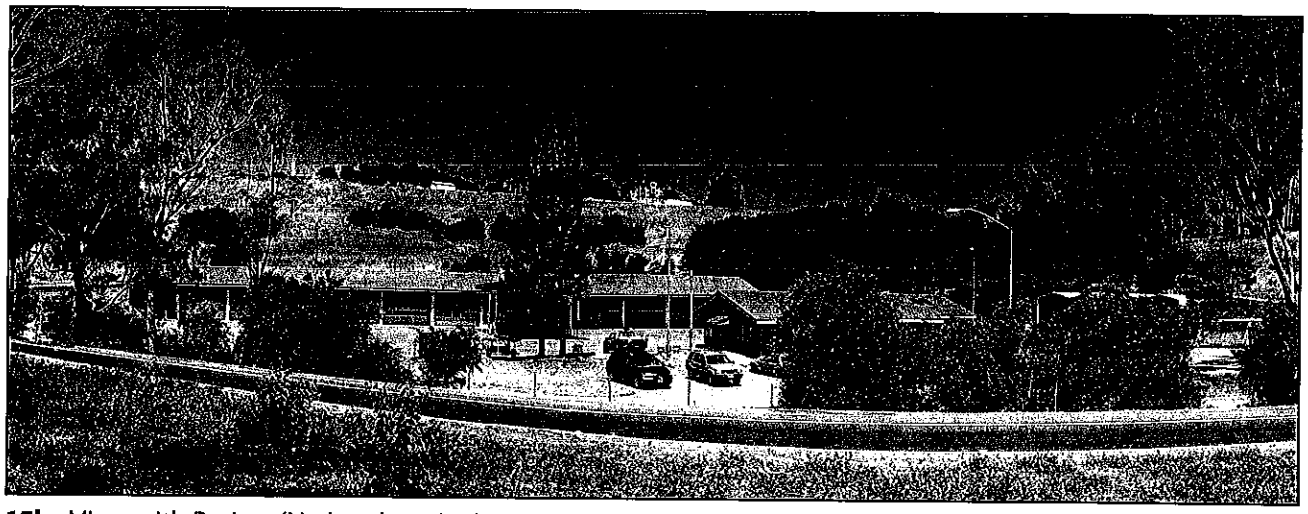
Source: VIZf/x Digital Environments 2007.

00557.07 (8-07)

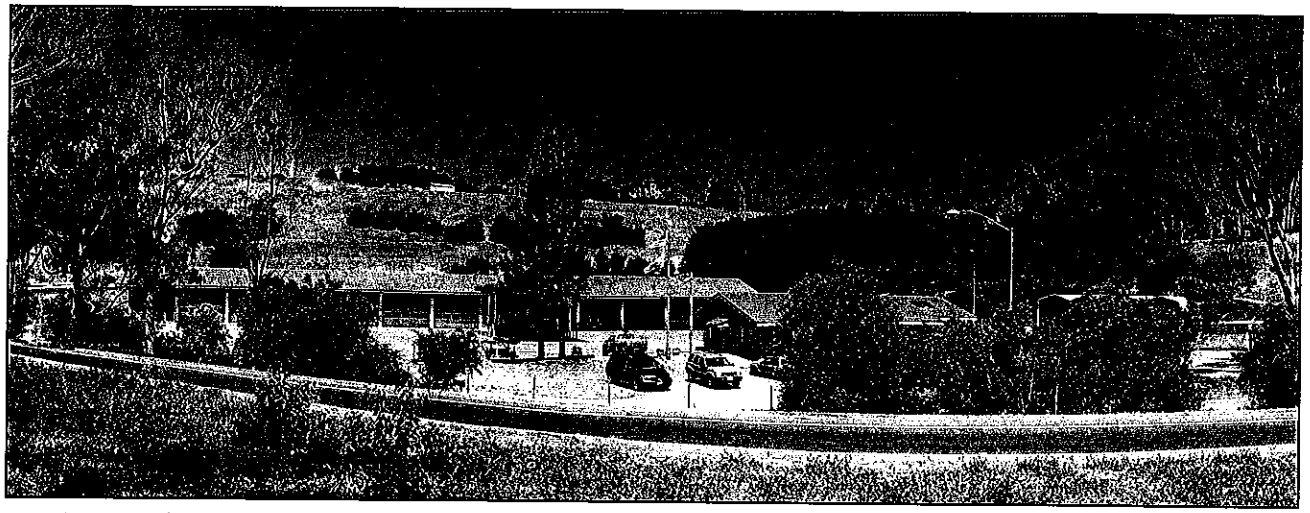
Jones & Stokes

Figure 14
View of Project Site from Quail Meadows Drive in Woodside

15a. View without Project.



15b. View with Project (No Landscaping).



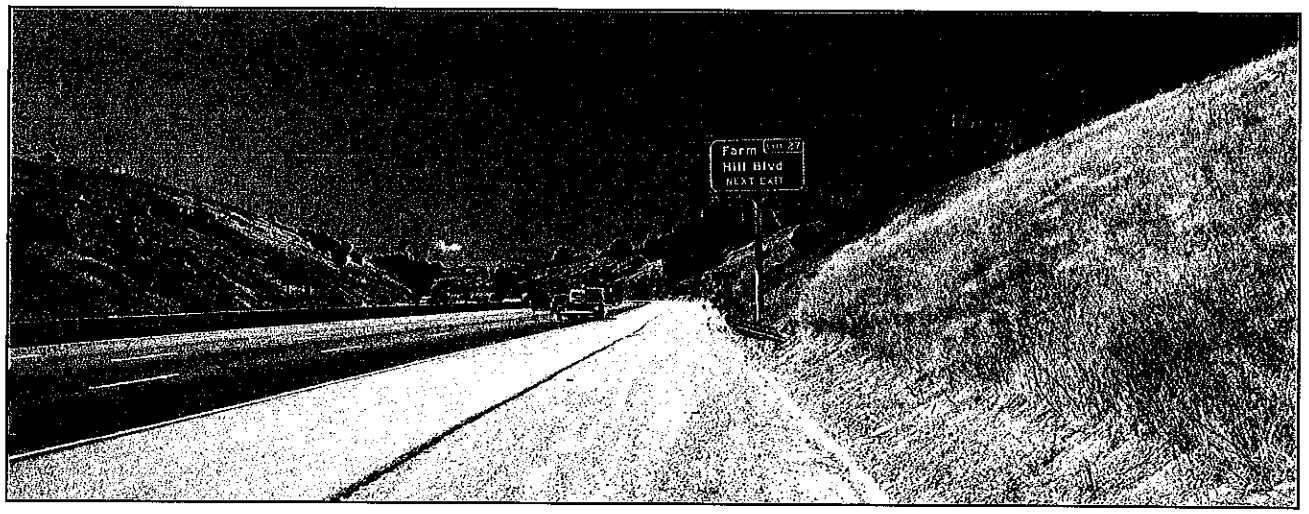
15c. View with Project (Landscaping and Mitigation).

Source: VIZf/x Digital Environments 2007.

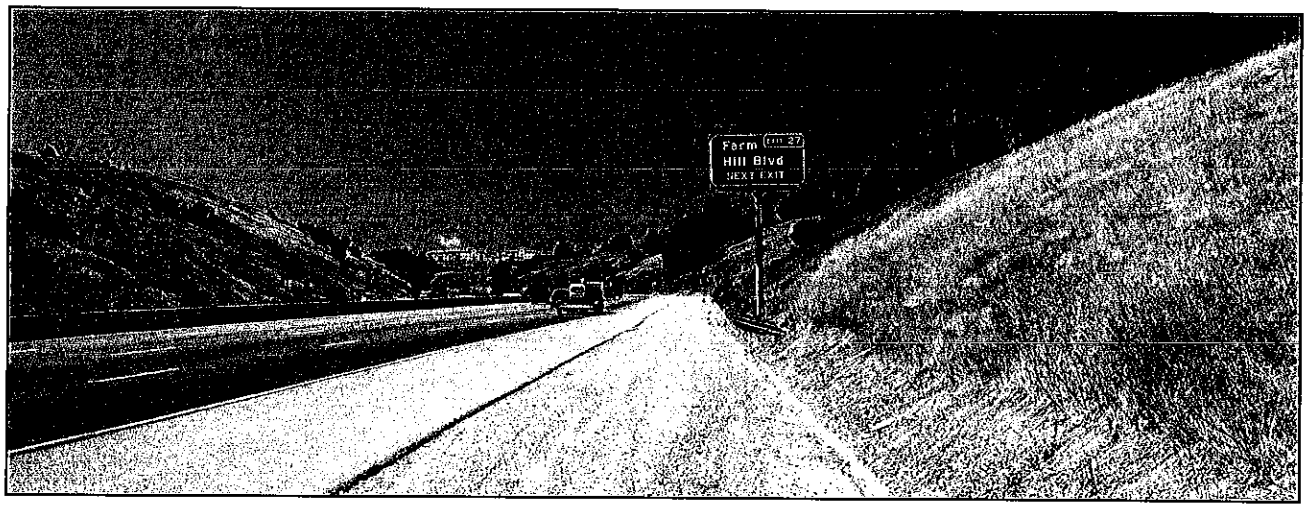
00557.07 (8-07)

Jones & Stokes

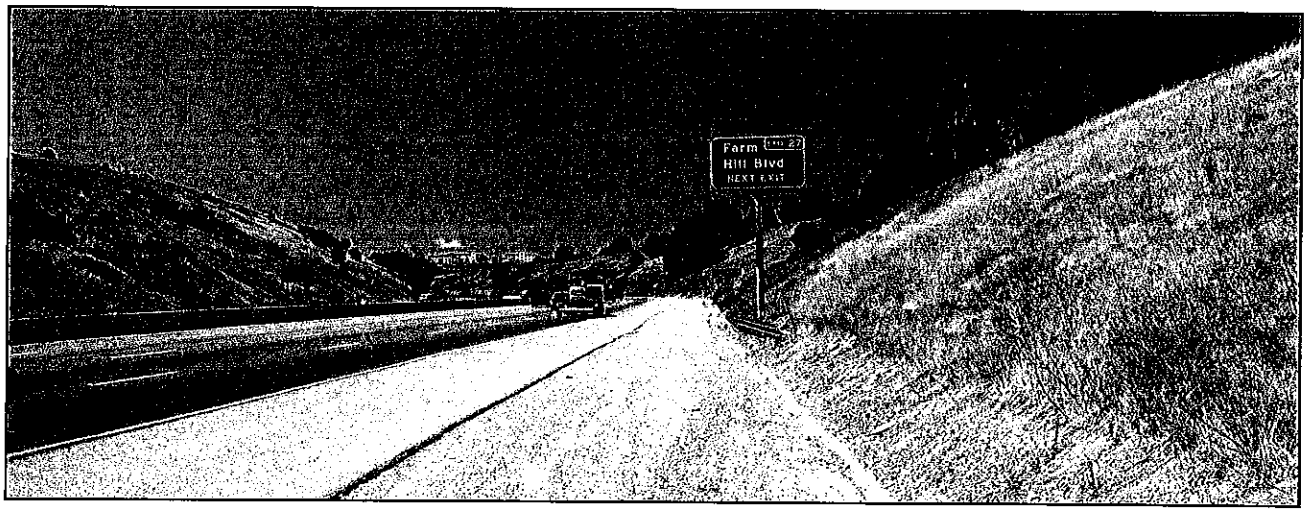
Figure 15
View of Project Site from the Farm Hill Boulevard Exit of I-280 Northbound



16a. View without Project.



16b. View with Project (No Landscaping).



16c. View with Project (Landscaping and Mitigation).

Source: VIZf/x Digital Environments 2007.

00557.07 (8-07)

Jones & Stokes

Figure 16
View of Project Site from I-280 Northbound (between the Woodside and Farm Hill Boulevard Exits)

2. Agricultural Resources

		Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:					
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b.	Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?				X
c.	Involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to non-agricultural use?				X

Existing Conditions

The project site consists of an existing paved parking lot (Lot 3) on the Cañada College campus. The site is classified as Urban and Built-Up Land under the Department of Conservation's Farmland Mapping and Monitoring Program (FMMP). Due to its developed nature and use as a parking lot, the project site does not presently support agricultural land uses.

Discussion of Checklist Responses

a. Conversion of Farmland. The proposed project involves construction of a multi-family development on an existing paved parking lot. Because the site is classified as Urban and Built-Up Land under the Department of Conservation's FMMP, the proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation 2004). Therefore, there would be no impact.

Finding: No Impact

b. Conflict with Existing Zoning or Williamson Act. The proposed project site is neither zoned for agricultural use by county or city government nor subject to an existing Williamson Act contract. The portion of the site that would be detached from the Town of Woodside and annexed into the City of Redwood City would be rezoned for residential occupancy and thus would not be intended for agricultural use. Therefore, the proposed project would not result in conflicts with existing zoning or Williamson Act contracts.

Finding: No Impact

c. Involve Other Changes that Could Convert Farmland. The proposed project is not expected to involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland to a non-agricultural use. The proposed project is an infill housing project located in a predominantly urban area that is intended for use by District faculty and staff. As such, the project would not foster economic or population growth or otherwise lead to the conversion of farmland. There would be no impact.

Finding: No Impact

3. Air Quality

		Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:					
a.	Conflict with or obstruct implementation of the applicable air quality plan?			X	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?		X		
d.	Expose sensitive receptors to substantial pollutant concentrations?			X	
e.	Create objectionable odors affecting a substantial number of people?				X

Existing Conditions

This air quality setting section discusses federal and state ambient air quality standards and existing air quality conditions in the project area, identifies sensitive receptors in the project area, and describes the overall regulatory framework for air quality management in California and the region.

Cañada College is located within the San Mateo County portion of the San Francisco Bay Area Air Basin (SFBAAB). The SFBAAB consists of San Mateo County and eight other counties - Alameda, Contra Costa, Marin, San Francisco, Santa Clara, Napa, and portions of Solano and Sonoma.

Regional Climate and Topography

The primary factors that determine air quality are the locations of air pollutant sources and the amount of pollutants emitted from those sources. Meteorological and topographical conditions are also important factors. Atmospheric conditions, such as wind speed, wind direction, and air temperature gradients, interact with the physical features of the landscape to determine the movement and dispersal of air pollutants.

The peninsula region of the Bay Area, including San Mateo County, extends from northwest San Jose to San Francisco. The Santa Cruz Mountains (part of the Coast Range) extend up the center of the peninsula, with elevations exceeding 2,000 feet at the southern end and gradually decreasing to 500 feet at the northern end. Cities in the southeastern portion of the peninsula and on the eastern side of the Coast Range experience warmer temperatures and fewer foggy days, because the marine layer is often blocked by the 2,000-foot mountain range. For example, at Half Moon Bay and San Francisco, the maximum daily temperatures in June through August are 62 to 64 degrees F, while on the eastern side at Redwood City, the maximum temperatures are in the low 80s. Daily maximum temperatures throughout the peninsula during the winter months are in the high 50s. Large temperature gradients are not seen in the minimum temperatures. The east peninsula, represented by Redwood City, reports winter minimum temperatures of 40 degrees, and summer minimum temperatures of 52 to 54 degrees.

Rainfall on the east side of the peninsula is somewhat lower than on the west side, with San Francisco and Redwood City reporting an average of 19.5 inches per year.

Annual average wind speeds range from 5 to 10 miles per hour (mph) throughout the peninsula. The prevailing winds are westerly along the peninsula's west coast. The Coast Range has two important gaps along the peninsula, the San Bruno Gap and the Crystal Springs Gap, which affect wind flow. As the sea breeze strengthens on summer afternoons, the gaps permit maritime air to pass across the mountains and cool the geographic area from San Mateo to Redwood City.

Air pollution potential is highest in the southeastern portion of the peninsula because this area is most protected from the high winds and fog of the marine layer, the emission density is relatively high, and pollutant transport from upwind sites is possible. At the north and northeastern portion of the peninsula, pollutant emissions are also high, but winds are generally fast enough to carry the pollutants away before they can accumulate (Bay Area Air Quality Management District 2006).

Regulatory Setting

The air quality management agencies of direct importance in San Mateo County include the U.S. Environmental Protection Agency (EPA), California Air Resources Board (ARB), and the Bay Area Air Quality Management District (BAAQMD). EPA has established federal ambient air quality standards for which ARB and the BAAQMD have primary implementation responsibility. ARB and the BAAQMD are also responsible for ensuring that state ambient air quality standards are met. The BAAQMD is also responsible for implementing strategies for air quality improvement and recommending mitigate measures for new growth and development.

Air quality is determined primarily by the type and amount of contaminants emitted into the atmosphere, the size and topography of the basin, and meteorological conditions. State and federal criteria pollutant emission standards have been established for six pollutants: carbon monoxide (CO), ozone (O_3), particulate matter (PM10 [particulates 10 microns or less in diameter] and PM2.5 [particulates 2.5 microns or less in diameter]), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead. Within the SFBAAB, the BAAQMD is responsible for ensuring that emission standards are not violated. The BAAQMD develops and enforces air quality regulations for non-vehicular sources, issues permits, participates in air quality planning, and operates a regional air quality monitoring network.

Federal and State Ambient Air Quality Standards

Existing air quality conditions in the project area can be characterized in terms of the ambient air quality standards that the EPA and ARB have established for several different pollutants. For some pollutants, separate standards have been set for different measurement periods. Most standards have been set to protect public health and welfare with an adequate margin of safety. For some pollutants, standards are based on other values (e.g. protection of crops and materials, or avoidance of nuisance conditions).

The national ambient air quality standards (NAAQS) were first authorized by the federal Clean Air Act of 1970. Air quality is considered in "attainment" if pollutant levels are below or equal to the NAAQS continuously and exceed them no more than once each year. The California ambient air quality standards (CAAQS) were authorized by the State legislature in 1967. Pollution levels must be below the CAAQS before an air basin can attain the state standard. California standards are generally more stringent than the federal standards. The pollutants of greatest concern in the project area are CO; O_3; PM10, and PM2.5. Federal and state ambient air quality standards are presented in Table 3.3-1.

Attainment Status

Areas are classified as either attainment or nonattainment with respect to state and federal ambient air quality standards. These classifications are determined by comparing the monitored air pollutant concentrations to the state and federal standards. If a pollutant concentration is lower than the state or federal standard, the area is classified as being in attainment of the standard for that pollutant. If a pollutant violates the standard, the area is considered a nonattainment area. If data are insufficient to determine whether a pollutant is violating the standard, the area is designated unclassified. This typically occurs in non-urbanized areas where levels of the pollutant are not a concern. Table 3.3-2 lists each criteria pollutant and their related attainment status.

Existing Air Quality Conditions

In addition to ambient air quality standards, the existing air quality conditions in the project area can be characterized by monitoring data collected in the region. The nearest BAAQMD air quality monitoring station to the project site is at 897 Barron Avenue in an unincorporated (San Mateo County) area near Redwood City. Table 3.3-3 summarizes air quality monitoring data from the unincorporated Redwood City monitoring station for the last three yeas. As indicated in Table 3.3-2, the Redwood City monitoring station has experienced one violation of the state 1-hour ozone standard, and five violations of the state PM10 standard during the three-year monitoring period. No other violations were recorded.

Criteria Pollutants and Local Air Quality

The federal and state governments have established ambient air quality standards for six criteria pollutants: O_3, CO, NO_2, SO_2, particulate matter, and lead. O_3 and NO_2 are generally considered regional pollutants because they, or their precursors, affect air quality on a regional scale. Pollutants such as CO, SO_2, and lead are considered local pollutants that tend to accumulate in the air locally. Particulate matter is considered a local and regional pollutant. In the project area, O_3, CO, and particulate matter are of particular concern. Brief descriptions of these pollutants, as well as Toxic Air Contaminants (TACs), follow.

Table 3.3-1. San Mateo County Attainment Status for State and Federal Standards

Pollutant	Averaging Time	CAAQS[a]	NAAQS[b]
Ozone (O_3)	1 hour	0.09 ppm[c]	——
	8 hour	0.07 ppm	0.08 ppm
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm
	8 hour	9.0 ppm	9 ppm
Nitrogen Dioxide (NO_2)	1 hour	0.18 ppm	——
	Annual	0.030 ppm	0.053 ppm
Sulfur Dioxide (SO_2)	1 hour	0.25 ppm	——
	24 hour	0.04 ppm	0.14 ppm
	Annual	——	0.030 ppm
Inhalable Particulate Matter (PM10)	24 hour	50 $\mu g/m^3$[c]	150 $\mu g/m^3$
	Annual	20 $\mu g/m^3$	——
Fine Particulate Matter (PM2.5)	24 hour	——	35 $\mu g/m^3$
	Annual	12 $\mu g/m^3$	15 $\mu g/m^3$
Sulfates	24 hour	25 $\mu g/m^3$	——
Lead (Pb)	30 day	1.5 $\mu g/m^3$	——
	Calendar quarter	——	1.5 $\mu g/m^3$
Hydrogen Sulfide	1 hour	0.30 ppm	——
Vinyl Chloride	24 hour	0.01 ppm	——

Notes:

[a] The California ambient air quality standards for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, PM10, and PM2.5 are values not to be exceeded. All other California standards shown are values not to be equaled or exceeded.

[b] The national ambient air quality standards, other than O_3 and those based on annual averages, are not to be exceeded more than once a year. The O_3 standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above the standard is equal to or less than one.

[c] ppm = parts per million by volume; μ/m^3 = micrograms per cubic meter.

Source: ARB, February 22, 2007

Table 3.3-2. San Mateo County Attainment Status for State and Federal Standards

Pollutant	Federal	State
O_3		
1-Hour	—[a]	Serious Nonattainment
8-Hour	Marginal Nonattainment	—[b]
Carbon Monoxide	Attainment/Maintenance	Attainment
Particulate Matter		
PM10	Unclassified/Attainment	Nonattainment
PM2.5	Unclassified/Attainment	Nonattainment

Notes:

[a] The EPA revoked the 1-hour standard on June 15, 2005.

[b] The ARB approved the 8-hour ozone standard on April 28, 2005 and it became effective on May 17, 2006. The attainment status for the state 8-hour ozone standard will be determined by ARB after review of sufficient monitoring data.

Table 3.3-3. Ambient Air Quality Monitoring Data Measured at the Redwood City Monitoring Station (ARB 41541)

Pollutant Standards	2004	2005	2006
O_3			
State standard (1-hour average = 0.09 ppm)			
National standard (8-hour average = 0.08 ppm)			
Maximum concentration 1-hour period (ppm)	0.097	0.084	0.085
Maximum concentration 8-hour period (ppm)	0.071	0.061	0.063
Days state 1-hour standard exceeded	1	0	0
Days national 8-hour standard exceeded	0	0	0
CO			
State standard (8-hour average = 9 ppm)			
National standard (8-hour average = 9 ppm)			
Maximum concentration 8-hour period (ppm)	2.13	2.26	2.44
Days state/national 8-hour standard exceeded	0	0	0
NO_2			
State standard (1-hour average = 0.18 ppm)			
Maximum 1-hour concentration	0.061	0.062	0.069
Days state standard exceeded[a]	0	0	0

Pollutant Standards	2004	2005	2006
Suspended Particulates (PM10)			
State standard (24-hour average = 50 µg/m³)			
National standard (24-hour average = 150 µg/m³)			
Maximum state 24-hour concentration	64.8	80.8	69.9
Maximum national 24-hour concentration	61.8	78.1	66.2
Days exceeding state standard	1	2	2
Days exceeding national standard	0	0	0
Suspended Particulates (PM2.5)			
National standard (24-hour average = 35 µg/m³)			
Maximum 24-hour concentration	35.8	30.9	75.3
Days exceeding national standard[b]	0	0	0

Notes:

a Number of exceedances based on CAAQS applicable during period shown (0.25 ppm). Standard was changed to 0.18 ppm in February 2007 to be applied to following years.

b Number of exceedances based on NAAQS applicable during period shown (65 µg/m^3). Standard was changed to 35 µg/m^3 in November 2006, to be applied to 2007.

Source: ARB, compiled by Jones & Stokes, June 2007

Ozone

O_3 is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections, and can cause substantial damage to vegetation and other materials. O_3 is a severe eye, nose, and throat irritant. O_3 also attacks synthetic rubber, textiles, plants, and other materials and causes extensive damage to plants by leaf discoloration and cell damage. O_3 is not emitted directly into the air; it is formed by a photochemical reaction in the atmosphere. O_3 precursors—reactive organic gases (ROG) and oxides of nitrogen (NO_x)—react in the atmosphere in the presence of sunlight to form ozone. Because photochemical reaction rates depend on the intensity of ultraviolet light and air temperature, O_3 is primarily a summertime problem. ROG and NO_x are emitted by mobile sources and stationary combustion equipment.

Carbon Monoxide

CO is essentially inert to plants and materials, but can have significant effects on human health. It combines readily with hemoglobin and thus reduces the amount of oxygen transported in the bloodstream. Effects on humans range from slight headaches to nausea to death. Motor vehicles are the dominant source of CO emissions in most areas. High CO levels develop primarily during the winter when periods of light winds combine with the formation of ground-level

temperature inversions, typically from evening through early morning. These conditions result in reduced dispersion of vehicle emissions. Motor vehicles also exhibit increased CO emission rates at low air temperatures.

Inhalable Particulate Matter

Particulates can damage human health and retard plant growth. Health concerns associated with suspended particulate matter focus on particles small enough to reach the lungs when inhaled. Particulates also reduce visibility and corrode materials. The federal and state standards for particulate matter apply to two classes of particulates: PM10 and PM2.5.

Toxic Air Contaminants

TACs are pollutants that may be expected to result in an increase in mortality or serious illness, or that may pose a present or potential hazard to human health. Health effects of TACs include cancer, birth defects, neurological damage, damage to the body's natural defense system, and diseases that lead to death.

One such contaminant, diesel exhaust particulate matter, was identified as a TAC by the ARB in August 1998 (see *Construction-Related Diesel Health Risk* in *Discussion of Checklist Responses* below). Diesel particulate matter is considered a carcinogen, and it is recognized that sensitive receivers exposed to high concentrations of diesel particulate matter for many years could experience a significant cancer risk. An example of such a significant cancer risk would be people living for many years next to a heavily used railroad yard. However, it is highly unlikely that off-site receptors downwind of temporary construction sites would experience any significant cancer risk directly associated with diesel emissions from a construction project.

Sensitive Land Uses

For the purposes of this analysis, sensitive land uses are defined as locations where people reside or where the presence of pollutant emissions could adversely affect the use of the land (i.e. schools). Typical sensitive receptors include residents, schoolchildren, hospital patients, and the elderly.

The Cañada College campus sits atop a hill and is generally separated from adjacent neighbors due to its higher elevation and buffers of adjacent, undeveloped land (including some densely wooded areas bordering the campus core on the east and west).

Existing adjacent land uses include: residential developments to the north and east; hilly undeveloped area and Emerald Hills Golf Course to the north; flood

protection land to the south; and areas of County-owned open space, including Huddart County Park to the west and Edgewood County Park to the north.

BAAQMD Thresholds

The BAAQMD has specified significance thresholds within its *BAAQMD CEQA Guidelines* (1999) to determine whether mitigation is needed for project-related air quality impacts. The BAAQMD's thresholds of significance for construction- and operation-related emissions are presented below.

Project Construction

Guidance from the BAAQMD's *CEQA Guidelines* indicates that the BAAQMD does not require quantification of construction emissions. Instead, it requires implementation of effective and comprehensive feasible control measures to reduce PM10 emissions (Bay Area Air Quality Management District 1999). PM10 emitted during construction activities varies greatly depending on the level of activity, the specific operations taking place, the equipment being operated, local soils, and weather conditions. Despite this variability in emissions, experience has shown that there are a number of feasible control measures that can be reasonably implemented to reduce PM10 emissions during construction; these measures are summarized in Table 3.3-4. According to the BAAQMD, if all control measures listed in Table 3.3-4 were implemented (as appropriate, depending on the size of the project area), air pollutant emissions from construction activities would be considered less than significant (Bay Area Air Quality Management District 1999).

In 2000, the ARB classified diesel particulate (DPM) exhaust as a carcinogen. Consequently, the BAAQMD recommends that potential health risks associated with exposure to construction-related DPM exhaust be evaluated. Guidance from the BAAQMD's CEQA Guidelines indicates significant DPM health risk would occur if the probability of contracting cancer for the Maximally Exposed Individual (MEI) would exceed 10 in one million, and ground-level concentrations of non-carcinogenic TAC would result in a hazard index greater than 1.0 for the MEI.

Project Operations

Operational emission thresholds are set forth in the BAAQMD's *CEQA Guidelines for Assessing the Air Quality Impacts of Projects and Plans* (Bay Area Air Quality Management District 1999). Project operations would result in a significant impact on air quality if it would result in either of the following.

Table 3.3-4. BAAQMD Feasible Control Measures for Construction Emissions of PM10

Basic Control Measures. The following controls should be implemented at all construction sites.
▪ Water all active construction areas at least twice daily.
▪ Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard.
▪ Pave, apply water three times daily, or apply (nontoxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
▪ Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.
▪ Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
Enhanced Control Measures. The following measures should be implemented at construction sites greater than 4 acres in area.
▪ Hydroseed or apply (nontoxic) soil stabilizers to inactive construction areas (i.e., previously graded areas inactive for 10 days or more).
▪ Enclose, cover, water twice daily, or apply (nontoxic) soil binders to exposed stockpiles (e.g., dirt and sand).
▪ Limit traffic speeds on unpaved roads to 15 mph.
▪ Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
▪ Replant vegetation in disturbed areas as quickly as possible.
Optional Control Measures. The following control measures are strongly encouraged at construction sites that are large in area, located near sensitive receptors, or for any other reason may warrant additional emissions reductions, but project applicant is not required to implement.
▪ Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
▪ Install windbreaks or plant trees or vegetative wind breaks at windward side(s) of construction areas.
▪ Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.
▪ Limit the area subject to excavation, grading, and other construction activity at any one time.
Source: BAAQMD 1999.

- Net increase in pollutant emissions of 80 pounds per day (ppd) or 15 tons per year (tpy) of ROGs, NO_X, or PM10.
- A project-related contribution to CO concentrations exceeding the CAAQS for the 1-hour (i.e., 20 ppm) and 8-hour (i.e., 9 ppm) standards. Projects that do not result in the following are presumed to result in less-than-significant levels of CO emissions, and no estimation of CO concentrations is necessary (Bay Area Air Quality Management District 1999):
  - Project-related vehicle emissions of CO exceeding 550 ppd;
  - Project traffic impacting intersections or roadway links operating at Level of Service (LOS) D, E, or F;
  - Project traffic causing intersection or roadway LOS to decline to D, E, or F;
  - Project traffic increasing traffic volumes on nearby roadways by 10% or more (unless the increase in traffic volume is less than 100 vehicles per hour); and
  - Project-related objectionable odors affecting a substantial number of people (e.g., three persons or more).

Discussion of Checklist Responses

The estimated emissions resulting from construction and operation of the proposed project are presented below. The impact discussion utilizes the BAAQMD's thresholds identified above to determine the level of impacts associated with the proposed project, unless otherwise specified.

a. Conflict with or Obstruct Air Quality Plan. The proposed project would not conflict with or obstruct implementation of the BAAQMD Clean Air Plan. The main objective of the plan is to attain the State air quality standards for O_3. The project would not conflict with this goal. Emissions from motorized vehicles include O_3 precursors, but the level of increased traffic associated with the proposed project (200 additional daily trips, 2 fewer trips in the AM peak hour and 17 more trips during the PM peak hour) would not be significant relative to goals for the entire Bay Area Air Basin.

Finding: Less than Significant

b. Violate Air Quality Standards or Contribute to an Air Quality Violation. The proposed project would contribute to regional air pollutant emissions during construction (short-term) and project occupancy (long-term). A discussion of the project's potential construction- and operations-related air quality impacts is provided below.

Regional Construction Impacts. During project construction, air pollutant emissions would be generated by a variety of sources. Emissions sources would

include construction equipment (engine exhaust) and fugitive dust generated by winds and the operation of construction equipment over unpaved surfaces. BAAQMD's *CEQA Guidelines* do not require that emissions be estimated for construction activities. Construction-related emissions, therefore, were not estimated for the proposed project. Instead, specific construction-related mitigation measures must be implemented to minimize dust generation. The project description includes dust-control measures. Therefore, this potential impact is less than significant with implementation of Measure AQ-1, Implement Dust-Control Measures to Protect Air Quality During Construction (see Chapter 2, *Project Description, Environmental Commitments/Mitigation Measures*).

Regional Operation Impacts. Regional air pollutant emissions associated with project operations would be generated by the consumption of electricity and natural gas and by the operation of on-road vehicles. Pollutant emissions associated with energy demand (i.e., electricity generation and natural gas consumption) are classified as regional stationary source emissions. Electricity is considered an area source because it is produced at various locations in and outside of the SFBAAB. Because it is not possible to isolate where electricity is produced, these emissions are conservatively considered to occur within the SFBAAB and are regional in nature. Criteria pollutant emissions associated with the production and consumption of energy were calculated using emission factors approved by ARB.

Mobile-source emissions were calculated using the URBEMIS2002 emissions inventory model, which multiplies an estimate of daily vehicle miles traveled by applicable EMFAC2002 emissions factors. The URBEMIS2002 model output and worksheets for calculating regional operational daily emissions are provided in Appendix A. As shown in Table 3.3-5, regional emissions resulting from the proposed project would not exceed regional BAAQMD thresholds for NO_X, PM10, or ROG. Thus, regional operations emissions would not result in a significant long-term regional air quality impact. No mitigation measures are necessary for operational impacts.

Finding: Less than Significant with Mitigation

Table 3.3-5. Estimate of Operational Emissions (pounds per day)

Project Emissions	ROG	NO_X	PM10
On Road Mobile Sources [a]	3	4	3
Stationary sources [b]	<1	1	<1
Area Sources [c]	38	1	9
Total Project	41	6	12
BAAQMD Daily Significance Threshold	80	80	80
Exceed Significant Threshold?	No	No	No

Notes:

[a] Mobile emissions calculated using the URBEMIS2002 emissions model. Model output sheets are provided in Appendix A.

[b] Emissions due to project-related electricity generation, calculated based on guidance provided in BAAQMD's *CEQA Guidelines.*

[c] Area sources include landscaping equipment emissions and miscellaneous sources (e.g., detergents, cleaning compounds).

c. Result in a Cumulatively Considerable Net Increase of Criteria Pollutants. According to the BAAQMD, if all control measures listed in AQ-1 are implemented, air pollutant emissions of PM10 from construction activities are considered less than significant (Bay Area Air Quality Management District 1999). In addition, construction emissions of CO and O_3 precursors (ROG and NO_X) are already included in the emission inventory that is the basis for BAAQMD's regional air quality plans and are not expected to impede the BAAQMD's attainment or maintenance of O_3 and CO standards. Consequently, this impact is considered less than significant, and no additional mitigation is required.

Finding: Less than Significant with Mitigation

d. Expose Sensitive Receptors to Substantial Pollutant Concentrations. Sensitive receptors around the project site include students at Cañada College, including approximately 30 Middle College High School students, staff, and existing/new residents. The project's primary pollutant emissions would be dust during construction. The residences would not be significantly affected by dust during construction as mitigation measure AQ-1 would reduce and monitor construction dust missions during the length of construction.

Finding: Less than significant

e. Create Objectionable Odors Affecting a Substantial Number of People. The proposed residential project would not create objectionable odors.

Finding: No Impact

Other Considerations

Climate Change Regulations

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and pro-active approach to dealing with GHG emissions and climate change at the state level. AB 1493 requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions; these regulations will apply to automobiles and light trucks beginning with the 2009 model year.

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80% below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that ARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

Climate change and GHG reduction is also a concern at the federal level; however, at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. According to the IPCC report, Climate Change 2007: The Physical Science Basis: Summary for Policymakers (February 2007), there is no doubt that the climate system is warming. Global average air and ocean temperatures as well as global average sea level are rising. Of the last 12 years, 11 years have ranked as among the warmest on record since 1850. While some of the increase is explained by natural occurrences, the 2007 report asserts that the increase in temperature is very likely (> 90%) due to human activity, most notably the burning of fossil fuels.

For California, similar effects are described in the California Climate Change Center report, *Our Changing Climate: Assessing the Risks to California* (July 2006). Based on projections using state of the art climate modeling, the temperatures in California are expected to rise between 3° F and 10.5° F (1.7° C and 5.8 ° C) by the end of the century dependent on how much California is able to reduce its GHG emissions. The report states that these temperature increases will negatively impact public health, water supply, agriculture, plant and animal species, and the coastline.

Climate Change Impacts

The relatively long lifetime of primary greenhouse gases in the atmosphere results in their accumulation over time. Their impact on the atmosphere is mostly independent of the point of emission. Consequently, greenhouse gas emissions are more appropriately evaluated on a state, national, or even international scale rather than at an individual project level. BAAQMD has not developed any methodology for calculating, or significance thresholds for evaluating greenhouse gases. This is because greenhouse gases, especially carbon dioxide, do not pose any health risks at ambient concentrations. The impacts associated with greenhouse gases are long-term climatic changes, which are beyond the regulatory purview of the air district. As previously indicated, BAAQMD has not established any thresholds or guidance to evaluate impacts associated with greenhouse gas emissions. Because greenhouse gas emissions are more appropriately evaluated on a regional, state, or even national scale rather than at an individual project level, project-specific greenhouse gas emissions are considered less than significant, as climate change would not occur directly from the proposed project's emissions.

The proposed project would provide workforce housing within walking distance to work, which would save more than 100,000 miles of driving annually based on the College Vista experience at College of San Mateo, as shown in the College Vista resident profile (Appendix D). Additionally, the project includes energy efficient features As described in Chapter 2, Project Description, the District would Install energy efficiency appliances including refrigerator, stove, dishwasher, and clothes washer and dryer for each unit; design and install high efficiency irrigation system with drip, bubblers and low flow sprinklers; use compact fluorescent lights in exterior corridor lighting; use appropriately sized and re-cycled construction materials whenever possible; and recycle the existing asphalt parking lot materials into the new roadways for the project. This complies with Redwood City's climate protection activities. Redwood City signed the U.S. Mayor's Climate Protection Agreement.

Finding: Less than significant

4. Biological Resources

		Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:					
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f.	Conflict with the provisions of an adopted habitat conservation plan (HCP), natural community conservation plan (NCCP), or other approved local, regional, or state habitat conservation plan?				X

Methodology

For the purpose of this analysis, the *biological resource study area* (study area) is identified as Lot 3, the 3.3-acre site shown in Figure 3. All activities described in Chapter 2 *Project Description*, would take place inside the boundaries of this lot and construction access to the site will occur on existing campus roads. Qualified biologists surveyed the study area for sensitive natural resources during a site visit on October 27, 2006. The study area was assessed from a vehicle and on foot when necessary to determine whether sensitive biological resources were present and to evaluate whether they would be impacted by the proposed project.

To prepare for the field survey, Jones & Stokes biologists reviewed the following resources related to the proposed project to evaluate whether sensitive species or other sensitive biological resources (e.g., wetlands) could occur in the study area.

- The California Native Plant Society's (CNPS's) *Inventory of Rare and* Endangered Plants of California (California Native Plant Society 2007).
- The California Natural Diversity Database (CNDDB) (California Department of Fish and Game 2007) records for the Woodside U.S. Geological Survey (USGS) 7.5-minute quadrangles, with the following eight surrounding quadrangles: San Mateo, Montara Mountain, Half Moon Bay, Palo Alto, Redwood Point, La Honda, Mindego Hill, and San Gregorio.
- An online list of sensitive species in the same nine USGS quadrangles described above was obtained from the U.S. Fish and Wildlife Services (USFWS).
- Jones & Stokes file information.
- Other published and unpublished literature.

This information was used to develop botanical and wildlife tables of sensitive species that could be present in the region (see Appendix B).

Jones & Stokes conducted a reconnaissance-level survey on October 27, 2006. This survey focused on identifying and evaluating biological communities in the study area, determining their suitability for sensitive plants and wildlife species, and identifying natural communities.

For the purpose of this analysis, "sensitive species" is a collective term that refers to plants and animals that are legally protected under the federal Endangered Species Act (ESA), the California Endangered Species Act (CESA), or other regulations, as well as species that are considered sufficiently rare by the scientific community to qualify for such listing. Sensitive plants and animals fall into the following categories.

- Species listed or proposed for listing as threatened or endangered under ESA (50 CFR 17.12 [listed plants], 50 CFR 17.11 [listed animals], and in various notices in the Federal Register [FR] [proposed species]).

- Species that are candidates for possible future listing as threatened or endangered under ESA (64 FR 57534, October 25, 1999).
- Species listed or proposed for listing by the State of California as threatened or endangered under CESA (14 CCR 670.5).
- Species that meet the definitions of "rare," "threatened," or "endangered" under CEQA (State CEQA Guidelines, Section 15380).
- Plants listed as rare under the California Native Plant Protection Act (California Fish and Game Code, Section 1900 et seq.).
- Plants considered by CNPS to be "rare, threatened, or endangered in California and elsewhere (CNPS List 1B)" (California Native Plant Society 2007).
- Plants listed by CNPS as plants about which more information is needed to determine their status and plants of limited distribution, which may be included as special-status species on the basis of local significance or recent biological information.
- Animals fully protected in California (California Fish and Game Code, Section 3511 [birds], 4700 [mammals], and 5050 [amphibians and reptiles]).

Existing Conditions

The Cañada College campus is situated on 131 acres in the foothills of the Santa Cruz Mountains. The campus boundaries are within the City of Redwood City and the Town of Woodside (Figures 1 and 2). The topography of the campus is relatively hilly, and the campus core is developed with 2- and 3-story classrooms and operations buildings, paved parking lots, pedestrian walkways, and athletic facilities. The project site (Lot 3) is a 3.3-acre flat, paved parking lot on the east side of campus.

Land uses in the campus vicinity include residential developments to the north and east; Emerald Hills Golf Course to the northeast; flood protection land to the south and west; and areas of County-owned open space, including Huddart County Park to the west and Edgewood County Park to the north.

Natural Communities

Based on the results of the field survey, proposed activities would directly disturb only paved areas; therefore, the proposed project would not affect important natural communities. Serpentine habitat, which consists of soils derived from serpentinite and other ultramafic rocks and is known to support a variety of threatened and endangered plant and animal species, does not occur on the Cañada College campus. The undeveloped, steep, oak woodland that occurs north and east of Lot 3 would also not be impacted by the proposed project.

Sensitive Plant Species

During the prefield investigation, 49 sensitive plant species were determined to have the potential to occur in the project region (see Appendix B, Table B-1). These species are associated with specific habitats and microhabitat conditions (e.g., coastal dunes, serpentine soils) that do not occur in or adjacent to the areas where proposed project activities would occur. Therefore, these 49 sensitive plant species were identified as having no potential to occur in the project area. Based on the lack of previously recorded occurrences and the lack of suitable habitat, no sensitive plant species occur in the project area. Sensitive plant species are not discussed further.

Sensitive Wildlife Species

A search of the CNDDB and the USFWS species list for the project region (Woodside USGS quadrangle and 8 surrounding quadrangles) resulted in a list of 59 wildlife species that have been documented in or have the potential to occur in the project region (see Appendix B, Table B-2). Several species were omitted because there is no suitable habitat in the project region. For example, all fish species were omitted from consideration because no stream habitat occurs within the project area. All marine species were omitted because there is no marine habitat within the project region. All serpentine obligate species (i.e. species that are restricted to serpentine habitats) were omitted because there is no serpentine habitat on the Cañada College campus. For each of the remaining 27 species, the listing status, current distribution, preferred habitat, and potential for occurrence in the study area was identified. This information is on file with the District and is part of the administrative record. Since Lot 3 is a paved parking lot, there is no existing habitat for any sensitive wildlife species.

Several migratory birds, including raptors, have the potential to nest in the forested areas north and east of the study area. Although most of these species are not considered special-status wildlife species, their occupied nests and eggs are protected under the California Fish and Game Code, Sections 3503 and 3503.5 and the Migratory Bird Treaty Act (MBTA). No natural habitats (e.g., grassland, trees) will be removed ahead of this project so no nesting migratory birds will be impacted. Further, since all construction activities will occur within the boundaries of Lot 3, migratory birds nesting in this nearby habitat will not be impacted by construction activities if they occur within the migratory bird-nesting season.

Waters of the United States, Including Wetlands

There are no jurisdictional waters of the United States on or adjacent to Lot 3.

Discussion of Checklist Responses

a. Adverse Effect on Any Species Identified as a Candidate, Sensitive, or Special-Status Species. New structures would be built in an area that is currently a paved parking lot (Lot 3). This area has no habitat value for sensitive plant or wildlife species.

Finding: No impact

b. Adverse Effect on Any Riparian Habitat or Other Sensitive Natural Community. New structures would be built in an area that is currently developed as a parking lot (Lot 3). There are no riparian or other sensitive habitats on or adjacent to Lot 3.

Finding: No impact

c. Adverse Effect on Federally Protected Wetlands. New structures would be built in an area that is currently developed as a parking lot (Lot 3). There are no wetlands on or adjacent to Lot 3.

Finding: No impact

d. Interfere Substantially with Native Resident or Migratory Fish or Wildlife Species. The study area does not have any waterbodies, documented migratory wildlife corridors, or native wildlife nursery sites. Therefore, the proposed project would not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

Finding: No Impact

e. Conflict with Local Policies or Ordinances Protecting Biological Resources. There would be no impacts to biological resources and, therefore, no conflict with local policies or ordinances protecting biological resources.

Finding: No Impact

f. Conflict with an HCP. There are no existing or pending Habitat Conservation Plans or Natural Community Conservation Plans that include the project area.

Finding: No Impact

5. Cultural Resources

		Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:					
a.	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				X
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d.	Disturb any human remains, including those interred outside of formal cemeteries?		X		

Existing Conditions

Jones & Stokes conducted a cultural resources inventory of the Cañada College project area on October 27, 2006. The methods used to identify cultural resources in the project area consisted of a literature review and records search, historic map research, consultation with Native Americans, and a cultural resources survey of the project area. Information obtained as a result of the literature review includes the prehistoric, ethnographic, and historic context of this area and has been included in Appendix C.

No cultural resources were identified in the project area as a result of the cultural resources background research and field survey.

Previous Studies

On November 1, 2006 a records search for the study area was conducted at the Northwest Information Center (NWIC) of the California Historical Resources Information System at Sonoma State University, Rohnert Park, California. Sources consulted during the record search included maps of previous cultural resource studies and known cultural resource locations, as well as the following sources: Office of Historic Preservation Historic Property Listings, North Central Information Center of the Historical Resources Information System (NCIC) Historic Resources Maps, California Inventory, California Place Names (Gudde 1969), California Gold Camps (Gudde 1975), Caltrans Bridge Inventory,

California Historical Landmarks (1996), Points of Historical Interest (1992), and Historic Spots in California (Kyle 1990).

No previously recorded cultural resources were found within the Cañada College project area boundaries or within 0.25 mile of the project area boundaries. No previous cultural resources studies have been conducted within the project area boundaries.

Survey Results and Resource Sensitivity

On October 27, 2006 a pedestrian survey was conducted of the project site, and no native soils were visible. Therefore, there is a very low potential for the presence of archaeological materials. No prehistoric or historic cultural resources or historic structures were observed in or adjacent to the project site.

Native American archaeological sites in this portion of San Mateo County tend to be situated near seasonal and perennial water sources and along slope terraces. Given the environmental setting, there is a moderate potential for subsurface Native American sites at the project site.

Review of historical literature and maps on file at the NWIC gave no indication of archaeological sites or historic structures in or adjacent to the project site. Consequently, there is a low possibility of identifying historic cultural resources at the project site.

Discussion of Impacts

a. Adverse Change in Significance of Historical Resource. According to CEQA, a historical resource is a resource that is:

- listed in or eligible for listing in the California Register of Historical Resources (CRHR);
- listed in a local register of historical resources; or
- determined to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

The buildings or structures located in or in the vicinity of the project site are less than 50 years old and, therefore, are not significant resources for the purposes of CEQA. Accordingly, there are no historical resources in the project area for the purposes of CEQA. As such, would be no impact to historical resources.

Finding: No Impact

b. Adverse change in Significance of an Archaeological Resource. Although it is unlikely that unanticipated archaeological resources would be found in the project area, there is the possibility that a unique archaeological resource may be encountered during construction activities (i.e., removing the pavement, grading). The project description includes measures to protect unknown cultural resources. Therefore, this potential impact is less than significant with implementation of Measure CR-1, Implement Measures to Protect Previously Unidentified Cultural Resources During Construction (see Chapter 2, *Project Description, Environmental Commitments/Mitigation Measures*).

Finding: Less than Significant with Mitigation

c. Destroy a Unique Paleontological Resource or Site or Geologic Feature. The project site lies on soils classified as either Orthents, cut and fill, Urban land, or Orthents, cut and fill-Urban land complex (Kashiwagi and Hokholt 1991). Paleontological resources have not been observed on the project site and significant fossils are not known to occur in the geological material at the project location. Therefore, there would be no impact to paleontological resources.

Finding: No Impact

d. Disturb Human Remains. No human remains are known to be located in the project area. However, there is always the possibility that unmarked burials may be unearthed during excavation and ground disturbing activities. The project description includes mitigation to protect unknown cultural resources. Therefore, this potential impact is less than significant with implementation of Mitigation Measure CR-1, Implement Measures to Protect Previously Unidentified Cultural Resources During Construction (see Chapter 2, *Project Description, Environmental Commitments/Mitigation Measures*).

Finding: Less than Significant with Mitigation

6. Geology and Soils

		Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
	2. Strong seismic groundshaking?			X	
	3. Seismic-related ground failure, including liquefaction?			X	
	4. Landslides?			X	
b.	Result in substantial soil erosion or the loss of topsoil?			X	
c.	Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?			X	
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?				X

Existing Conditions

Geologic Setting

Cañada College is located in the Coast Ranges geomorphic province, characterized in the project vicinity by low rugged mountains and generally narrow northwest-trending valleys. The proposed site is the existing parking Lot 3, which is flat and paved. The land immediately east and south of the project site slopes downward at inclinations of approximately 2:1 (horizontal to vertical) towards the topographic low point located in the southern portion of the site. (TRC 2007).

A subsurface investigation conducted by TRC at the site of the proposed project indicates that bedrock underlying the project site consists primarily of Franciscan Complex greenstone. Test borings at the site encountered 2 to 2.5 feet of asphalt concrete at the ground surface. This pavement layer was in turn underlain by moderately weathered, moderately hard, and highly fractured greenstone bedrock to the maximum depth explored of 24.5 feet. Free groundwater was not encountered during the site investigation (TRC 2007).

Some Redwood City hillsides contain serpentine rock or deposits of cinnabar ore. Serpentine rocks and their parent material, ultramafic rocks, are known to contain the naturally occurring form of asbestos, which can be released when the rocks are broken or crushed. Once released from rock, asbestos can become airborne and can pose significant human health risks (Californian Air Resources Board 2006). Similarly, disturbance of soils containing cinnabar deposits can result in release of the elemental form of mercury, which can be potentially toxic to humans and wildlife. However, neither serpentine/ultramafic rock nor cinnabar deposits were found during the subsurface investigation conducted by TRC at the proposed project site (TRC 2007). Consequently, issues related to the potential release of naturally occurring asbestos or mercury at the project site will not be discussed further in this Initial Study.

Geologic Hazards

Several active faults are near Cañada College. These include the San Andreas fault, 1.5 miles southwest of the site; the Monte Vista-Shannon fault, 1.25 miles to the southwest; the San Gregorio fault, 9 miles to the southwest; and the Hayward fault, located approximately 17 miles to the northeast. All of these faults are designated as active by the State of California under the Alquist-Priolo Earthquake Fault Zoning Act (Hart and Bryant 1997), and are identified as active seismic sources by the Uniform Building Code (UBC) (International Conference of Building Officials 1997). The Monte Vista-Shannon fault, located 1.25 miles to the southwest, has not been zoned by the state but is identified as a UBC seismic source (California Division of Mines and Geology 2000, Hart and Bryant 1997, International Conference of Building Officials 1997). None of the proposed project sites are within any earthquake fault zone designated by the

state under the Alquist-Priolo Act (California Division of Mines and Geology 2000), nor are they traversed by any faults recognized by the Uniform Building Code as active but not zoned by the State of California (International Conference of Building Officials 1997). Thus, the risk of surface fault rupture is considered low at the project site.

Because of the project site's location within a seismically active area, in fairly close proximity to several major active faults, the project site is likely to experience strong groundshaking during the lifespan of the proposed project. Recent studies estimate a 62% probability of at least one earthquake with a magnitude of 6.7 or greater occurring on one of the faults of the greater San Francisco Bay Area in the next 30 years, and a 10% probability of a magnitude 7.0 or greater event during the same timeframe (U.S. Geological Survey 2003).

The project site has not been mapped by the State of California under the Seismic Hazards Mapping Act. However, the project site is located on a hilltop with bedrock underlying the site, and thus is at very low risk of liquefaction (Knudsen et al. 2000; Association of Bay Area Governments 2001). In addition, a review of existing USGS maps by Jayko et al. (1999) did not reveal any recent landslide activity in the vicinity of proposed improvements Thus, the risk of slope failure—including seismically induced landsliding—at the project site is judged to be low.

Soils

Areas of development on the Cañada College campus, as shown on the 1970 U.S. Geological Survey aerial photographs that were used as the basis for soil mapping and classification, are classified as either Orthents, cut and fill, Urban land, or Orthents, cut and fill-Urban land complex (Kashiwagi and Hokholt 1991). These soil types indicate surficial soils that have been highly altered from past conditions, such as through the placement of fill to support past or existing development.

Discussion of Checklist Responses

a. Expose People or Structures to Geologic- or Soil-related Adverse Effects Involving:

1. Rupture of Known Earthquake Fault. As discussed above, the project site is not within any earthquake fault zone designated by the state under the Alquist-Priolo Act, nor is it traversed by any faults recognized by the Uniform Building Code as active but not zoned by the State of California. Accordingly, the risk of surface fault rupture at the site is considered low, and the potential for impacts related to surface fault rupture is evaluated as less than significant. No mitigation is required.

Finding: Less than Significant

2, 3. Strong Seismic Groundshaking, or Seismic-related Ground Failure. The project site is likely to experience strong groundshaking during the lifespan of the project; the potential for liquefaction at the site is considered very low. The principal concern related to human exposure to groundshaking or liquefaction is that both of these processes can result in structural damage, potentially jeopardizing the safety of persons occupying the structures. However, as discussed above, all new facilities would be designed and constructed to meet or exceed relevant standards of the CBC and any additional recommendations identified in the site-specific geotechnical study prepared during project design (see *Be Located on Unstable Geologic Units or Soil* below). Although there would be some residual risk, as in any seismically active area, impacts are expected to be less than significant. No mitigation is required.

Finding: Less than Significant

4. Landslides. The proposed project would be constructed on a flat area where the potential for landslides is considered low. Creation of cut slopes and fill embankments are not anticipated during project construction. All earthworks would conform to requirements of the CBC, and any additional recommendations identified in the site-specific geotechnical study prepared for project design (TRC 2007). Consequently, the potential for safety risks related to instability of cut and/or fill slopes during or following construction is expected to be less than significant. No mitigation is required.

Finding: Less than Significant

b. Result in Soil Erosion or Loss of Topsoil. As discussed above, surficial soils on the project site have been highly altered from past conditions. As such, ground-disturbing activities such as equipment laydown, site clearing, grading, and excavation are not expected to result in the removal of a high value topsoil resource. These activities may, however, have the potential to contribute to accelerated erosion, which could potentially impair surface and/or groundwater quality in the region. In order to comply with requirements of applicable permits under the NPDES program, the general contractor(s) selected for project implementation would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would include measures to protect water quality. The project description includes Measure WQ-1, Implement Erosion-Control Measures to Protect Water Quality During Construction (see Chapter 2, *Project Description, Environmental Commitments/Mitigation Measures*). Impacts related to loss of topsoil and potential for acceleration erosion are expected to be less than significant. No mitigation is required.

Finding: Less than Significant

c. Be Located on Unstable Geologic Units or Soil. Earthwork during project construction is not anticipated to create cut or fill slopes that could be unstable if improperly designed or constructed. As discussed above, the proposed project would conform to all applicable CBC requirements in combination with the site-specific recommendations developed during geotechnical investigations for the project. Additionally, because construction of the proposed project would require greater than 50 cubic yards of cut/fill, a grading permit would be required in accordance with Redwood City policy. As part of the permit process, the project geotechnical report and site grading and drainage plans will be submitted to the City Engineer for review prior to issuance of building permits. Thus, through conformance to CBC requirements in combination with site-specific recommendations presented in the project geotechnical report, and any additional requirements identified by the City during the permit process, impacts related to the potential for project construction to cause or increase instability are expected to be less than significant. No mitigation is required.

Finding: Less than Significant

d. Be Located on Expansive Soil. Expansive soils shrink or swell significantly with changes in moisture content. The clay content and porosity of the soil also influence the change in volume. The shrinking and swelling caused by expansive soils could result in damage to overlying structures. To reduce the potential for structural damage from shrinking and swelling, the proposed project would be built in accordance with the most recent California Building Code standards, and any relevant recommendations in the geotechnical investigation (TRC 2007). Thus, impacts related to expansive soils are expected to be less than significant impact on expansive soils. No mitigation is required.

Finding: Less than Significant

e. Be Located on Soils Incapable of Supporting Alternative Wastewater Disposal Systems. The project would not include the use of alternative wastewater disposal systems or septic tanks. Wastewater plumbing for new facilities would tie into an existing sanitary sewer line. Therefore, there would be no impact.

Finding: No Impact

7. Hazards and Hazardous Materials

		Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c.	Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d.	Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e.	Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?				X
f.	Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?				X
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h.	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

Existing Conditions

A government records search revealed that no portion of the project site is listed on the Cortese List, a compilation of information from various sources listing potential and confirmed hazardous waste and hazardous materials sites in California[3].

No public airports, public use airports, or private airstrips are in the immediate vicinity of the project site. The nearest airport facility, San Carlos Municipal Airport, is approximately 4.5 miles to the northeast.

The project site is not located in a designated Very High Fire Hazard Severity Zone or a wildland area that may contain substantial forest fire risks and hazards, as determined by the California Department of Forestry (California Department of Forestry 2006).

Discussion of Checklist Responses

a. Create a Hazard through Transport, Use, or Disposal of Hazardous Materials. Project construction is not expected to create a hazard to the public through the routine use of hazardous materials. Hazardous materials present at the project site would likely include fuel, oils, grease, lubricants, and other petroleum-based products contained in construction vehicles, as well as materials used during the construction process, such as solvents, adhesives, and paints. In accordance with the contractor's specifications, these construction-related hazardous materials would be transported, stored, and handled in a manner consistent with relevant regulations and guidelines, including those recommended and enforced by the U.S. Department of Transportation, San Mateo County Department of Health, and the Regional Water Quality Control Board (RWQCB). However, there is still potential for an accidental spill or inadvertent release of hazardous materials. This potential impact would be less than significant with implementation of Measure H-1, Prepare and Implement a Spill Prevention, Control, and Countermeasure Program for Construction Activities (see Chapter 2, *Project Description, Environmental Commitments/Mitigation Measures*). Any potential impacts that could occur as a result of the release of the above-mentioned materials through project construction would be further minimized and contained through implementation of proper transportation, handling, and storage procedures, utilization of

[3] The Hazardous Waste and Substances Sites (Cortese) List is a planning resource used by the State, local agencies, and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. Government Code section 65962.5 requires the California Environmental Protection Agency to develop, at least annually, an updated Cortese List. The Department of Toxic Substance Control (DTSC) is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies, including the State Water Resources Control Board and the California Integrated Waste Management Board, are required to provide additional hazardous material release information for the Cortese List (DTSC 2007).

appropriate spill containment and countermeasures, and implementation of BMPs, which are included as part of the proposed project. Therefore, this impact would be less than significant with implementation of Measure WQ-1, Implement Erosion-Control Measures to Protect Water Quality During Construction (see Chapter 2, *Project Description, Environmental Commitments/Mitigation Measures*). No additional mitigation is required.

Finding: Less than Significant with Mitigation

b. Create a Hazard through Upset and Accident Conditions. Project construction is not expected to create a hazard to the public through accidental release of hazardous materials. However, there is still potential for an accidental spill or leak to occur during construction activities. This impact would be less than significant with implementation of Measure H-1, Prepare and Implement a Spill Prevention, Control, and Countermeasure Program for Construction Activities, which has been included in the project description (see Chapter 2, *Project Description, Environmental Commitments/Mitigation Measures*).

Finding: Less than Significant with Mitigation

c. Emit Hazardous Emissions or Materials within 0.25 mile of Schools. Middle College High School, which enrolls approximately 30 students, is located on the Cañada College campus within 0.25 mile of the project site. The campus also provides community college uses. Students, faculty, and other persons present on the campus during project construction could be exposed to hazardous emissions or other hazardous materials releases during project construction and operation. This is not expected to be a significant impact because, as discussed above, all hazardous materials would be transported, stored, handled, and, if necessary, remediated in a manner consistent with relevant regulations and guidelines, and thus would not be expected to create a hazard to the public. Therefore, impacts are anticipated to be less than significant. No additional mitigation is required.

Finding: Less than Significant

d. Project Located on Listed Site. There are no identified hazardous materials or wastes present on the project site, based on a preliminary government records search. Therefore, there would be no impact.

Finding: No Impact

e, f. Within Vicinity of Public or Private Airstrip. The project site is not located within two miles of a public airport or private airstrip. The closest airport, San Carlos Airport, is located approximately 4.5 miles from the project site. Consequently, the project would not conflict with an airport land use plan or operation of nearby airports, or pose a related safety hazard to people living or working in the project area. There would be no impact. No mitigation is required.

Finding: No Impact

g. Interfere with Emergency Response or Evacuation Plan. The project would not interfere with any existing emergency response plan. The contractors' specifications would include a requirement to maintain emergency access and keep traffic flow open in each direction as part of a traffic handling plan that would be prepared as part of the project (see Environmental Measure T-1, Implement a Traffic Control Plan During Construction, in Chapter 2). This would ensure that impacts on emergency response are less than significant. No additional mitigation is required.

Finding: Less than Significant

h. Expose People or Structures to Risk of Wildland Fires. Cañada College is surrounded by hillsides, which presents some potential for wildland fires. Although the project site is adjacent to grassy slopes to the east and south, it is within the developed part of campus. The project site is not within a designated Very High Fire Hazard Severity Zone or a wildland area that may contain substantial forest fire risks and hazards, as determined by the California Department of Forestry (California Department of Forestry 2006). Therefore, this impact is considered less than significant.

Finding: Less than Significant

8. Hydrology and Water Quality

		Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:					
a.	Violate any water quality standards or waste discharge requirements?		X		
b.	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 (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?				X
c.	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?		X		
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?		X		
e.	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?		X		
f.	Otherwise substantially degrade water quality?		X		
g.	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?				X
h.	Place within a 100-year flood hazard area structures that would impede or redirect floodflows?				X

8. Hydrology and Water Quality

		Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
i.	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?				X
j.	Contribute to inundation by seiche, tsunami, or mudflow?				X

Existing Conditions

Surface Water and Groundwater

Cañada College is within both the Redwood Creek and San Francisquito Creek watersheds, which drain to San Francisco Bay. No other streams, creeks, or other surface water bodies were encountered at the project site or its immediate vicinity.

The project area is within the San Mateo Plain Groundwater Basin. Based on a subsurface investigation performed by TCR at the project site of the proposed project, localized groundwater levels could not be ascertained (TCR 2007). It should be noted, however, that groundwater in the project area may fluctuate seasonally due to changes in precipitation, underground drainage patterns, and other factors.

Runoff and Drainage

The project site is a paved parking lot that is served by two on-site storm drains located in the south and southwest portions of the site. The storm drains extend to Redwood City's wastewater and sewer collection system and then to the South Bayside System Authority Wastewater Treatment Plant for processing before discharge into the San Francisco Bay. Currently, the primary source of surface water runoff from the project site is precipitation.

Water Quality

Beneficial uses and water quality objectives for surface water and groundwater resources in San Mateo are established in the water quality control plan of the

San Francisco Bay RWQCB as mandated by the state Porter-Cologne Act and federal Clean Water Act (CWA). The San Francisco Bay RWQCB primarily implements basin plan policies through issuing waste discharge requirements for waste discharges to land and water. It is also responsible for administering the CWA Section 402 National Pollutant Discharge Elimination System (NPDES) permit program, which is designed to manage and monitor point and nonpoint source pollution.

The San Francisco Bay RWQCB also implements the CWA Section 303(d) total maximum daily load (TMDL) process, which consists of identifying water bodies that exhibit conditions that exceed water quality standards established in the basin plan. Once included on the 303(d) list, these water bodies are considered impaired by pollutants and the TMDL process is implemented to determine the assimilative capacity of the water body for the pollutants of concern and to establish an equitable allocation of allowable pollutant loading within the watershed. Additionally, an implementation plan for reductions in pollutant loading is developed. No water bodies in the immediate project area have been identified as impaired.

According to Section 402 of the CWA, NPDES stormwater permits for general construction activities are required for projects that disturb more than 1 acre of land. The State Water Resources Control Board regulates construction activities through compliance with conditions of a general NPDES permit for construction activities (Water Quality Order No. 99-08-DWQ). Applicants are required to file a notice of intent to discharge stormwater from construction activities and to prepare and implement a SWPPP. The SWPPP must include a site map, description of stormwater discharge activities, and best management practices (BMPs) that will be implemented to control soil erosion and discharges of other construction-related pollutants (e.g. petroleum products, solvents, paints, cement) that could contaminate nearby water resources. The applicant must also demonstrate compliance with local and regional erosion and sediment control standards, identify responsible parties, provide a detailed construction timeline, and implement a BMP monitoring and maintenance schedule.

Post-construction stormwater discharges are regulated by the RWQCBs through issuance of municipal NPDES stormwater permits. Municipal NPDES stormwater permits are required for urban areas with populations of more than 100,000 persons. Stormwater runoff from project site is currently regulated through compliance with conditions of the municipal permit issued to the City/County Association of Governments of San Mateo County (Water Quality Order No. R2-2003-0023). The San Mateo Countywide Stormwater Pollution Prevention Program (STOPPP) was created to oversee compliance with conditions of the permit. In 2003, the San Francisco Bay RWQCB amended their permit to add Provision C(3)(b)(i) (Provision C.3), which requires "a project proponent to implement site design/landscape characteristics where feasible, which maximize infiltration (where appropriate), provide retention or detention, slow runoff, and minimize impervious land coverage, so that post-development pollutant loads from a site have been reduced to the maximum extent practicable." Provision C.3 of the amendment requires dischargers of stormwater

to "manage increases in peak runoff flow and increased runoff volume, for all projects where such increased flow and/or volume is likely to cause increased erosion of creek beds, silt pollutant generation, or other water body impacts to beneficial uses due to increased erosive force through implementation of a Hydrograph Modification Management Plan (HMP)." After August 15, 2006, stormwater treatment measures are required for all development and redevelopment projects that will create and/or replace a total of 10,000 square feet or more impervious surfaces. Guidelines for design and implementation of stormwater treatment measures for these projects are provided in the STOPPP Provision C.3 Stormwater Handbook (San Mateo Stormwater Pollution Prevention Program 2005). New development and redevelopment projects may also be required to develop a HMP that includes analysis of the project's potential to modify the stormwater hydrograph. Specifically, the project must address potential increases in the frequency and duration of flow magnitude and runoff volume from increased impervious surfaces. The Regional Board adopted the San Mateo County HMP on March 14, 2007 (Kifle pers. com.)

Because the project is located on a previously developed site and will result in the replacement of impervious surface, it is considered a redevelopment project. As a redevelopment project, the proposed project is subject to the special stormwater treatment requirements of Provision C.3, the implementation of which depends upon the amount of replacement impervious surface proposed for project development relative to the existing impervious surface at the project site. Specifically, the following conditions, as set forth STOPPP Provision C.3 Stormwater Handbook (San Mateo Stormwater Pollution Prevention Program 2005), apply to all redevelopment projects covered under the countywide Provision C.3 municipal stormwater permit.

- Redevelopment projects that replace 50 percent or less of existing impervious surface need to treat stormwater runoff only from the portion of the site that is redeveloped. Redevelopment projects that replace more than 50 percent of the existing impervious surface are required to treat runoff from the entire site.
- Redevelopment projects are subject to hydromodification management requirements only if they increase the amount of impervious surface compared to the preredevelopment project conditions, or the redeveloped project increases the efficiency of drainage collections and runoff, and they are located in susceptible areas.

Given that the project is proposing to replace 63% of the existing impervious surface at the project site, it is required to treat runoff from the entire site. However, the project is not subject to hydromodification management requirements.

Flooding

The project site is not within a 100-year flood hazard area (Federal Emergency Management Agency 1995) or an identified dam failure inundation hazard area (Association of Bay Area Governments 2006).

Discussion of Checklist Responses

a. Water Quality Standards or Waste Discharge Requirements. Project construction is not expected to contribute to reduced water quality in local water bodies. Due to the presence of hazardous materials at the project site, such as fuel, oils, grease, lubricants, solvents, adhesives, paints, and other materials, excavation and construction-related runoff could contain soil and other pollutants. However, any potential impacts that could occur as a result of the release of the above-mentioned materials through project construction would be minimized and contained through implementation of standard BMPs and measures identified in the project SWPPP. Additionally, the impact is considered less than significant with implementation of Measure WQ-1, Implement Erosion-Control Measures to Protect Water Quality During Construction and Measure H-1, Prepare and Implement a Spill Prevention, Control, and Countermeasure Program for Construction Activities. These measures are part of the project description (see Chapter 2 *Project Description, Environmental Commitments/Mitigation Measures*). No additional mitigation is required.

Finding: Less than Significant with Mitigation

b. Groundwater. Groundwater conditions would not be altered by construction of the proposed project. The proposed project would not utilize groundwater for domestic consumption, rather water supply from the Hetch Hetchy Reservoir would be provided for the project by the California Water Service Company (Cal Water). The project would increase the amount pervious surface area over existing conditions by reducing the impervious surface from an estimated 135,579 sf to 85,230 sf (Table 2-2), which would result in a beneficial contribution to groundwater recharge. Thus, the proposed project would have no impact on groundwater resources.

Finding: No Impact

c-f. Alterations in Drainage Contributing to Increased Erosion, Siltation, Flooding, or Excess Runoff. Implementation of the proposed project would not increase the amount of impervious cover or substantially alter drainage patterns compared to existing conditions. However, because the proposed project meets the criteria for a redevelopment project under the existing STOPPP NPDES Municipal Stormwater permit (that is, it comprises a significant redevelopment or infill project that results in addition or replacement of 10,000 square feet or more of impervious surface), the project would be subject to the Provision C.3 requirement to incorporate stormwater treatment controls measures, stormwater

quantity controls, source controls, and site design measures to reduce water quality impacts of stormwater runoff for the life of the project. Implementation of Measure WQ-1, Implement Erosion-Control Measures to Protect Water Quality During Construction (see Chapter 2, *Project Description*) and the following mitigation measure would ensure that impacts associated with stormwater runoff and related delivery of pollutants to downstream surface waters are less than significant.

Mitigation Measure WQ-2. Implement Measures to Comply with NPDES Permit Requirements. Because the total area of replacement impervious surface is greater than 10,000 square feet, but does not meet the HMP criteria for redevelopment projects, the District will comply with the Provision C.3 measures as directed by guidelines presented in STOPPP (2005).

Provision C.3 measures with which the District must comply are outlined in the Redwood City's NPDES Permit Requirements Checklist. The checklist sets forth specific provisions and design requirements for all construction activities, including site design measures, source control measures, and permanent stormwater treatment control measures, as well as requirements that apply to Group 1 projects (projects that add and/or replace 10,000 or more square feet of impervious surface). For all Group 1 projects, including the proposed project, the following actions and control measures are required.

- Enter into an agreement of responsibility and funding for ongoing implementation and maintenance of stormwater treatment control measures, as appropriate for the control measure;
- Treatment control measure design must be consistent with Vector Control Plan requirements;
- Use of a hydraulically sized, permanent stormwater treatment control;
- Use of a flow-based treatment control hydraulically sized to manage the flow of runoff produced by a rain event equal to at least 0.16, 0.2, or 0.36 inches per hour; or
- Use of a volume-based treatment control hydraulically sized to capture 80 percent or more of the volume of annual runoff, using local rainfall data.

In addition, the District must comply with the stormwater treatment measures in Section 32.12 of Redwood City's Zoning Ordinance. Section 32.12 provides zoning standards that minimize downstream water quality impacts related to stormwater runoff from developed sites. Specific provisions required for projects that remove and replace more than fifty (50) percent of the existing impervious area on a site, including the proposed project, are set forth in Subsections C (Minimum Pervious

Areas), D (Infiltration of Stormwater), and E (On-Site Treatment of Runoff).

Finding: Less than Significant with Mitigation

g, h. Housing or Structures in 100-year Flood Hazard Area or Floodplain. The project site is not within a 100-year flood hazard area or floodplain. Thus, no new structures would be added to the project area that would impede or redirect floodflows. There would be no impact, and no mitigation is required.

Finding: No Impact

i, j. Seiche, Tsunami, or Mudflow. The threat of flooding or inundation by dam failure, seiche, tsunami, landslides, or mudflow is absent at the project site. There would be no impact.

Finding: No Impact

9. Land Use and Planning

		Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:					
a.	Physically divide an established community?				X
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Existing Conditions

The Cañada College campus sits atop a hill and is generally separated from adjacent neighbors due to its higher elevation and buffers of adjacent, undeveloped land and campus buildings. The project site (parking Lot 3) is on the eastern edge of campus and is surrounded by campus facilities – Parking Lot 2 to the northwest; the Campus Loop Road and tennis courts to the west and south; and undeveloped land to the north and south. The city limit line for the Town of Woodside (to the west) and the City of Redwood City (to the east) runs directly through the project site. The project site is mainly within the jurisdiction of the Town of Woodside. However, the Town of Woodside does not have a multi-family zoning designation that would accommodate the project, nor does it currently have adequate sewer capacity to support a multi-family project. Thus, as part of the proposed project, the project site would be de-annexed from the Town of Woodside and the Woodside Fire Protection District and annexed into the City of Redwood City. The San Mateo County Local Agency Formation Commission (LAFCo) is a responsible agency and the project would require its review and approval throughout the proposed annexation process.

The District is independent of local government plans and policies for instructional buildings and facilities; however, this is not the case with residential buildings. Therefore the proposed multi-family residential project would be subject to the General Plan land use and zoning designations of the City of

Redwood City (assuming the annexation process is approved). Land use and planning regulations for the Town of Woodside are provided for informational purposes.

The Town of Woodside's General Plan designation for the entire Cañada College campus is "Institutional." The City of Redwood City's General Plan land use designation for the entire Cañada College campus is Schools (Cañada Junior College) (City of Redwood City 2002a). The project site is not designated individually, apart from the campus' designation.

The current Town of Woodside zoning designation for the portion of Cañada College that is currently within Town of Woodside jurisdiction is Suburban Residential (SR). The SR District is a classification that allows for residential development on lots meeting a minimum one-acre size requirement. The current City of Redwood City zoning designation for the portion of Cañada College that is currently within Redwood City jurisdiction (i.e. about 1/3 of Lot 3, the project site) is RH-20 (Residential Hillside—20,000 sq. ft. minimum lot size). In order to accommodate the proposed project, the site would need to be prezoned R-3 (Multi-family Low-Density). The R-3 zoning designation allows for single-family dwellings, two-family (duplex) dwellings, multiple dwellings, and accessory dwellings (City of Redwood City Planning Department 2007b). Adjacent Redwood City zoning designations to the Cañada College campus include Residential—Single Family (R-1) and Multifamily—Low Density (R-3) to the northeast, and Residential—Hillside (RH) to the north and northeast (City of Redwood City 2002b).

Discussion of Checklist Responses

a. Physically Divide a Community. The proposed project would develop an existing parking lot with multi-family housing exclusively for college faculty and staff. This land use would be consistent with the existing land uses on the college campus. The proposed project would not modify or divide an established community. The project would not divide or disrupt the functioning of the college and, in fact, would enhance the existing college campus by providing housing for faculty and staff close to the college community. Therefore, there would be no impact.

Finding: No Impact

b. Conflict with Applicable Land Use Plan, Policy, or Regulation. The proposed project is within campus boundaries and is consistent with the District's planning goals to provide affordable housing to faculty and staff. The proposed Redwood City zoning designation (R-3) for the project site would be consistent with the existing school designation because the housing would be an accessory use to the college.

The proposed project incorporates a number of best management construction practices and other environmental commitments that are in compliance with local plans, policies, and regulations (see Chapter 2, *Project Description, Environmental Commitments/Mitigation Measures*). The proposed project would adhere to all applicable policies of the District, the Board of Trustees, the City of Redwood City, the Town of Woodside, San Mateo County LAFCo, and other regulatory agencies. The project would undergo detachment of the project site from the Town of Woodside and would comply with all rules and regulations required by the City of Redwood City and LAFCo to complete annexation into the City of Redwood City. Therefore, there is no impact.

Finding: No Impact

10. Mineral Resources

		Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X

Existing Conditions

The principal legislation addressing mineral resources in California is the Surface Mining and Reclamation Act of 1975 (SMARA) (PRC Sections 2710–2719), which was enacted in response to land use conflicts between urban growth and essential mineral production. In accordance with SMARA, the California Geological Survey (CGS), formerly the California Division of Mines and Geology, has classified lands within the San Francisco-Monterey Bay region into Mineral Resource Zones (MRZs). The MRZ classifications are defined as follows.

- **MRZ-1:** Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- **MRZ-2:** Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.
- **MRZ-3:** Areas containing mineral deposits, the significance of which cannot be evaluated from available data.
- **MRZ-4:** Areas where available information is inadequate for assignment into any other MRZ.

Based on the above CGS classifications for this region, the project site is classified as Mineral Resource Zone 3 (MRZ-3) (Kohler-Antablin 1999). There are no existing mineral extraction operations on the project site. The nearest quarry containing known and accessible mineral resources is the Pilarcitos

Quarry in unincorporated San Mateo County, located approximately 8 miles northwest of the project site.

Discussion of Checklist Responses

a, b. Loss of Availability of Known Mineral Resources or Locally Important Mineral Resource Recovery Site. The proposed project involves construction of a multi-family development on an existing paved parking lot. Because the project site does not contain known mineral deposits of regional or statewide significance, or serve as a locally important mineral resource recovery site, implementation of the proposed project would have no impact on mineral resources.

Finding: No Impact

11. Noise

		Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:					
a.	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?		X		
b.	Expose persons to or generate excessive groundborne vibration or groundborne noise levels?			X	
c.	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d.	Result in a substantial temporary increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e.	Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?				X
f.	Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?				X

Noise Terminology

The following are brief definitions of noise terminology.

Sound. A vibratory disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.

Noise. Sound that is loud, unpleasant, unexpected, or otherwise undesirable.

Decibel (dB). A unitless measure of sound on a logarithmic scale, which indicates the squared ratio of sound pressure amplitude to a reference sound pressure amplitude. The reference pressure is 20 micro-pascals.

A-Weighted Decibel (dBA). An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

Equivalent Sound Level (L_{eq}). The average of sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level that in a stated period would contain the same acoustical energy as the time-varying sound that actually occurs during the same period.

Exceedance Sound Level (L_{xx}). The sound level exceeded XX percent of the time during a sound level measurement period. For example L_{90} is the sound level exceed 90% of the time, and L_{10} is the sound level exceeded 10% of the time.

Maximum and Minimum Sound Levels (L_{max} and L_{min}). The maximum or minimum sound level measured during a measurement period.

Day-Night Level (L_{dn}). The energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.

Community Noise Equivalent Level (CNEL). The energy average of the A-weighted sound levels occurring during a 24-hour period with 5 dB added to the A-weighted sound levels occurring during the period from 7:00 p.m. to 10:00 p.m., as well as 10 dB added to the A-weighted sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.

L_{dn} and CNEL values rarely differ by more than 1 dB. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent and are treated as such in this assessment. In general, human sound perception is such that a change in sound level of 3 dB is just noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving sound level. A doubling of sound energy is required to result in a 3 dB (i.e. just noticeable) increase in noise. This means in general that the volume of traffic on a roadway would need to double to result in a 3 dB (i.e. noticeable) increase in noise.

Existing Conditions

The Cañada College campus is on a hilltop and is generally separated from adjacent neighbors as a result of its higher elevation and buffers of adjacent, undeveloped land, including some densely wooded hillside areas bordering the campus core on the east and west. The campus is within the Town of Woodside (to the west) and the City of Redwood City (to the east).

The existing noise environment in the project vicinity results from traffic on Farm Hill Boulevard, Campus Loop Road, and adjacent parking areas, and noise associated with student athletic facilities to the north and east, and campus buildings to the west.

Regulatory Setting

This section describes the local noise regulations for the cities in which Cañada College is located. However, because the project site is proposed for annexation to Redwood City, the Redwood City noise regulations apply.

Redwood City

The Redwood City Strategic General Plan Noise Element contains planning guidelines relating to minimize the impact of noise on people through noise reduction and suppression techniques identifies policies to support achievement of those goals.

Noise Policy N-3 requires all exterior noise sources (construction operations, air compressors, pumps, fans and leaf blowers) to use available noise suppression devices and techniques to bring exterior noise down to acceptable levels compatible with adjacent land uses.

The City's noise compatibility chart indicates that exterior noise above 60 dBA, L_{cnel}, would result in a noise impact to residential and educational land uses.

Additional regulations for noise are included in the Redwood City Noise Ordinance, Chapter 24 (City of Redwood City 2006). Specifically, these regulations place the following restrictions on noise-generating activities in or near residential districts

> Noise limitations upon work on properties in or near residential districts: (Includes any and all deliveries). Noise is prohibited Mondays through Fridays, 8:00 p.m. to 7:00 a.m.; Saturdays, Sundays and holidays, all day. During the foregoing periods, no noise above the local ambient level in residential districts shall be generated by construction work or activities. Work noise limits shall be observed at all other times:

1. No individual item of machinery, equipment, or device used in or near a residential district shall produce sound in excess of 110 dBA, measured twenty-five feet from such machinery, equipment, or device;
2. Work noise level at any point outside of the construction site property plane shall not exceed 110 dBA within any part of a residential district.

Note: The City Engineer and/or Chief Building Official may approve expanded hours if in the public interest (i.e. bad weather is coming and site needs to be "closed" up.)

Town of Woodside

The Woodside General Plan Noise Element, as updated in April 1988, does not have guidelines that specifically address the proposed project.

The Town of Woodside does not have a specific noise ordinance; however, Chapter 151: Site development states the following:

Hours of operation. All site development and building construction operations shall be carried on only between the hours of 7:30 a.m. and 5:30 p.m., Monday through Friday, and 8:00 a.m. to 1:00 p.m. Saturdays, unless the town engineer finds that work at other times or days would not imperil or inconvenience the public, or create a nuisance, in which case he/she may by written permission, allow the work to proceed during such other hours as may be necessary.

Noise-Sensitive Land Uses

Sensitive land uses are generally defined as locations where people reside or where the presence of noise could adversely affect the use of the land. Noise-sensitive land uses near the project site include residences, schools, and parks.

The Cañada College campus sits atop a hill and is generally separated from adjacent neighbors as a result of its higher elevation and buffers of adjacent, undeveloped land, including some densely wooded hillside areas bordering the campus core on the east and west.

Existing land uses adjacent to the project site include campus buildings, parking, and open space. Other nearby land uses include single family and multi-family residential developments to the north and east; Emerald Hills Golf Course to the northeast; flood protection land to the south; and areas of County-owned open space, including Huddart County Park to the west and Edgewood County Park to the north.

Discussion of Checklist Responses

a. Expose Persons to or Generate Noise Levels in Excess of Standards.

Construction Noise. Noise from construction activities associated with site preparation would include noise from pavement demolition, grading, and other earthmoving activities. Additionally, construction noise also results from machinery and equipment used in the process of constructing the new housing facility. A detailed inventory of construction equipment that would be used for the proposed project is not available; therefore, this noise analysis is based on construction equipment that would likely be used during site preparation and construction activities. The anticipated list of construction equipment is presented on Table 3.11-1.

Table 3.11-1. Anticipated Project Construction Equipment

Construction Equipment	Number of Equipment Pieces
Graders	1
Surfacing Equipment	1
Other Equipment	1
Crane	1
Rubber Tired Dozers	1
Tractor/Loaders/Backhoes	1
Paver	1

Table 3.11-2 presents a list of noise generation levels for various types of equipment typically used on various construction projects. The list, compiled by the Federal Transit Administration (2006), was used in this analysis to estimate construction noise. A reasonable worst-case assumption is that the three loudest pieces of equipment for each phase would operate simultaneously and continuously over at least a 1-hour period for a combined-source noise level.

Table 3.11-2. Construction Equipment Noise Emission Levels

Equipment	Typical Noise Level (dBA) 50 feet from Source
Grader	85
Surfacing Equipment	89
Other Equipment	82
Crane	88
Dozer	85
Paver	89

Source: Federal Transit Administration 2006.

Based on the noise levels presented in Table 3.11-2, Table 3.11-3 calculates estimated sound levels from construction activities as a function of distance, assuming simultaneous operation of surfacing equipment, a crane, and a paver for a combined-source noise level of 93 dBA at 50 feet. The magnitude of construction noise impacts was assumed to depend on the type of construction activity, the noise level generated by various pieces of construction equipment, and the distance between the activity and noise-sensitive receivers. The calculations in Table 3.11-3 are based on the construction noise propagation method recommended by the U.S. Department of Transportation (Federal Transit Administration 1995). This method assumes geometric attenuation rate of 6 dB per doubling of distance and additional attenuation from ground absorption. Any shielding effects that might result from local barriers (including topography) are not included, thus making the analysis conservative.

The results in Table 3.11-3 indicate that construction activities have the potential to exceed Redwood City's exterior noise standard of 60 dBA within about 1,500 feet of construction activity. Campus buildings, the Emerald Hills Golf Course, and several residences are located within about 1,500 feet of the project site. Consequently, there is a potentially significant impact from construction noise to people residing or recreating in the project vicinity. The higher elevation of the project site and the surrounding wooded hillside would provide a noise buffer, which would reduce the construction noise impacts. This impact would be further reduced to a less-than-significant level with implementation of Measure N-1, Implement Measures to Minimize Effects of Construction-Related Noise (see Chapter 2, *Project Description, Environmental Commitments/Mitigation Measures*).

Measure N-1 includes limiting construction activities to between the hours of 7:00 a.m. and 7:00 p.m. on weekdays, which is consistent with Redwood City's noise ordinance. However, the Town of Woodside's standards indicate construction activities should occur between 7:30 a.m. and 5:30 p.m. on

weekdays. The District needs to have the flexibility for construction to occur between 7:00 a.m. and 7:00 p.m. to minimize disruption during peak campus activity times; however, most construction is expected to occur between 8:00 a.m. and 5:00 p.m. The extension of construction hours beyond the Town of Woodside's standards is not considered a significant impact because there are no residents adjacent to the project site, the topography provides a noise buffer, and the project site would be de-annexed from Woodside and incorporated into Redwood City.

Finding: Less than Significant with Mitigation (Construction Noise)

Operation Noise. The traffic study for the proposed project (Hexagon 2007) states that implementation of the proposed project would generate approximately 200 daily trips relative to existing conditions. It is anticipated that these trips would be distributed as indicated in Table 3.11-4.

The initial study prepared for the Barkley Fields and Park Project (Town of Woodside 2004, Fehr & Peers 2004), located directly east of the college across Farm Hill Boulevard, indicates that the AM peak hour traffic volume on Farm Hill Boulevard is about 1,400 trips. Assuming a nominal 10:1 ratio between daily volume and peak hour, the estimated daily volume of traffic on Farm Hill Boulevard is about 14,000. Using the Federal Highway Administration Traffic Noise Model, this volume of traffic corresponds to a noise level of about 57 L_{dn} at 100 feet from the roadway. Most of the project-generated trips would be on Farm Hill Boulevard south of the main campus entrance (Table 3.11-4). The project's addition of 90 trips per day to Farm Hill Boulevard south of the intersection of Farm Hill Boulevard, Woodhill Drive, and the Cañada College main entrance road would increase traffic noise by less than 1 dB. The addition of 3 to 39 trips to other roadways in the area is also expected to increase noise by less than 1 dB. Because traffic noise is predicted to be less than 60 L_{dn} and the project-related increases in noise are expected to be less than 3 dB (i.e. not perceptible), implementation of the proposed project is not predicted to expose people to noise in excess of Redwood City's 60 L_{dn} standard or result in a noticeable increase in traffic noise.

Finding: Less than Significant (Operation Noise)

b. Expose Persons to or Generate Excessive Groundborne Vibration or Groundborne Noise Levels. Construction activities associated with the proposed project may result in some minor ground vibration. Vibration from construction activity is typically below the threshold of perception when the activity is more than 50 feet from the receiver. Additionally, vibration from these activities would be short-term and would end when construction is completed. Because construction activity would not involve high impact activities, such as pile driving, and is short-term in nature, this impact is less than significant.

Finding: Less than Significant

c. Permanent Increase in Ambient Noise Levels in Project Vicinity. Because noise from construction would cease when construction activities are completed, construction activities would not result in a permanent increase in ambient noise. For the reasons discussed above in *Item a.*, noise resulting from operation of the project would not result in a substantial permanent increase in ambient noise. Therefore, this impact would be less than significant.

Finding: Less than Significant

d. Temporary Increase in Ambient Noise Levels in Project Vicinity. Project construction would result in a temporary increase in ambient noise levels. The project includes measures to reduce construction-related noise. Implementation of Measure N-1, Implement Measures to Minimize Effects of Construction-Related Noise, would reduce this impact to a less-than-significant level (see Chapter 2, *Project Description, Environmental Measures/Environmental Commitments*).

Finding: Less than Significant with Mitigation

Table 3.11-3. Construction Noise Calculation

Source 1: Surfacing Equip – Sound level (dBA) at 50 feet =	89
Source 2: Crane—Sound level (dBA) at 50 feet =	88
Source 3: Paver—Sound level (dBA) at 50 feet =	89
Average Height of Sources—Hs (feet) =	10
Average Height of Receiver—Hr (feet) =	5
Ground Type (soft or hard) =	soft
All Sources Combined—Sound level (dBA) at 50 feet =	93
Effective Height (Hs+Hr)/2 =	7.5
Ground factor (G) =	0.62

Distance Between Source and Receiver (feet)	Geometric Attenuation (dB)	Ground Effect Attenuation (dB)	Calculated Sound Level (dBA)
50	0	0	93
100	-6	-2	86
200	-12	-4	78
300	-16	-5	73
400	-18	-6	70
500	-20	-6	67
600	-22	-7	65
700	-23	-7	63
800	-24	-7	62
900	-25	-8	61
1000	-26	-8	59
1200	-28	-9	57
1300	-28	-9	56
1400	-29	-9	56
1500	-30	-9	55
2000	-32	-10	52
2500	-34	-10	49
3000	-36	-11	47

Source: Calculations based on Federal Transit Administration 1995.

Note: This calculation does not include the effects, if any, of local shielding from walls, topography, or other barriers that may reduce sound levels further.

Table 3.11-4. Distribution of New Trips from the Proposed Project

Roadway	Percentage of New Trips	Number of New Trips
Farm Hill south of Woodhill	45%	90
Farm Hill north of Woodhill	25%	50
Campus Main Entrance	70%	140
Woodhill east of Farm Hill	1%	2
Cañada Road north of campus access	15%	30
Cañada Road south of campus access	10%	20
Godetia Drive	4%	8

e., f. Located within Vicinity of Public Airport or Private Airstrip. The project site is not within a 2-mile radius of an airport. The project is not within the vicinity of a private airstrip. Therefore, no noise impacts related to air traffic are expected.

Finding: No Impact

12. Population and Housing

		Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:					
a.	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?			X	
b.	Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?				X
c.	Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?				X

Existing Conditions

Since Cañada College opened in 1968, its student population has fluctuated between 5,200 and 9,400 per year. Cañada College had a total of 6,179 students in fall 2006 (San Mateo County Community College District 2006). Enrollment at a community college fluctuates in response to changes in adult population, the economy, and the level of student fees. The enrollment at Cañada College has fluctuated for the last 35 years, and this trend is expected to continue. The District does not have plans for or anticipate significant growth in student enrollment in the near future. Likewise, the number of faculty and staff at the college fluctuates within a range according to student demands and the interests and demands of the community college education system. There are currently approximately 350 faculty and staff employed at Cañada College.

The college currently has no on-campus housing for students or faculty/staff. There is available off-campus housing within a half-mile of the project site.

Discussion of Checklist Responses

a. Induce Population Growth. The proposed project would provide 50 to 60 housing units exclusively for the faculty and staff of Cañada College and other

District campus staff, but not students or the general public. The proposed project is not intended to provide additional capacity or to increase student enrollment or staffing levels. The project would fulfill a specific staff/faculty housing need on campus and would provide an important resource for retaining top-level professors and staff at the college. Based on the ratio of units to residents at College Vista at College of San Mateo (Christensen 2007), which is a similar faculty/staff housing facility operated by the District, it is estimated that the proposed project would result in approximately 105 people residing at the project site[4], where currently there are none. While the project would introduce residential population growth at the project site and at the campus, the amount of new housing is minimal and would be adequately served by existing infrastructure once the annexation process into the City of Redwood City is complete. Thus, the proposed project is not anticipated to induce student enrollment growth or staffing levels at Cañada College or District-wide, and the impact on population growth is considered less than significant.

Finding: Less than Significant

b, c. Displace Existing Housing Units or People. The proposed project would not involve the displacement of housing units or people. There would be no impact.

Finding: No Impact

[4] College Vista currently has 44 units/77 residents. Sixty (60) units with the proposed project is a 36% (16 unit) increase from College Vista. Therefore, the number of residents at the project site would be 36% greater than College Vista, which equals 105.

13. Public Services

		Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:					
a.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
	Fire protection?			X	
	Police protection?			X	
	Schools?			X	
	Parks?			X	
	Other public facilities?			X	

Existing Conditions

Fire Protection

The project site is served by both the Woodside Fire Protection District (WFPD) and the Redwood City Fire Department (RCFD). Currently, the WFPD and RCFD operate under a mutual aid agreement, whereby personnel and equipment can be dispatched to the site from WFPD and/or RCFD stations located near the Cañada College campus. Decisions regarding emergency response coordination between the WFPD and RCFD are largely dependent upon the nature of the emergency, which in turn dictates the types of vehicles and numbers of personnel that are needed to respond to an emergency call. Under the existing mutual aid agreement with the RCFD, the WFPD will continue to provide services to the project site even if the site is annexed to Redwood City and is formally detached from the WFPD service area (Butler pers. comm.) That is because WFPD operates the fire station that is located closest to the project site.

The nearest fire station to the project site is WFPD Station 19 at 850 California Way in Emerald Hills, about 1 mile northeast of the campus. The nearest station within the RCFD is Station 12 at 3700 Jefferson Avenue in Redwood City, about 2.5 miles east of the campus. The brushy hillsides and grassy fields of Woodside, including areas surrounding the project site, present the potential for wildland fires. However, the project site is not within a designated Very High Fire Hazard Severity Zone or a wildland area that may contain substantial forest fire risks and hazards, as determined by the California Department of Forestry (California Department of Forestry 2006).

Police Protection

The project site is primarily served by the campus security and the San Mateo County Sheriff's Department. The Sheriff's Department is headquartered in Redwood City and provides general law enforcement services and patrol to unincorporated areas of San Mateo County and the contract cities of Portola Valley and Woodside. Cañada College's security is provided by professionally trained security officers and is regularly patrolled by officers from the Sheriff's Department. These officers enforce all applicable local, state, and federal laws, with special emphasis on laws involving alcohol, controlled substances, and weapons, and they respond to medical and fire emergencies. As part of its overall campus facility improvements, the District is also planning to install electronic surveillance at key locations on the campus. It is expected that the installation of surveillance equipment will be completed in Fall 2009.

Schools

For kindergarten though 8th grade, residents at the project site would be served by the Redwood City School District which offers Pre-kindergarten through 8th grade to approximately 8,000 children (Redwood City School District 2007). For high school, residents at the project site would be served by the Sequoia Union High School District. It serves students from eight feeder school districts, including Atherton, Belmont, East Palo Alto, Menlo Park, Portola Valley, Redwood City, San Carlos, and Woodside. Sequoia District consists of four comprehensive high schools, a continuation high school, and an adult school. Approximately 7,300 students are served in grades 9–12 (Sequoia Union High School District 2007).

Other Services

There are no other parks or public facilities on or adjacent to the Cañada College campus. There are no other public services that would be affected by the proposed project.

Discussion of Checklist Responses

a. Provision of Public Services. The proposed project would not provide additional capacity or increase student enrollment or staffing levels at Cañada College. While the project would introduce a new residential population (estimated to be approximately 105 people), the fire protection needs of new residents at the project site would not be expected to exceed the current capabilities of the RCFD or the WFPD, which would continue to serve the site through the existing mutual aid agreement. Additionally, the security needs of new residents would not be expected to exceed the current capabilities of the Cañada College security officers or the County Sheriff's Department. Therefore, the project would not require new fire or police facilities or services, nor would it require expansion of existing facilities or services. The impact would be less than significant.

The proposed project would also not result in substantial increased demand for schools, parks, or other facilities that cater to the needs of families and/or children because it would not result in a substantial number of residents with children. Based on the residential mix of similar multi-family developments in San Mateo and Redwood City, it is estimated there would be approximately 18-26 students across all grade levels[5]. This would result in a slightly increased demand for elementary, middle, and/or high schools in the area; however, it is anticipated that the existing schools in the Redwood City Elementary School District and Sequoia Union High School District would adequately serve these children. Likewise, it is anticipated that project residents would be adequately served by existing parks and other facilities, as well as the extensive athletic fields, tennis courts, and open space on the campus, that cater to the needs of families and/or children in the area and that the project would not require provision of new or upgraded facilities. Therefore, the proposed project is expected to have a less-than-significant impact with respect to the need for new or upgraded facilities in the project vicinity.

Finding: Less than Significant

[5] Based on a July 2007 survey of residents at College Vista, an existing 44-unit staff/faculty housing development at College of San Mateo, it was determined that 17% of the total resident population is comprised of school-aged children (Christensen 2007; see Appendix D). Given the estimate of 105 residents that are expected to occupy the proposed housing, 17% would equal approximately 18 children spread across preschool, elementary, and high school levels. As a comparison, a recent survey of a new high quality multi-family rental development in Redwood City determined that there would be approximately 26 children spread across all grade levels (City of Redwood City 2007a). Thus, for the purposes of this analysis, it is estimated that the proposed project would house approximately 18-26 children across all grade levels.

14. Recreation

		Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:					
a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b.	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			X	

Existing Conditions

Existing recreational facilities on the Cañada College campus include a gymnasium, baseball field, general sports turf fields, tennis courts, and other passive recreational areas such as open lawns and gathering spaces. The campus includes undeveloped property, including some wooded areas and open space. These facilities are used by Cañada College students, as well as College of San Mateo and Skyline College students, and the public and community sports teams.

Existing recreational facilities in the surrounding region include Emerald Hills Golf Course, which is located northeast of the project site; areas of County-owned open space, including Edgewood County Park and Huddart County Park, which are located west of the site; and several city parks, including Barkley Fields and Park, Maddux Park, Stulsaft Park, and Westwood Park, which are located east of the project site.

Discussion of Checklist Responses

a. Increase Use of Existing Parks or Recreational Facilities. In terms of capacity, the existing recreational facilities within the District are currently sufficient to serve the District's student and staff population, including Cañada College. While the addition of faculty/staff and their families to the project site could potentially increase the use of existing neighborhood and regional parks or other recreational facilities, the increase in usage over existing demand is not expected to be substantial. Furthermore, the project would include construction of a 1,500 square foot community/recreation facility, which would serve to

reduce the effects of project-related residential growth on other facilities and thus would have an overall beneficial impact on recreation. The proposed project is therefore expected to have a less-than-significant impact with respect to the need for new or upgraded recreational facilities in the project vicinity.

Finding: Less than significant

b. Include or Require Expansion of Recreational Facilities. As discussed above, the proposed project would include the construction of a 1,500 square foot recreation facility. Because this facility would be implemented as part of the proposed project, it would be subject to the same regulations and conditions of approval as other components of the project. As such, it would not result in any adverse environmental impacts outside of those addressed in this initial study. Additionally, the project would not require expansion of an existing recreational facility or construction of a new facility because it is expected that residents of the new residential complex will use the community/recreation building, open space created by the development, and existing campus recreational facilities. Therefore, this impact is expected to be less than significant.

Finding: Less than Significant.

15. Transportation and Traffic

		Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:					
a.	Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?		X		
b.	Cause, either individually or cumulatively, exceedance of a level-of-service standard established by the county congestion management agency for designated roads or highways?		X		
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d.	Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e.	Result in inadequate emergency access?		X		
f.	Result in inadequate parking capacity?			X	
g.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

Approach to Analysis

The traffic generated by a project is estimated by using standard trip generation rates for the land use type being evaluated from the Institute of Transportation Engineers *Trip Generation* manual (Institute of Transportation Engineers 1997). To determine the significance of the traffic increase, the background conditions (i.e., baseline conditions) without the project are compared to the background

conditions with the project. The project is considered to have a significant impact if it would cause an increase in traffic that is substantial relative to the existing capacity (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections), thus causing a key intersection and/or roadway level of service to deteriorate below acceptable standards during the morning and afternoon commute hours (AM and PM peak hours).

For the proposed project, project conditions were obtained from the traffic and parking study prepared by Hexagon Transportation Consultants in August 2007 (Appendix E). Due to the low number of AM and PM peak hour trips that would be generated by the proposed project, its impact on local roadways would be minimal. Therefore, analysis of project impacts focused on the nearest primary intersection of Farm Hill Boulevard, Woodhill Drive, and the Cañada College main entrance, as well as the segment of I-280 in the vicinity of the Farm Hill Boulevard interchange. Refer to Figure 3 in Chapter 2 and Figure 1 in Appendix E for the location of this intersection and freeway segment.

Data for background conditions was obtained from existing reports prepared for other projects in the vicinity. In general, data sources were chosen because they represented the most current data available on background traffic conditions in the project vicinity. Information for Farm Hill Boulevard/Woodhill Drive/Canada College main entrance intersection was obtained from the traffic analysis prepared for the nearby Barkley Fields and Park (Town of Woodside 2004). Information for I-280 at Farm Hill Boulevard was obtained from the traffic analysis presented in the Marina Shores Village Project EIR (City of Redwood City 2003).

Existing Conditions

Vehicular Access

Cañada College, including the project site, is served primarily by I-280 and Farm Hill Boulevard. I-280 is as an eight-lane freeway near the project area, consisting of four mixed-flow lanes in each direction. Access between the site and I-280 is provided by interchanges at Farm Hill Boulevard. The campus is also served by Cañada Road on the southwest side of campus. Refer to Figure 3 in Chapter 2 and Figure 1 in Appendix E for roadway locations.

Level of Service Definitions, Standards, and Significance Criteria

Definitions

The quality of service provided by a roadway or intersection is usually measured in terms of three parameters.

- **Level of service (LOS):** A qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience.
- **Volume to capacity (V/C) ratio:** The number of vehicles that travel on a transportation facility divided by the full vehicular capacity of that facility (the number of vehicles the facility was designed to convey).
- **Delay:** The additional travel time experienced by a vehicle or traveler because of inability to travel at optimal speed, and/or stops due to congestion or traffic control.

Table 3.15-1 shows the relationship between V/C ratio, delay, driving conditions and LOS.

Table 3.15-1. V/C Ratio, Delay, and Traffic Flow Conditions for LOS Designations

LOS	Approximate Maximum V/C	Average Delay (seconds per vehicle)		Traffic Flow Conditions
		Stop-Controlled Intersection	Signalized Intersection	
A	0.6	≤10	≤10	Free-flow operations; vehicles unimpeded in ability to maneuver in traffic stream.
B	0.7	11–15	11–20	Reasonable free-flow conditions; only slightly restricted ability to maneuver.
C	0.8	16–25	21–35	Flows still near free-flow speed but noticeably restricted ability to maneuver.
D	0.9	26–35	36–55	Speeds begin to decline; maneuverability limited and queues begin to form.
E	1.0	36–50	56–80	Operation at capacity of roadway; maneuverability extremely limited and queues form with any disruption.
F	>1.0	>50	>80	Failure conditions indicating breakdowns in vehicular flow with long queues forming at breakdown points.

Source: Transportation Research Board 2000.

Intersection Levels of Service Standards

Both the City of Redwood City and the Town of Woodside have defined the limit of acceptable operations as LOS D (City of Redwood City 1990, Town of Woodside 1988). Significant traffic impacts at intersections are defined to occur when the addition of new project traffic causes traffic operating conditions to deteriorate from an acceptable level of service to an unacceptable level, or increases the critical movement delay by five (5) or more seconds at intersections operating at LOS E or F.

Highway/Freeway Levels of Service Standards

The LOS standards adopted by San Mateo County/City Association of Governments (C/CAG) for Congestion Management Program (CMP) freeways vary by segment. The current level of service standard for I-280 between State Route 92 (SR 92) and State Route 84 (SR 84) is LOS D. Neither Caltrans nor the C/CAG has standards for what constitutes a significant traffic impact on freeways. Therefore, based on standard traffic engineering practice and analyses that have been presented in other initial studies, this document uses a 1% standard. A significant impact on freeway segments is said to occur when:

- Project traffic violates established level of service standards adopted for a particular freeway segment, as defined in the 2005 San Mateo CMP, or
- Project traffic results in an increase of more than 1% of the capacity[6] on a highway or freeway segment already operating worse than its standard. This significance standard is based on the fact that traffic increases below 1% are imperceptible to drivers. Traffic increases greater than 1% would be perceived as a worsening of congestion.

Existing Levels of Service on Affected Roadways

Intersection of Farm Hill Boulevard Woodhill Drive, and the Cañada College Main Entrance

As discussed above, analysis of existing intersection levels of service in the project vicinity relies upon the traffic analysis in the Barkley Fields and Park Project Initial Study (Town of Woodside 2004). The Barkley Fields and Park site is on Farm Hill Boulevard, directly across from the entrance road to Cañada College. In support of that project, existing AM and PM peak hour traffic volumes were recorded at the intersection of Farm Hill Boulevard, Woodhill Drive, and the Cañada College main entrance.

[6] For the purposes of this analysis, capacity is estimated as the number of lanes multiplied by 2,300 vehicles per hour per lane, which is consistent with the methodologies contained in the San Mateo County CMP Monitoring Report (City/County Association of Governments of San Mateo County 2005).

According to the 2004 Initial Study, the intersection at Farm Hill Boulevard, Woodhill Drive, and the Cañada College main entrance operates at LOS A under existing operating condition during peak hours (Town of Woodside 2004).

I-280

Existing freeway segment levels of service for I-280 in the project vicinity were obtained from the 2005 San Mateo County Congestion Management Program Monitoring Report (City and County Association of Governments of San Mateo County 2005). The operating levels presented in the CMP Monitoring Report are based on travel time surveys and the LOS is correlated to speed. Based on segment and directional LOS for the AM and PM peak hours, I-280 between SR 92 and SR 84 is, at worst, determined to operate at LOS D. As such, this segment is operating at or above the C/CAG's adopted standard.

Background Conditions (Levels of Service on Affected Roadways Without Project)

Intersection of Farm Hill Boulevard, Woodhill Drive, and the Cañada College Main Entrance

Background traffic volumes at the intersection of Farm Hill Boulevard, Woodhill Drive, and the Cañada College main entrance are based on the "project conditions" described in the Barkley Fields and Park Initial Study (Town of Woodside 2004). Based on a discussion with the Redwood City Traffic Engineer, the Barkley Fields volumes were increased by a factor of 6% (1% per year for 6 years) to account for future growth through the year 2010. As shown in Table 13.5.2, the intersection at Farm Hill Boulevard, Woodhill Drive, and the Cañada College main entrance would operate acceptably at LOS C or better during peak hours (based on critical intersections delays) with the addition of Barkley Fields Project traffic (Hexagon Transportation Consultants 2007). Thus, as a worst case, a service level of LOS C is assumed to represent the background operating condition at the intersection during peak hours.

Table 3.15-2. Intersection Level of Service – Background Conditions

Intersection	Peak Hour	Delay (seconds)	LOS
Farm Hill Boulevard and Woodhill Drive- Cañada College entrance road	AM	25.1	C
	PM	17.8	B

Source: Hexagon Transportation Consultants 2007.

I-280

Background traffic volumes on I-280 are based on the future near-term conditions described in the Marina Shores Village Project Final EIR (City of Redwood City 2003). Based on a discussion with the Redwood City Traffic Engineer, a growth factor of 1% per year was applied to the Marina Shores traffic data to account for future growth through the year 2010. Assuming the original data represented conditions in 2003, this growth factor was applied over a period of 7 years, for a total growth rate of 7%. As shown in Table 3.15-3, background volumes on the applicable segments of I-280 -- specifically, the northbound (NB) and southbound (SB) segments extending from Woodside Road (SR 84) to Edgewood Road -- would not exceed capacity during peak hours. The northbound segment would continue to operate acceptably at LOS D during both the AM and PM peak hours. The southbound segment would operate at LOS E during the AM peak hours, which is below the adopted CMP standard.

Table 3.15-3. Capacity on I-280 in the Project Vicinity – Background Conditions

			AM Peak Hour		PM Peak Hour	
Freeway Segment	Lane Type	Capacity	Volume	V/C	Volume	V/C
NB Woodside to Farm Hill	Mixed Flow	9,200	4,557	0.5	8,324	0.9
NB Farm Hill to Edgewood	Mixed Flow	9,200	4,148	0.45	7,786	0.85
SB Edgewood to Farm Hill	Mixed Flow	9,200	8,741	0.95	4,515	0.49
SB Farm Hill to Woodside	Mixed Flow	9,200	8,852	0.96	5,223	0.57

Note: The above volumes are based on data presented in Table 7.8 (Freeway Segment Capacity Analysis—Background Conditions) of the Marina Shores EIR (City of Redwood City 2003). Based on a discussion with the Redwood City Traffic Engineer, the data was adjusted at a rate of 1% per year for 7 years to account for future changes in traffic volume on the applicable segments of I-280.

Project Conditions (Levels of Service on Affected Roadways With Project)

Methodology

Hexagon Transportation Consultants (2007) conducted a parking and traffic study for the proposed project (Appendix E). As described under "Approach to Analysis", the traffic generated by a project is estimated by using standard trip generation rates for the land use type being evaluated from the Institute of Transportation Engineers *Trip Generation* manual (Institute of Transportation Engineers 1997). To determine the traffic increase resulting from the project, the background conditions without the project are compared to the background conditions with the project.

The proposed project at Cañada College is unique, compared to a standard multifamily project, in that fewer vehicle trips would be generated by the project because a portion of the new residents would walk to work on campus instead of drive. Additionally, some vehicle trips needed to be subtracted from the background-plus-project conditions for an accurate comparison to background-without-project conditions because some District employees who are currently driving to Cañada College (contributing to background vehicle trips) would relocate to the new housing and walk to work.

Based on a combination of these factors, it was estimated that the project would generate approximately 200 more daily trips relative to existing conditions, with the majority of these trips occurring during non-peak hours. Because it is

assumed that the new residents who are Cañada College employees would be walking rather than driving to work during peak hours, and that employed residents working off-campus would generate a small number of peak hour commute trips, the total number of peak hour trips generated by the project would be low. In fact, relative to existing conditions, the project would generate 2 fewer trips during the AM peak hour and 17 more trips during the PM peak hour (Hexagon Transportation Consultants 2007).

Refer to Table 1 of Appendix E for a 3-part flow chart that explains how the trip generation estimates for the proposed project were determined.

Intersection of Farm Hill Boulevard, Woodhill Drive, and the Cañada College Main Entrance

The project would generate approximately 4 inbound trips and 16 outbound trips during the AM peak hour, and 16 inbound trips and 9 outbound trips during the PM peak hour. Overall, the project would generate 2 fewer trips during the AM peak hour and 17 more trips during the PM peak hour at the intersection of Farm Hill Boulevard, Woodhill Drive, and the Cañada College main entrance. Based on anticipated turning volume movements at this intersection, it is anticipated that the intersection would operate acceptably at LOS C during peak hours with the addition of project traffic (Table 3 in Appendix E).

I-280

As discussed above, background traffic volumes on I-280 in the vicinity of the proposed project would continue to operate under its design capacity of 2,300 vehicles per lane per hour. However, the southbound segment would operate below the CMP standard during AM peak hours. Under project conditions, less than 7 project-generated trips would be headed south on Farm Hill Boulevard during the AM peak hour and less than 4 project-generated trips would be headed south on Farm Hill Blvd during the PM peak hour[7]. Consequently, the number of project-generated trips that could potentially be diverted to I-280 during peak hours is extremely low. Even if all of these trips were diverted to I-280 during peak hours, project traffic would account for less than .001 percent of the segment capacity (9,200 vehicles) of I-280. Thus, project traffic would not further degrade conditions on I-280 or cause the roadway to exceed capacity.

[7] Assuming 45% of all outbound trips would head south on Farm Hill Boulevard, it is estimated that approximately 7 trips (16 outbound AM peak hour trips x .045) would be diverted to southbound Farm Hill Boulevard during the AM peak hour and 4 trips (9 outbound PM peak hour trips x .045) would be diverted to southbound Farm Hill Boulevard during the PM peak hour. Refer to Table 1 in Appendix E for a 3-part flow chart that explains how the trip generation estimates for the proposed project were determined.

Transit

The Cañada College campus is served by SamTrans bus service with one direct route (#274) between Redwood City Caltrain Station and Cañada College.

Bikeways

No designated bikeways currently exist or are proposed to exist within the project site or on the campus.

Planned Improvements

No planned improvements affecting the project area are contained in the County Measure A Strategic Plan.

Discussion of Checklist Responses

a, b. Cause Increase in Traffic or Exceedance of a Level-of-Service Standard. Construction and operation of the proposed project would generate additional traffic on regional and local roadways. The proposed project would increase existing traffic volumes in the project vicinity. According to the standards of both Redwood City and the Town of Woodside, traffic impacts at intersections are considered to be significant if the addition of project traffic causes the following.

- Cause operating conditions to deteriorate from an acceptable level of service (LOS D or above) to an unacceptable level.
- Increase the critical movement delay by five (5) or more seconds at intersection operating at LOS E or F.

For a freeway segment, a significant impact would occur if project traffic would cause the following impacts.

- Violate established level of service standards adopted for a particular freeway segment, as defined in the 2005 San Mateo Congestion Management Program (CMP).
- Result in an increase of more than 1% of the capacity on a highway or freeway segment already operating worse than its standard.

Construction Traffic. Potentially significant sources of vehicular traffic during the construction phase of the project would include construction worker commute trips, project equipment deliveries, and hauling of materials such as concrete, fill, and excavation spoils.

Workers commuting to construction sites would increase traffic in the project area. It is estimated that, at a maximum, the daily project workforce would consist of 60 workers over a 12-month period. Assuming, as a worst-case, that each worker drives alone, there would be a total of 60 round trips to and from the site each day. It is further assumed that most, if not all, project-related commuter trips would occur on primary roadways in the project vicinity (i.e. Farm Hill Boulevard and I-280) during peak AM and PM hours.

Haul truck traffic would include trucks carrying equipment, materials, and spoils for disposal. The exact routes and scheduling of truck trips are not known at this time. However, it is estimated that as many as 10 daily round trips, dispersed throughout the day over a 2-month period would be generated by the project.

At a maximum, the total number of round trips generated by the proposed project would be 70 trips. Because these trips would be temporary in nature and would be dispersed throughout the day, project traffic would neither substantially degrade the level of service at the intersection of Farm Hill Boulevard, Woodhill Drive, and the Cañada College main entrance such that it would exceed the Redwood City or the Town of Woodside level of service standards of LOS D, nor exceed capacity or violate the established level of service standard of LOS D on I-280. However, construction vehicles entering or exiting the project site could result in temporary lane closures or cause temporary delays or stoppage of through traffic in the project vicinity on campus, which could adversely affect local traffic circulation. Effects could be significant, particularly during peak hours.

To minimize these impacts, the District is including a traffic control plan as part of the proposed project (see Chapter 2, *Project Description, Environmental Commitments/Mitigation Measures*). Implementation of Measure T-1, Implement a Traffic Control Plan During Construction, would reduce potential impacts from project construction activities on level of service, traffic flow, and safety to a less–than-significant level. No additional mitigation is required.

Finding: Less than Significant With Mitigation (Construction Traffic)

Operation Traffic. Based on the LOS calculations for project conditions (Hexagon Transportation Consultants 2007), it is anticipated that the intersection of Farm Hill Boulevard, Woodhill Drive, and the Cañada College main entrance would operate acceptably at LOS C during peak hours with the addition of project traffic. Thus, traffic generated by the proposed project would not substantially degrade the level of service at the intersection of Farm Hill Boulevard, Woodhill Drive, and the Cañada College entrance road such that it would exceed the Redwood City or the Town of Woodside level of service standards of LOS D, nor exceed capacity or further degrade conditions on I-280. Consequently, the impact is less than significant impact.

Finding: Less than Significant (Operation Traffic)

c. Change in Air Traffic Patterns. The project site is approximately 4.5 miles southwest of the San Carlos Municipal Airport, the closest airport to the site. The project would not affect air traffic patterns.

Finding: No Impact

d. Increase Hazards due to Design Feature. The proposed project does not include any design features that would increase any types of traffic hazards. No adverse impacts are anticipated.

Finding: No Impact

e. Inadequate Emergency Access. During project construction, as described in items a. and b. above, slow-moving construction vehicles could result in traffic safety hazards. Emergency access within the campus could also be affected by project construction; specifically, temporary lane closures and construction-related traffic could delay or obstruct the movement of emergency vehicles. The project description indicates emergency vehicle access would be retained at all times (refer to Chapter 2, *Project Description, Project Construction, Access*). Additionally, the project description includes implementation of a traffic control plan, which includes notification of emergency service providers of construction activities. This impact is considered less than significant with implementation of Measure T-1, Implement a Traffic control Plan During Construction. No additional mitigation is required.

Finding: Less than Significant with Mitigation

f. Inadequate Parking Capacity. The proposed project would include approximately 2 parking spaces per housing unit, in accordance with Redwood City's off-street parking requirements for multi-family dwellings (Section 30.2.1[E] of the Redwood City Zoning Code). Guest parking would also be accommodated in Lots 1 and 2 across the street from the development. Thus, there would be adequate parking for the new residents.

The proposed project would result in a net loss of parking campus-wide because the existing parking Lot 3 would be displaced by the proposed project. However, there is adequate parking throughout the campus. A parking evaluation is included in the traffic analysis conducted by Hexagon Transportation Consultants (2007) in Appendix E.

The current enrollment at the College is 6,179 students. Enrollment at the College has fluctuated throughout the past 30 years, from a peak of 9,420 students in 1980 to a low of 5,261 students in 1995. At numerous times in the past, student enrollment substantially exceeded the current enrollment; and, based on interviews with several faculty and staff who have worked at Cañada College since 1980, the campus never experienced a parking shortage. During some peak periods (particularly during the first weeks of school when students are adding and dropping classes, re-arranging schedules, etc), students would

park on the unpaved area labeled as Expansion Lot B. Expansion Lot B remains available for overflow parking if and when it is ever needed again in the future.

Existing parking demand was estimated based on a parking survey completed by the District in 1993 and recently updated to include parking spaces added since then. The number of day students enrolled during the survey (students that take classes during the day) is similar today (3,635) to what it was in 1993 (3,469). The ratio of current day student enrollment to that in 1993 was applied to the peak parking demand found in the 1993 survey. The 36 Cañada College employees who are assumed to be living at the new housing project would park on the housing site. Therefore, the peak demand was determined to be 1,381 cars parked on campus ([1.05 enrollment ratio x 1,350 peak demand in 1993] minus 36 cars parked at the faculty housing site). This peak parking demand would occur only three hours during the week - on Monday, Wednesday, and Friday from 9:00 a.m. to 10:00 a.m.

The parking supply under project conditions was determined by subtracting the number of parking spaces lost from Lot 3 from the existing number of spaces provided. The existing number of spaces is 1,774 and would be reduced to 1,325 with the proposed development. The resulting impact of the proposed development is a maximum shortage of 56 parking spaces during the three hours of peak demand (between 9:00-10:00 a.m. on Mondays, Wednesdays and Fridays). As previously stated, the College has never experienced a campus-wide parking shortage that could not be accommodated by the temporary over flow lots. The College also has ample space on campus for additional student parking if that need emerges in the future. Therefore, the impact of the proposed project on campus parking supply is considered less than significant.

Finding: Less than Significant

g. Conflict with Alternative Transportation Policies. The proposed project would not conflict with any adopted programs or policies associated with alternative transportation. There would be no impact.

Finding: No Impact

16. Utilities and Service Systems

		Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:					
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?			X	
e.	Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?				X

Existing Conditions

Wastewater

The City of Redwood City Public Works Services Department provides wastewater and sewer collection services to the Cañada College campus. The sewage is treated at the South Bayside System Authority (SBSA) wastewater

treatment plant, located at the eastern end of the Redwood Shores peninsula adjacent to San Francisco Bay. This facility provides secondary treatment of domestic and industrial wastewater to cities in southern San Mateo County and has an average dry weather capacity of 29 million gallons per day (mgd).

Water Supply

Cañada College obtains its water from the City of Redwood City. The City purchases 100% of its drinking water from the San Francisco regional water system, operated by the San Francisco Public Utility Commission (SFPUC). Redwood City has exceeded its contractual supply assurance of 12,243 acre-feet per year (afy) by an average of 687 acre-feet over the past eight years (City of Redwood City 2005). The City's water use forecast for 2000 to 2020 shows that the City can meet its water supply needs by 2010 using San Francisco regional water supply and recycled water from the SBSA treatment plant.

Stormwater

The Cañada College campus is served by the City of Redwood City's storm drain, creek, and channel services. The Public Works Services Department maintains the system, which consists of over 100 miles of storm drainpipe, catch and retention basins, culverts, and creeks.

Solid Waste Disposal

Allied Waste of San Mateo County provides waste collection services to the City of Redwood City and the Town of Woodside, including the Cañada College campus, on a weekly basis. Solid waste goes to the San Carlos Transfer Station in San Carlos (operated by Allied Waste) and is then transported to the Ox Mountain Sanitary Landfill on SR 92, near Half Moon Bay. Ox Mountain Sanitary Landfill is a Class III landfill (nonhazardous) owned by Allied Waste, and is expected to reach capacity in 2021 (Environmental Science Associates 2002).

Cañada College was mandated by California Assembly Bill 75 to reduce and divert up to 25% of its waste by 2002, and no less than 50% of its waste by 2004. To meet these goals, the District has developed and implemented a plan to reduce solid waste. Each District campus recycles landscape debris, beverage containers, and mixed paper. District staff, faculty, and students have contributed to the decrease in waste generation through use of email, double-sided photocopying, and web-based grading. The District has reduced green waste through use of landscaping that does not require excessive trimmings; conversion of many natural turf athletic fields to synthetic turf; and use of tree trimmings as mulch. In 2004, Cañada College diverted more than 70% of its solid waste stream.

Discussion of Checklist Responses

a., b., e. Exceed Wastewater Treatment Requirements, Require Construction of New or Expanded Water or Wastewater Treatment Facilities, or Result in Determination of Adequate Capacity by Wastewater Treatment Provider. The proposed project would not exceed projected wastewater treatment capacity or requirements. Operation of the proposed multi-family residential development would generate approximately 8, 550 gpd[8] of wastewater. Given the SBSA Wastewater Treatment Plant's permitted dry weather capacity of 29 mgd, and a worst-case scenario wastewater generation rate of 8,550 gpd for the project, the proposed project would reduce the available capacity of the treatment plant only incrementally. Therefore, the proposed project would not affect SBSA's wastewater treatment plant permit conditions or wastewater treatment capacity, and would not require expansion of existing treatment facilities. The project would also not result in any exceedance of RWQCB wastewater treatment requirements

Following annexation of the proposed project site to Redwood City, the District would be required to purchase available SBSA wastewater treatment capacity and install sewer facilities to the site. As part of the City's development review process, the project proponent would be required to provide an analysis of its sewer facility needs and to upgrade or improve the system as necessary. Based on the anticipated sewer facility needs, impacts from the proposed project on existing facilities would be less than significant, and no mitigation is required.

Finding: Less than Significant

c. Require Construction or Expansion of New Stormwater Drainage Facilities. Storm drainage facilities are addressed under "8. Hydrology and Water Quality".

Finding: Less than Significant

d. Sufficient Water Supplies to Service the Project. Sufficient water supplies would be available to the project from existing entitlements. Assuming the proposed project would consist of a maximum of 60 dwelling units, operation of the proposed multi-family residential development would increase indoor demand for water supply by approximately 7,920 gpd[9] in comparison with existing use levels. Additionally, it is expected that the project would consist of approximately 50,349 square feet of landscaping that would increase the demand

[8] Based on Redwood City's Sewage Generation Worksheet (Attachment L of the 2006 Design criteria), wastewater generation by the proposed project was estimated at 95 percent of the potable water demand factor.

[9] Based on Redwood City's Water Generation Project Worksheet (Attachment Q of the 2006 Design criteria), the indoor potable water demand factor of the proposed project was estimated according to the following formula: # units x 2.2 persons x 60 gpd = total indoor water demand.

for water supply by approximately 3,611 gpd[10]. Thus, the total water demand of the proposed project would be approximately 11,531 gpd. Given the current contractual supply of 12,243 acre-feet per year (afy) from the SFPUC, and a projected water demand factor of 11,531 gpd, or approximately 12.92 acre-feet per year[11], the proposed project would reduce Redwood City's water supply only incrementally. Therefore, sufficient supplies from existing entitlements would be available to serve the project.

Because the project proposes to develop less than 500 dwelling units, it would not be required to conduct a Water Supply Assessment required under SB 610. However, following annexation of the proposed project site to Redwood City, the proposed project would be required to comply with all applicable state and local codes, including those that mandate the use of water conserving equipment, plumbing fixtures, and drought-tolerant landscaping. Therefore, based on the project's incremental demand on existing water supplies and conformance with all applicable state and local codes, impacts from the proposed project on water supply are anticipated to be less than significant.

Finding: Less than Significant

f. Solid Waste Disposal and Landfill Capacity. The proposed project would generate construction waste and debris. As stated in the project description, construction debris would be removed promptly at regular intervals.

It is expected that project-generated construction and demolition waste would be received at the Ox Mountain Sanitary Landfill, which is estimated to reach capacity in approximately 2021. Additionally, the proposed project would recycle as much construction and demolition debris as possible. Once construction is complete, the proposed project would not generate solid waste volumes that are significantly beyond existing waste generation because college capacity and student enrollment is not expected to increase. This would be a less-than-significant impact.

Finding: Less than Significant

g. Federal, State, and Local Solid Waste. With implementation of the proposed project, Cañada College would continue to comply with federal, state, and local statutes and regulations related to solid waste. There would be no impact.

Finding: No Impact

---

[10] Based on Redwood City's Water Generation Project Worksheet (Attachment Q of the 2006 Design criteria), the landscaping water demand factor of the proposed project was estimated according to the following formula: # sq. ft of landscaping x 3.5 cu ft. of water per sq. foot in landscaping x 7.48 gal per cu ft./365 days = total landscaping water demand.

[11] The project's estimated water demand in acre-feet per year was derived from the following calculation: 11,531 (gallons per day used by the project)/7.48 (gallons of water in 1 cu. ft.)/43,560 (square feet in 1 acre) x 365 (days of usage per year) = 12.92 acre-feet per year.

17. Mandatory Findings of Significance

		Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?		X		
b.	Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c.	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?			X	

a. Degradation of Environment for Biological Resources, Elimination of Key Cultural Resources. The proposed project would not substantially reduce the habitat or population of a fish or wildlife species, threaten to eliminate a plant or animal community, restrict the range of a rare or endangered plant or animal species, or eliminate important examples of the major periods of California history or prehistory. However, the project has the potential to have minor adverse effects that could degrade the quality of the environment (i.e. hazardous materials, water quality, biological resources, and construction-related air quality, noise, and traffic impacts). This impact is considered less than significant with implementation of the environmental commitments/mitigation measures proposed as part of the project (refer to Chapter 2, *Project Description, Environmental Commitments/Mitigation Measures*) and with the additional mitigation measures identified in this initial study (Chapter 3, *Environmental Checklist and Discussion*).

b. Cumulative Impacts. The proposed project would not result in a substantial contribution to impacts that are individually limited or cumulatively considerable. The project's effects are primarily temporary and construction-

related, and all potential impacts would be less than significant or reduced to less than significant with mitigation required as part of the proposed project. No impacts would result in a substantial contribution to a significant cumulative impact. Therefore, this impact is considered less than significant.

c. Substantial Adverse Effects on Human Beings. The project has the potential to have minor adverse effects on human beings from increased noise, dust, traffic, and exposure to hazardous materials during construction. This impact is considered less than significant because the impacts would be temporary and would be mitigated by implementing the environmental commitments/mitigation measures proposed as part of the project (refer to Chapter 2, *Project Description, Environmental Commitments/Mitigation Measures*) and with the additional mitigation measures identified in this initial study (Chapter 3, *Environmental Checklist and Discussion*).

Determination

On the basis of this initial evaluation:

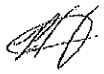
☐ The Board of Trustees of the San Mateo County Community College District finds that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ The Board of Trustees of the San Mateo County Community College District finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ The Board of Trustees of the San Mateo County Community College District finds that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ The Board of Trustees of the San Mateo County Community College District finds that the proposed project MAY have an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ The Board of Trustees of the San Mateo County Community College District finds that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.



Ron Galatolo, Chancellor

8/21/07
Date

Chapter 4
References

Printed References

Association of Bay Area Governments (ABAG). 2006. Bay Area Dam Failure Inundation Hazards. Available: <http://www.abag.ca.gov/bayarea/eqmaps/damfailure/damfail.html> Accessed: November 9, 2006.

Association of Bay Area Governments (ABAG). 2001. The Real Dirt on Liquefaction: A Guide to the Liquefaction Hazard in Future Earthquakes Affecting the San Francisco Bay Area. Oakland, CA. ABAG Publication Number P01001EQK.

Bay Area Air Quality Management District (BAAQMD). 1999. BAAQMD CEQA Guidelines: Assessing the Air Quality Impacts of Projects and Plans. San Francisco, CA.

Bay Area Air Quality Management District (BAAQMD). 2006. Bay Area Climate. Available: <http://www.baaqmd.gov/dst/papers/bay_area_climate.pdf>. Accessed: November 11, 2006.

Bennyhoff, J.A. and D.A. Fredrickson. 1969. A Proposed Integrated Taxonomy for Central California Archaeology. Manuscript. Department of Anthropology, Sonoma State University, Rohnert Park, California.

California Air Resources Board (ARB). 2006. Map of California's Air Basins & Counties—Top Four Summary. Available: <http://www.arb.ca.gov/adam/cgi-bin/db2www/adamtop4b.d2w/start>.

California Climate Change Center. 2006. Our Changing Climate: Assessing the Risks to California. Available: <http://meteora.ucsd.edu/cap/pdffiles/CA_climate_Scenarios.pdf>. Last Accessed: June 28, 2007.

California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. 2004. San Mateo County Important Farmland Map. Available: <http://www.consrv.ca.gov/DLRP/fmmp/map_products/download_gis_data.htm>. Accessed: October 31, 2006.

California Department of Fish and Game (DFG). 2006. Rarefind. California Natural Diversity Database. Version 3.0.5. Updated July 1, 2006.

California Department of Forestry. 2006. San Mateo County, Natural Hazard Disclosure (Fire), Map NHD-41. Available at: <http://www.fire.ca.gov/ab6/nhd41.pdf> Accessed: November 1, 2006.

California Division of Mines and Geology. 2000. Digital images of official maps of the Alquist-Priolo earthquake fault zones of California, Central Coast Region. (DMG CD 2000-04.) CD-ROM.

California Department of Toxic Substances Control. 2006b. Envirostor FAQs. Available at: < http://www.envirostor.dtsc.ca.gov/public/EnviroStor FAQ.pdf>. Accessed: July 18, 2007.

California Department of Transportation (Caltrans).2007. Officially Designated State Scenic Highways. Available: <http://www.dot.ca.gov/hq/LandArch/scenic_highways/>. Accessed: June 18, 2007.

California Department of Transportation (Caltrans). 2006. 2006 Traffic Counts, Traffic and Vehicle Data Systems Unit. Available: < http://traffic-counts.dot.ca.gov/> Accessed: July 10, 2007.

California Department of Transportation (Caltrans). 1999. Initial Study/Environmental Assessment—Safety Improvement Project on State Route 152 in Santa Clara County. District 4, Office of Environmental Planning, South.

California Native Plant Society (CNPS). 2006. Inventory of Rare and Endangered Plants (online edition, v7-06d). Available: <http://www.cnps.org/inventory>.Accessed: November 8, 2006. California Native Plant Society. Sacramento, CA.

Christensen, Barbara. 2007. College Vista Resident Profile. Unpublished Data, July 2007.

City and County Association of Governments of San Mateo County. 2005. San Mateo County Congestion Management Program 2005 Monitoring Report. Prepared by Fehr & Peers. June. Accessed: <http://www.ccag.ca.gov/plans_reports.html>. Accessed: November 11, 2006.

Federal Emergency Management Agency (FEMA). 1995. Q3 Flood Data Specifications, Draft. June 1995. Federal Emergency Management Agency, Washington, DC.

Federal Transit Administration. 2006. Transit Noise And Vibration Impact Assessment. Washington, D.C.

Fehr & Peers. 2004. Memorandum from Robert Eckols, Project Engineer, to Derek McKee, the Beals Group, regarding park site traffic analysis—Feb 6, 2004.

Fredrickson, D.A. 1973. *Early Cultures of the North Coast Ranges, California.* Ph.D. dissertation. Davis: Department of Anthropology, University of California, Davis.

Gudde, E.G. 1969. *California Place Names*. Third Edition. Berkeley and Los Angeles: University of California Press.

Hart, E. W., and W. A. Bryant. 1997. Fault-Rupture Hazard Zones in California—Alquist-Priolo Earthquake Fault Zoning Act with Index to Earthquake Fault Zones Maps. (Special Publication 42.) Sacramento, CA: California Division of Mines and Geology.

Hexagon Transportation Consultants. 2007. Parking and traffic study for the Canada College Proposed Faculty Housing. San Jose, CA.

International Conference of Building Officials. 1997. Uniform Building Code. Whittier, CA.

Institute of Transporation Engineers. 1997. Trip Generation Manual, 6th ed. Washington, D.C.

Jayko, Angela S.; De Mouthe, Jean; Lajoie, Kenneth R.; Ramsey, David W.; Godt, Jonathan W. 1999. Map showing Locations of Damaging Landslides in San Mateo County, California, Resulting from 1997-98 El Nino Rainstorms. U.S. Geological Survey Miscellaneous Field Studies Map MF-2325-H. Available: <http://pubs.usgs.gov/mf/1999/mf-2325-h/> Accessed: November 15, 2006.

Jones and Stokes Associates, Inc. 2007. Site visit/field reconnaissance. June.

Kashiwagi, J. H. and L. A. Hokholt. 1991. Soil Survey of San Mateo County, Eastern Part, and San Francisco County, California. U.S. Dept. Agriculture, Soil Conservation Service and University of California Agricultural Experiment Station, Sacramento, CA.

Knudsen, K.L, J.M. Sowers, R.C. Witter, C.M. Wentworth, and E.J. Helley. 2000. Preliminary Maps of Quaternary Deposits and Liquefaction Susceptibility, Nine-County San Francisco Bay Region, California. (Open File Report 00-444.) Reston, VA: U.S. Geological Survey.

Kohler-Antablin, S. 1999. Update of mineral land classification: aggregate materials in the Monterey Bay Production-Consumption Region, California. (Open-File Report 99-01.) Sacramento, CA: California Division of Mines and Geology.

Kyle, Douglas E. (ed.) 1990. *Historic Spots in California.* Stanford University Press, Stanford, CA.

Levy, R. 1978. Costanoan. In *California*, edited by R.F. Heizer, vol. 8 Handbook of North American Indians, W.G. Sturtevant, general editor, pp. 485-497. Smithsonian Institution, Washington, D.C.

Redwood City, City of. 2007a. Final EIR for the Redwood City Downtown Precise Plan. Prepared by the City of Redwood City with the Assistance of Wagstaff and Associates. January. Available: <http://www.ci.redwood-city.ca.us/cds/planning/precise/pdf/RCDPP-FEIR-1-07.pdf> Accessed: August 7, 2007.

Redwood City, City of. 2007b. Zoning Code, Article 8, R-3 (Multi-Family—Low Density) District. Available: <http://www.redwoodcity.org/cds/planning/zoningordinances.html>. Accessed: August 7, 2007.

Redwood City, City of. 2006. Municipal Code, Noise Regulation. Available: <http://municipalcodes.lexisnexis.com/codes/redwoodci/>. Accessed: November 15, 2006.

Redwood City, City of. No Date. Public Works Services Department: Water Services. Available: <http://www.redwoodcity.org/publicworks/sewer/index.html>. Accessed: November 8, 2006.

Redwood City, City of. 2005. Urban Water Management Plan. Redwood City, CA.

Redwood City, City of. 2003. Final EIR for the Marina Shores Village Project. Redwppd City, CA.

Redwood City, City of. 2002a. General Plan—Land Use Map. Redwood City, CA. October 24. Available: <http://www.redwoodcity.org/cds/planning/pdf/General_Plan_10-24-02.pdf.> Accessed: June 29, 2007.

Redwood City, City of. 2002b. Official Zoning Map. Redwood City, CA. October 24. Available: <http://www.redwoodcity.org/cds/planning/pdf/Zoning_Map_10-24-02.pdf.> Accessed: June 29, 2007.

Redwood City, City of. 1990. Strategic General Plan. Adopted January 1990. Redwood City, CA.

Redwood City School District. 2007. Parent Information. Available: <http://rcsd.ca.campusgrid.net/home/Parent+Information>. Accessed June 29, 2007.

San Mateo County Community College District (District). 2006. First Census Enrollment—Historical Enrollment Data. Supplied by Barbara Christensen, Director of Community/Government Relations, College of San Mateo. Unpublished Data, September 26, 2006.

San Mateo Countywide Stormwater Pollution Prevention Program (STOPPP). 2005. Provision C.3 Stormwater Handbook. May. San Mateo, CA. Available: <http://www.flowstobay.org/p2business/bestmanagementpractices.html>.

Sequoia Union High School District. 2007. About the Sequoia Union High School District. Available: <http://www.seq.org/content/view/13/26/>. Accessed June 29, 2007.

Transportation Research Board (TRB). 2000 .Updates: Highway Capacity Manual. Special Report 209. National Research Council. Washington, DC.

TRC. 2007. Geotechnical Investigation, Faculty/Staff Housing Project at Cañada College, Redwood CIty, California. Prepared for San Mateo County Community College District, Redwood City, CA.

U.S. Geological Survey (USGS) Working Group on California Earthquake Probabilities. 2003. Earthquake Probabilities in the San Francisco Bay Region: 2002–2031. (Open-File Report 03-214.) Available: <http://geopubs.wr.usgs.gov/ open-file/of03-214/>. Accessed September–November 2003.

VIZf/x Digital Environments. 2007. Photographic simulations of proposed faculty/staff housing project at Cañada College. Photographs taken and simulations prepared by Robert Staehle, principal and architect, in August 2007. www.vizfx.com.

Woodside, Town of. 2004. Initial Study/Mitigated Negative Declaration for the Barkley Fields and Park. Woodside, CA.

Woodside, Town of. 1988. General Plan, Circulation Element. Adopted April 6. Woodside, CA.

Personal Communications

Butler, Kevin. Batallion Chief, Woodside Fire Protection District. Personal Communication July 10, 2007.

Christensen, Barbara. Director of Community/Government Relations, San Mateo County Community College District. 2007. Numerous telephone conversations with Jones & Stokes project manager.

Redwood City, City of. Planning Department. 2007. Telephone conversation with the Planner On-Duty and Jones & Stokes regarding zoning designation for Canada College at (650) 780-7234. July 9.

Kifle, Hafti. Water Resource Control Engineer, San Francisco Bay Regional Water Quality Control Board. Personal Communication, July 10, 2007.

Chapter 5

Report Preparers

San Mateo County Community College District, Lead Agency

Barbara Christensen	Director of Community/Government Relations
Ron Galatolo	Chancellor

Jones & Stokes, Environmental Consultant

Patty Cook	Project Director
Kate Giberson	Project Manager
Andrew Martin	Assistant Project Manager, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Transportation and Traffic, and Other Issues
Lisetta Quick	Aesthetics, Land Use and Planning, Population and Housing
Victor Ortiz	Air Quality
Troy Rahmig	Biological Resources
Christiaan Havelaar	Cultural Resources
Dave Bueler	Noise
Marco Palmeri[1]	Transportation and Traffic
Tim Messick	Graphics

[1] Subconsultant to Jones & Stokes: Hexagon Transportation Consultants, Inc. (San Jose, California).

Appendix A – Air Quality Appendix

- Regional Operation Emission Worksheets
- URBEMIS2002 Outputs
- Local Ambient Air Monitoring Data

Faculty/Staff Housing Project of Canada College

Regional Emission Calculations (lbs/day)

	ROC	NOx	CO	SOx	PM10	PM2.5
Existing Condition						
Mobile	0.0	0.0	0.0	0.0	0.0	0.0
Area	0.0	0.0	0.0	0.0	0.0	0.0
Stationary	0.0	0.0	0.0	0.0	0.0	0.0
Total Existing	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
Project Condition						
Mobile	2.8	3.8	29.1	0.0	2.6	2.3
Area	38.0	1.5	62.4	0.2	9.3	8.3
Stationary	0.0	1.1	0.2	0.1	0.0	0.0
Total Project	**40.8**	**6.4**	**91.7**	**0.3**	**11.9**	**10.6**
Net Project Emissions						
Net Mobile	2.8	3.8	29.1	0.0	2.6	2.3
Net Area	38.0	1.5	62.4	0.2	9.3	8.3
Net Stationary	0.0	1.1	0.2	0.1	0.0	0.0
Total Net	40.8	6.4	91.7	0.3	11.9	10.6
BAAQMD Significance Threshold	80	80	550	--	80	--
Difference	**(39)**	**(74)**	**(458)**	**--**	**(68)**	**--**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Electricity Usage

Land Use	1,000 Sqft	Electricity Usage Rate [a] (kWh\sq.ft\yr)	Total Electricity Usage (KWh\year)	Total Electricity Usage (MWh\Day)	Emission Factors (lbs/MWh) [b] CO 0.2	ROC 0.01	NOx 1.15	PM10 0.04	SOx 0.12
Existing					**Emissions from Electricity Consumption (lbs/day)**				
Office	0.0	12.95	0	0.000	0.000	0.000	0.000	0.000	0.000
Retail	0.0	13.55	0	0.000	0.000	0.000	0.000	0.000	0.000
Hotel/Motel	0.0	9.95	0	0.000	0.000	0.000	0.000	0.000	0.000
Restaurant	0.0	47.45	0	0.000	0.000	0.000	0.000	0.000	0.000
Food Store	0.0	53.30	0	0.000	0.000	0.000	0.000	0.000	0.000
Warehouse	0.0	4.35	0	0.000	0.000	0.000	0.000	0.000	0.000
College/University	0.0	11.55	0	0.000	0.000	0.000	0.000	0.000	0.000
High School	0.0	10.50	0	0.000	0.000	0.000	0.000	0.000	0.000
Elementary School	0.0	5.90	0	0.000	0.000	0.000	0.000	0.000	0.000
Hospital	0.0	21.70	0	0.000	0.000	0.000	0.000	0.000	0.000
Miscellaneous	0.0	10.50	0	0.000	0.000	0.000	0.000	0.000	0.000
Residential (DU)	0.0	5,627	0	0.000	0.000	0.000	0.000	0.000	0.000
	Total Existing		**0**	**0.000**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Project									
Office	0.0	12.95	0	0.000	0.000	0.000	0.000	0.000	0.000
Retail	0.0	13.55	0	0.000	0.000	0.000	0.000	0.000	0.000
Hotel/Motel	0.0	9.95	0	0.000	0.000	0.000	0.000	0.000	0.000
Restaurant	0.0	47.45	0	0.000	0.000	0.000	0.000	0.000	0.000
Food Store	0.0	53.3	0	0.000	0.000	0.000	0.000	0.000	0.000
Warehouse	0.0	4.35	0	0.000	0.000	0.000	0.000	0.000	0.000
College/University	0.0	11.55	0	0.000	0.000	0.000	0.000	0.000	0.000
High School	0.0	10.5	0	0.000	0.000	0.000	0.000	0.000	0.000
Elementary School	0.0	5.9	0	0.000	0.000	0.000	0.000	0.000	0.000
Hospital	0.0	21.7	0	0.000	0.000	0.000	0.000	0.000	0.000
Miscellaneous	0.0	10.5	0	0.000	0.000	0.000	0.000	0.000	0.000
Residential (DU)	60.0	5,627	337,590	0.925	0.185	0.009	1.064	0.037	0.111
	Total Project		**337,590**	**0.925**	**0.19**	**0.01**	**1.06**	**0.04**	**0.11**
	Net Emissions From Electricity Usage				**0.19**	**0.01**	**1.06**	**0.04**	**0.11**

Summary of Stationary Emissions

	CO	ROC	NOx	PM10	SOx
Total Existing Emissions (lbs/day)	0.00	0.00	0.00	0.00	0.00
Total Project Emissions (lbs/day)	0.19	0.01	1.06	0.04	0.11
Total Net Emissions (lbs/day)	**0.19**	**0.01**	**1.06**	**0.04**	**0.11**

[a] Electricity Usage Rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993.

[b] Emission Factors from Table A9-11-B, CEQA Air Quality Handbook, SCAQMD, 1993.

URBEMIS 2002 For Windows 8.7.0

File Name: G:\3_Projects_Air Quality\Canada Housing\Impact Analysis\SMCCC-Housing.urb
Project Name: SMCCC-Housing
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	4.06	0.46	0.97	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	2.81	2.52	26.47	0.02	2.58

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	6.87	2.98	27.44	0.02	2.59

SUMMARY REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	37.99	1.54	62.44	0.15	9.28

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	2.62	3.81	29.08	0.02	2.58

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	40.61	5.35	91.52	0.16	11.86

DETAIL REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.03	0.45	0.19	0	0.00
Hearth	34.05	1.09	62.25	0.15	9.28
Landscaping - No winter emissions					
Consumer Prdcts	2.94	-	-	-	-
Architectural Coatings	0.96	-	-	-	-
TOTALS(lbs/day,unmitigated)	37.99	1.54	62.44	0.15	9.28

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Condo/townhouse general	2.62	3.81	29.08	0.02	2.58
TOTAL EMISSIONS (lbs/day)	2.62	3.81	29.08	0.02	2.58

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 40 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Condo/townhouse general	3.75	4.40 trips/dwelling unit	60.00	264.00
		Sum of Total Trips		264.00

Total Vehicle Miles Traveled 1,696.07

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.00	1.60	98.00	0.40
Light Truck < 3,750 lbs	15.00	2.70	95.30	2.00
Light Truck 3,751- 5,750	16.20	1.20	97.50	1.30
Med Truck 5,751- 8,500	7.20	1.40	95.80	2.80
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.40	0.00	50.00	50.00
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.70	76.50	23.50	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	8.30	83.30	8.40

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.8	4.6	6.1	11.8	5.0	5.0
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip Speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	27.3	21.2	51.5			

DETAIL REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.03	0.45	0.19	0	0.00
Hearth - No summer emissions					
Landscaping	0.12	0.00	0.78	0.00	0.00
Consumer Prdcts	2.94	-	-	-	-
Architectural Coatings	0.96	-	-	-	-
TOTALS(lbs/day,unmitigated)	4.06	0.46	0.97	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Condo/townhouse general	2.81	2.52	26.47	0.02	2.58
TOTAL EMISSIONS (lbs/day)	2.81	2.52	26.47	0.02	2.58

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Condo/townhouse general	3.75	4.40 trips/dwelling unit	60.00	264.00
		Sum of Total Trips		264.00
		Total Vehicle Miles Traveled		1,696.07

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.00	1.60	98.00	0.40
Light Truck < 3,750 lbs	15.00	2.70	95.30	2.00
Light Truck 3,751- 5,750	16.20	1.20	97.50	1.30

Med Truck	5,751- 8,500	7.20	1.40	95.80	2.80
Lite-Heavy	8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy	10,001-14,000	0.40	0.00	50.00	50.00
Med-Heavy	14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy	33,001-60,000	0.90	0.00	11.10	88.90
Line Haul >	60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus		0.20	0.00	50.00	50.00
Motorcycle		1.70	76.50	23.50	0.00
School Bus		0.10	0.00	0.00	100.00
Motor Home		1.20	8.30	83.30	8.40

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.8	4.6	6.1	11.8	5.0	5.0
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip Speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	27.3	21.2	51.5			

Changes made to the default values for Land Use Trip Percentages

The Trip Rate and/or Acreage values for Condominium/townhouse general have changed from the defaults 6.9/3.75 to 4.4/3.75

Changes made to the default values for Area

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2008.

Redwood City Site Information

This page updated November 1, 2005

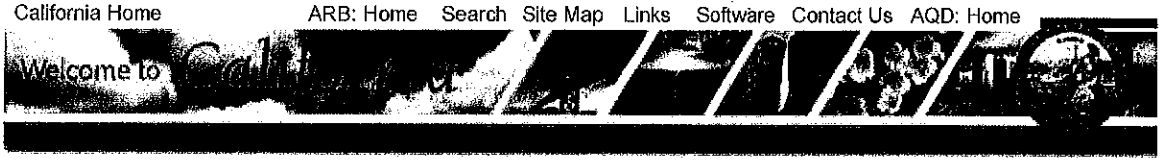
AIRS Number	ARB Number	Site Start Date	Reporting Agency and Agency Code
060811001	41541	1/1/67	Bay Area AQMD (004)

Site Address	County	Air Basin	Latitude	Longitude	Elevation
897 Barron Av, Redwood City CA 94063	San Mateo	San Francisco Bay Area	37° 28' 59"	122° 12' 13"	5

Pollutants Monitored (click on parameter link for real-time data)
CO, NO_2, O_3, PM_{10}, $BAM_{PM2.5}$, $PM_{2.5}$, Toxics

Site Photos	Photo Sequences	Site Surveys
--Select Photos--	--Select Position And Direction--	--Select Survey--

Other ARB Database Information	Aerial Photos and Topo Maps Of Site
--Select Database--	--Select External Map--



Air Resources Board

iADAM

Highest 4 Daily Maximum Hourly Ozone Measurements

Redwood City

FAQs

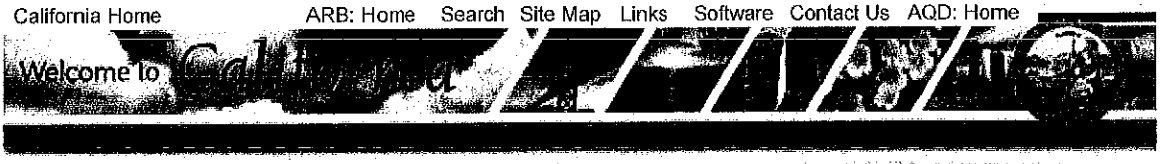
Year:	2004		2005		2006	
	Date	Measurement	Date	Measurement	Date	Measurement
First High:	Apr 26	0.097	Jul 23	0.084	Aug 9	0.085
Second High:	Sep 5	0.084	Sep 30	0.064	May 14	0.081
Third High:	Apr 25	0.076	Aug 30	0.063	Jun 21	0.072
Fourth High:	Sep 6	0.074	Sep 25	0.060	Jul 23	0.068
# Days Above Nat'l Standard:		0		0		0
# Days Above State Standard:		1		0		0
Year Coverage:		97		99		99

Go Backward One Year | New Top 4 Summary | Go Forward One Year

Notes: All concentrations are expressed in parts per million.
State exceedances are shown in **yellow**. National exceedances are shown in **orange**.
National exceedances are also state exceedances.
An exceedance is not necessarily a violation.
Year Coverage indicates how complete monitoring was during the time of the year when concentrations are highest. 0 means there was no coverage; 100 means there was complete coverage.
* There was insufficient (or no) data available to determine the value.

Switch: 8-Hour Ozone | PM10 | PM2.5 | Carbon Monoxide | Nitrogen Dioxide | Sulfur Dioxide | Hydrogen Sulfide

Go to: Data Statistics Home Page | Top 4 Summaries Start Page



Air Resources Board

iADAM

Highest 4 Daily Maximum 8-Hour Ozone Averages

Redwood City

FAQs

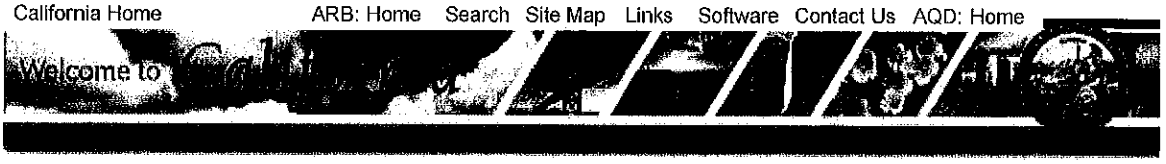
Year:	2004		2005		2006	
	Date	Measurement	Date	Measurement	Date	Measurement
First High:	Apr 26	0.071	Jul 23	0.061	Aug 9	0.063
Second High:	Sep 5	0.068	Sep 25	0.052	May 14	0.061
Third High:	Apr 25	0.067	Mar 13	0.051	Jun 21	0.052
Fourth High:	Apr 24	0.058	Apr 22	0.050	Jun 22	0.051
# Days Above Nat'l Standard:		0		0		0
Year Coverage:		97		99		99

Go Backward One Year | New Top 4 Summary | Go Forward One Year

Notes: All averages are expressed in parts per million.
National exceedances are shown in **orange** . An exceedance is not necessarily a violation.
Year Coverage indicates how complete monitoring was during the time of the year when concentrations are highest. 0 means there was no coverage; 100 means there was complete coverage.
* There was insufficient (or no) data available to determine the value.

Switch: Hourly Ozone | PM10 | PM2.5 | Carbon Monoxide | Nitrogen Dioxide | Sulfur Dioxide | Hydrogen Sulfide

Go to: Data Statistics Home Page | Top 4 Summaries Start Page



Air Resources Board

iADAM

Highest 4 Daily Maximum 8-Hour Carbon Monoxide Averages

Redwood City

FAQs

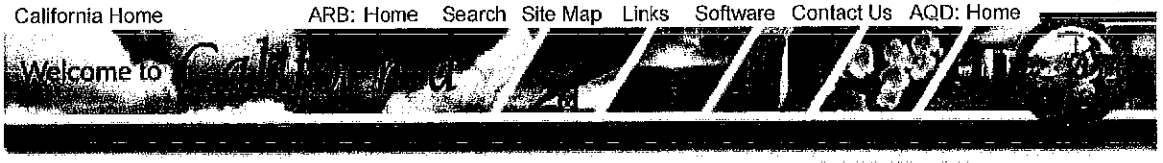
Year:	2004		2005		2006	
	Date	Measurement	Date	Measurement	Date	Measurement
National:						
First High:	Jan 22	2.13	Nov 23	2.26	Dec 25	2.44
Second High:	Dec 2	1.97	Nov 22	2.21	Dec 20	2.24
Third High:	Feb 5	1.87	Nov 22	2.18	Jan 9	2.13
Fourth High:	Jan 6	1.87	Nov 21	2.17	Dec 26	2.09
California:						
First High:	Jan 22	2.13	Nov 23	2.26	Dec 24	2.44
Second High:	Dec 2	1.97	Nov 22	2.21	Dec 20	2.24
Third High:	Feb 5	1.87	Nov 21	2.17	Jan 9	2.13
Fourth High:	Jan 6	1.87	Jan 17	2.14	Dec 25	2.09
# Days Above Nat'l Standard:		0		0		0
# Days Above State Standard:		0		0		0
Year Coverage:		96		97		98

Go Backward One Year | New Top 4 Summary | Go Forward One Year

Notes: All averages are expressed in parts per million.
State exceedances are shown in **yellow**. National exceedances are shown in **orange**.
An exceedance is not necessarily a violation.
Year Coverage indicates how complete monitoring was during the time of the year when concentrations are highest. 0 means there was no coverage; 100 means there was complete coverage.
* There was insufficient (or no) data available to determine the value.

Switch: Hourly Ozone | 8-Hour Ozone | PM10 | PM2.5 | Nitrogen Dioxide | Sulfur Dioxide | Hydrogen Sulfide

Go to: Data Statistics Home Page | Top 4 Summaries Start Page



Air Resources Board

iADAM

Highest 4 Daily Maximum Hourly Nitrogen Dioxide Measurements

Redwood City

FAQs

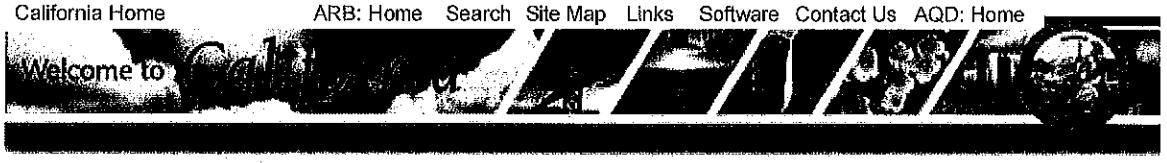
Year:	2004		2005		2006	
	Date	Measurement	Date	Measurement	Date	Measurement
First High:	Oct 14	0.061	Oct 13	0.062	Oct 27	0.069
Second High:	Oct 13	0.059	Nov 21	0.061	Oct 28	0.063
Third High:	Sep 23	0.052	Nov 22	0.060	Dec 5	0.056
Fourth High:	Sep 24	0.050	Nov 16	0.056	Dec 6	0.056
# Days Above State Standard:		0		0		0
Annual Average:		0.015		0.015		0.014
Year Coverage:		96		99		98

Go Backward One Year | New Top 4 Summary | Go Forward One Year

Notes: All concentrations are expressed in parts per million.
State exceedances are shown in **yellow**. National exceedances are shown in **orange**.
An exceedance is not necessarily a violation.
Year Coverage indicates how complete monitoring was during the time of the year when concentrations are highest. 0 means there was no coverage; 100 means there was complete coverage.
* There was insufficient (or no) data available to determine the value.

Switch: Hourly Ozone | 8-Hour Ozone | PM10 | PM2.5 | Carbon Monoxide | Sulfur Dioxide | Hydrogen Sulfide

Go to: Data Statistics Home Page | Top 4 Summaries Start Page



Air Resources Board

iADAM

Highest 4 Daily PM10 Measurements

Redwood City

FAQs

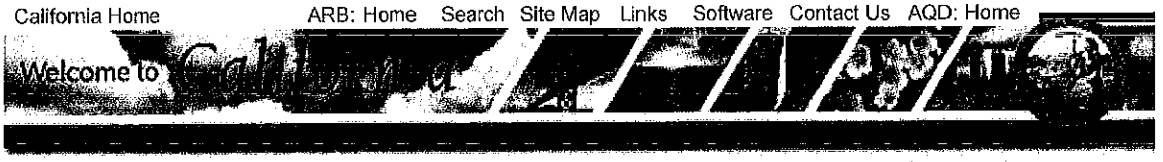
Year:	2004		2005		2006	
	Date	Measurement	Date	Measurement	Date	Measurement
National:						
First High:	Dec 11	61.8	Nov 22	78.1	Dec 25	66.2
Second High:	Nov 17	43.2	Nov 18	69.5	Dec 7	53.0
Third High:	Nov 23	39.9	Dec 6	43.4	May 11	39.0
Fourth High:	Dec 5	37.8	Dec 14	39.3	Dec 1	37.4
California:						
First High:	Dec 11	64.8	Nov 22	80.8	Dec 25	69.9
Second High:	Nov 17	45.7	Nov 18	71.9	Dec 7	55.8
Third High:	Nov 23	42.7	Dec 6	46.1	May 11	40.0
Fourth High:	Dec 5	40.5	Dec 14	41.5	Dec 1	39.6
Measured:						
# Days Above Nat'l Standard:		0		0		0
# Days Above State Standard:		1		2		2
Estimated:						
3-Yr Avg # Days Above Nat'l Std:		0.0		0.0		0.0
# Days Above Nat'l Standard:		0.0		0.0		0.0
# Days Above State Standard:		6.1		10.2		10.2
National 3-Year Average:		20		20		19
National Annual Average:		19.7		19.5		19.2
State 3-Yr Maximum Average:		25		21		21
State Annual Average:		20.5		20.9		19.8
Year Coverage:		98		97		100

Go Backward One Year | New Top 4 Summary | Go Forward One Year

Notes: All concentrations are expressed in micrograms per cubic meter.
State exceedances are shown in **yellow** . National exceedances are shown in **orange** .
An exceedance is not necessarily a violation.
State and national statistics may differ for the following reasons:
State statistics are based on California approved samplers, whereas national statistics are based on samplers using federal reference or equivalent methods.
State and national statistics may therefore be based on different samplers.
State statistics for 1998 and later are based on *local* conditions (except for sites in the South Coast Air Basin, where State statistics for 2002 and later are based on *local* conditions).
National statistics are based on *standard* conditions.
State criteria for ensuring that data are sufficiently complete for calculating valid annual averages are more stringent than the national criteria.
Measurements are usually collected every six days. Measured days counts the days that a measurement was greater than the level of the standard; Estimated days mathematically estimates how many days concentrations would have been greater than the level of the standard had each day been monitored.
3-Year statistics represent the listed year and the 2 years before the listed year.
Year Coverage indicates how complete monitoring was during the time of the year when concentrations are highest. 0 means there was no coverage; 100 means there was complete coverage.
* There was insufficient (or no) data available to determine the value.

Switch: Hourly Ozone | 8-Hour Ozone | PM2.5 | Carbon Monoxide | Nitrogen Dioxide | Sulfur Dioxide | Hydrogen Sulfide

Go to: Data Statistics Home Page | Top 4 Summaries Start Page



Air Resources Board

iADAM

Highest 4 Daily PM2.5 Measurements

Redwood City

FAQs

Year:	2004		2005		2006	
	Date	Measurement	Date	Measurement	Date	Measurement
National:						
First High:	Dec 20	35.8	Nov 21	30.9	Dec 25	75.3
Second High:	Dec 5	29.1	Jan 22	29.4	Dec 7	34.8
Third High:	Dec 11	27.9	Dec 15	29.4	Nov 19	30.9
Fourth High:	Nov 17	27.2	Jan 16	28.3	Dec 4	28.8
California:						
First High:	Dec 25	43.2	Dec 8	48.4	Dec 25	75.3
Second High:	Jan 12	41.8	Jan 25	43.9	Dec 7	34.8
Third High:	Jan 18	40.1	Dec 17	42.5	Nov 19	30.9
Fourth High:	Nov 16	39.6	Dec 16	40.0	Dec 4	28.8
# Days Above Nat'l Standard:		0		0		1
3-Year Average 98th Percentile:		30		28		*
1-Year 98th Percentile:		27.9		29.4		*
National 3-Year Average:		9		9		*
National Annual Average:		9.3		8.8		*
State 3-Yr Maximum Average:		11		9		10
State Annual Average:		9.3		8.8		9.5

Go Backward One Year | New Top 4 Summary | Go Forward One Year

Notes: All concentrations are expressed in micrograms per cubic meter.
State exceedances are shown in **yellow**. National exceedances are shown in **orange**.
An exceedance is not necessarily a violation.
State and national statistics may differ for the following reasons:
State statistics are based on California approved samplers, whereas national statistics are based on samplers using federal reference or equivalent methods.
State and national statistics may therefore be based on different samplers.
State criteria for ensuring that data are sufficiently complete for calculating valid annual averages are more stringent than the national criteria.
3-Year statistics represent the listed year and the 2 years before the listed year.
* There was insufficient (or no) data available to determine the value.

Switch: Hourly Ozone | 8-Hour Ozone | PM10 | Carbon Monoxide | Nitrogen Dioxide | Sulfur Dioxide | Hydrogen Sulfide

Go to: Data Statistics Home Page | Top 4 Summaries Start Page

Appendix B

Special Status Plant and Wildlife Species in the Region

Table B-1. Special Status Plants in the Project Region.

Common and Scientific Name	Legal Status[a] Federal/State/ CNPS Status	Geographic Distribution	Habitat Requirements	Blooming Period	Likelihood to Occur within Study Area[b]
San Mateo thorn-mint *Acanthomintha duttonii*	E/E/1B	Central Coast, San Francisco Bay area, endemic to San Mateo County	Annual grassland and open areas in chaparral and coastal scrub, on serpentinite vertisol clay soil, below 900'	Apr-Jun	None. Suitable habitat not present.
San Francisco onion *Allium peninsulare* var. *franciscanum*	–/–/1B	Central Coast, San Francisco Bay region, Santa Clara, San Mateo, and Sonoma Counties	Clay and often serpentinite soils of cismontane woodland, valley and foothill grassland, below 1,000'	May-Jun	None. Suitable habitat not present.
Bent-flowered fiddleneck *Amsinckia lunaris*	–/–/4	Alameda, Contra Costa, Lake, Marin, Santa Cruz, Shasta, and Siskiyou Counties	Cismontane woodland, valley and foothill grassland, between 160-1,650'	Mar-Jun	None. Plant not known to occur in the region.
Santa Cruz manzanita *Arctostaphylos andersonii*	SC/–/1B	Western San Francisco Bay region, Santa Cruz mountains. Santa Clara, Santa Cruz, and San Mateo Counties	Chaparral and edges of broad-leaved upland forest, chaparral, north coast coniferous forest, below 2,300'	Nov-Apr	None. Suitable habitat not present.
Montara manzanita *Arctostaphylos montaraensis*	SC/–/1B	Endemic to San Mateo County, San Bruno Mountains, Montara mountains	Maritime chaparral, coastal scrub, 650'-1,640'	Jan-Mar	None. Suitable habitat not present.
Kings Mountain manzanita *Arctostaphylos regismontana*	–/–/1B	Western San Francisco Bay region, northern Santa Cruz Mountains. Santa Cruz and San Mateo Counties	Broad-leaved upland forest, chaparral, North Coast coniferous forest, on granitic or sandstone	Jan-Apr	None. Suitable habitat not present.

Common and Scientific Name	Legal Status[a] Federal/State/ CNPS Status	Geographic Distribution	Habitat Requirements	Blooming Period	Likelihood to Occur within Study Area[b]
Costal marsh milk-vetch *Astragalus pycnostachyus* var. *pycnostachyus*	SC/-/1B	Humbolt*, Marin, San Mateo	Coastal dunes (mesic), marshes and swamps (coastal salt, streamsides) between 0-100'	Apr-Oct	None. Suitable habitat not present.
Congdon's tarplant *Centromadia parryi* ssp. *congdonii* (formerly *Hemizonia*)	–/–/1B	East San Francisco Bay Area, Salinas Valley, Los Osos Valley	Annual grassland, on lower slopes, flats, and swales, sometimes on alkaline or saline soils; below 230 m	Jun-Nov	None. Suitable habitat not present.
Pappose tarplant *Centromadia parryi* ssp. *parryi* (formerly *Hemizonia*)	–/–/1B	North and Central Coast Ranges, the southern Sacramento Valley; occurrences in Butte, Colusa, Glenn, Lake, Napa, San Mateo, and Solano Counties.	Coastal prairie, meadows and seeps, coastal salt marshes and swamps, alkaline soils in vernally mesic valley and foothill grassland; 2-420 meters	May-Nov	None. Suitable habitat not present.
San Francisco Bay spineflower *Chorizanthe cuspidata* var. *cuspidata*	SC/–/1B	Central coast, San Francisco bay area. Alameda*, Marin, San Francisco, San Mateo, Sonoma and possibly Santa Clara Counties	Coastal bluff scrub, coastal dunes, coastal prairie, coastal scrub on sandy soils	Apr-Jul	None. Suitable habitat not present.
Franciscan thistle *Cirsium andrewsii*	–/–/1B	Klamath Ranges, Cascade Ranges, Sierra Nevada, Marin, San Francisco, San Mateo, and Sonoma Counties	Broad-leaved upland forest, coastal bluff scrub, coastal scrub, sometimes on serpentinite	Jun-Jul	None. Suitable habitat not present.
Fountain thistle *Cirsium fontinale* var. *fontinale*	E/E/1B	Endemic to San Mateo County	Seeps in chaparral and grassland, on serpentinite	Jun-Oct	None. Suitable habitat not present.
Lost thistle *Cirsium praeteriens*	–/–/1A	Known only from 2 historic collections in Santa Clara County near Palo Alto (last in 1901)	Habitat is unknown, not in Jepson Manual, elevation 0-100 meters	June-July	None. Plant not known to occur in the region.

Common and Scientific Name	Legal Status[a] Federal/State/ CNPS Status	Geographic Distribution	Habitat Requirements	Blooming Period	Likelihood to Occur within Study Area[b]
San Francisco collinsia *Collinsia multicolor*	–/–/1B	Northern and central central coast, northern outer south Coast Ranges. Monterey, Santa Cruz, San Francisco, and San Mateo Counties	Closed-cone coniferous forest, coastal scrub	Mar-May	None. Suitable habitat not present.
Point Reyes bird's-beak *Cordylanthus maritimus* ssp. *palustris*	SC/–/1B	Coastal Northern California, Humboldt County to Santa Clara County	Coastal salt marsh	Jun-Oct	None. Suitable habitat not present.
Western leatherwood irca occide ntalis	–/–/1B	San Francisco Bay region, Alameda, Contra Costa, Marin, Santa Clara, San Mateo, and Sonoma Counties	Moist areas in broad-leaved upland forest, closed-cone coniferous forest, chaparral, cismontane woodland, North Coast coniferous forest, riparian forest, riparian woodland, 165-1,300'	Jan-Apr	None. Suitable habitat not present.
Ben Lomond buckwheat *Eriogonum nudum* var. *decurrens*	–/–/1B	Contra Costa and Santa Cruz Counties	Chaparral, cismontane woodland, maritime ponderosa pine sandhills	Jun-Oct	None. Suitable habitat not present.
San Mateo woolly sunflower *Eriophyllum latilobum*	E/E/1B	One known occurrence in San Mateo County	Open areas in coast live oak woodland, often on roadsides, sometimes on serpentine, 150-500'	May-Jun	None. Suitable habitat not present.
Round-leaved filaree *Erodium macrophyllum*	–/–/2	Sacramento Valley, northern San Joaquin Valley, Central Western California, South Coast, & northern Channel Islands (Santa Cruz Island)	Open sites, dry grasslands, & shrublands below 4,000'	Mar-May	None. Suitable habitat not present.

Common and Scientific Name	Legal Status[a] Federal/State/ CNPS Status	Geographic Distribution	Habitat Requirements	Blooming Period	Likelihood to Occur within Study Area[b]
Hoover's button celery *Eryngium aristulatum* var. *hooveri*	–/–/1B	South San Francisco Bay area, South Coast Ranges	Vernal pools; blooms July	July	None. Suitable habitat not present.
Hillsborough chocolate lily *Fritillaria biflora* var. *ineziana*	–/–/1B	Endemic to Hillsborough area in San Mateo County	Serpentine grassland	Mar-Apr	None. Suitable habitat not present.
Fragrant fritillary *Fritillaria liliacea*	SC/–/1B	Coast Ranges from Marin County to San Benito County	Adobe soils of interior foothills, coastal prairie, coastal scrub, annual grassland, often on serpentinite, below 1,350'	Feb-Apr	None. Suitable habitat not present.
San Francisco gumplant *Grindelia hirsutula* var. *maritima*	SC/–/1B	Coastal California, Monterey, Marin, Santa Cruz, San Francisco, San Luis Obispo, and San Mateo Counties	Coastal bluff scrub, coastal scrub, sandy soils on serpentine grassland	Aug-Sep	None. Suitable habitat not present.
Marin western flax *Hesperolinon congestum*	T/T/1B	Marin, San Francisco, and San Mateo Counties	Chaparral, serpentinite grassland	Apr-Jul	None. Suitable habitat not present.
Kellogg's horkelia *Horkelia cuneata* ssp. *sericea*	SC/–/1B	Coastal California from Marin to Santa Barbara Counties	Openings in closed-cone coniferous forest, coastal scrub, maritime chaparral, on sandy or gravelly soils	Apr-Sep	None. Suitable habitat not present.
Point Reyes horkelia *Horkelia marinensis*	–/–/1B	Scattered occurrences in North Coast and northern Central Coast, Mendocino, Marin, Santa Cruz, and San Mateo Counties	Coastal dunes, coastal scrub, perennial grassland on sandy soils, 15-1,150'	May-Sep	None. Suitable habitat not present.
Delta tule pea *Lathyrus jepsonii* var. *jepsonii*	–/–/1B	San Francisco Bay region, also part of Central valley: Alameda, Contra Costa, Fresno, Marin, Napa, Sacramento, San Benito, Santa Clara*, San Joaquin, and Solano Counties	Coastal and estuarine marshes (freshwater and brackish), below 1000'	May-Sep	None. Suitable habitat not present.

Common and Scientific Name	Legal Status[a] Federal/State/ CNPS Status	Geographic Distribution	Habitat Requirements	Blooming Period	Likelihood to Occur within Study Area[b]
Legenere *Legenere limosa*	–/–/1B	Central Valley /OR/ Primarily located in the lower Sacramento Valley, also from north Coast Ranges, northern San Joaquin Valley and the Santa Cruz mountains.	Deep, seasonally wet habitats such as vernal pools, ditches, marsh edges, and river banks, below 500'	Apr-Jun	None. Suitable habitat not present.
Coast yellow linanthus *Leptosiphon croceus* (*Linanthus croceus*)	–/–/1B	Coastal Marin* and San Mateo Counties; known from one occurrence near Moss Beach	Coastal bluff scrub and coastal prairie between 10-150 meters	Apr-May	None. Suitable habitat not present.
Rose linanthus *Leptosiphon rosaceus* (*Linanthus*)	–/–/1B	Coastal California from Sonoma County to San Mateo County; known now from one occurrence near Pacifica	Coastal bluff scrub, below 100 meters	Apr-Jul	None. Suitable habitat not present.
Crystal Springs lessingia *Lessingia arachnoidea*	SC/–/1B	San Mateo and Sonoma Counties	Serpentine grassland and open grassy areas in serpentine chaparral, cismontane woodland	Jul-Oct	None. Suitable habitat not present.
Coast lily *Lilium maritimum*	SC/–/1B	North Coast; Mendocino, Marin*, San Francisco*, San Mateo*, and Sonoma Counties	Broad-leaved upland forest, closed-cone Pine-cypress forest, coastal scrub, perennial grassland, North Coast coniferous forest, often in roadside ditches, 15-115'	May-Jul	None. Suitable habitat not present.
Indian Valley bush mallow *Malacothamnus aboriginum*	–/–/1B	Inner South Coast Ranges: San Benito, Fresno, and Monterey Counties	Rocky areas in chaparral and oak woodland, often in burned areas	Apr-Oct	None. Suitable habitat not present.
Arcuate bush mallow *Malacothamnus arcuatus*	–/–/1B	Santa Clara, Santa Cruz, and San Mateo Counties	Chaparral	Apr-Sep	None. Suitable habitat not present.
Davidson's bush mallow *Malacothamnus davidsonii*	–/–/1B	Los Angeles, Monterey, and San Luis Obispo Counties	Coastal scrub, chaparral, and riparian woodland in sandy washes, 900-2,800'	Jun-Sep	None. Suitable habitat not present.

Common and Scientific Name	Legal Status[a] Federal/State/ CNPS Status	Geographic Distribution	Habitat Requirements	Blooming Period	Likelihood to Occur within Study Area[b]
Hall's bush mallow *Malacothamnus hallii*	–/–/1B	Alameda, Contra Costa, Merced, Santa Clara, and Stanislaus Counties	Chaparral and coastal scrub between 30-2,500'	May-Sep	None. Suitable habitat not present.
Marsh microseris *Microseris paludosa*	–/–/1B	Coastal California from Mendocino County to San Luis Obispo County	Grassland, coastal scrub, closed-cone-coniferous forest, cismontane woodland	Apr-Jun	None. Suitable habitat not present.
Robust monardella *Monardella villosa* ssp. *globosa*	–/–/1B	North Coast Ranges and Eastern San Francisco Bay Area; Alameda, Contra Costa, Humboldt, Lake, Marin, Napa, San Mateo, and Sonoma Counties	Oak woodland and grassy openings in chaparral	June-July	None. Suitable habitat not present.
Pincushion navarretia *Navarretia myersii* (or N.m.ssp. m.)	–/–/1B	Central valley, Amador, Lake, Merced, and Sacramento Counties	Edges of vernal pools, 60-300'	May	None. Suitable habitat not present.
Dudley's lousewort *Pedicularis dudleyi*	–/R/1B	Monterey, Santa Cruz*, San Luis Obispo, and San Mateo Counties	Maritime chaparral, North Coast coniferous forest, valley and foothill grassland	Apr-Jun	None. Suitable habitat not present.
White-rayed pentachaeta *Pentachaeta bellidiflora*	E/E/1B	One occurrence in San Mateo County, historically known also from Marin and Santa Cruz Counties	Annual grassland, often on serpentinite	Mar-May	None. Suitable habitat not present.
Choris's popcorn-flower *Plagiobothrys chorisianus* var. *chorisianus*	–/–/1B	Santa Cruz, San Francisco and San Mateo Counties	Chaparral, coastal prairie, coastal scrub, in mesic areas	Mar-Jun	None. Suitable habitat not present.
Slender-leaved pondweed *Potamogeton filiformis*	–/–/2	Lassen, Merced, Mono, Placer, Santa Clara*, and Sierra Counties, Arizona, Nevada, Oregon, Washington	Freshwater marsh, shallow emergent wetlands	May-Jul	None. Suitable habitat not present.

Common and Scientific Name	Legal Status[a] Federal/State/ CNPS Status	Geographic Distribution	Habitat Requirements	Blooming Period	Likelihood to Occur within Study Area[b]
Hickman's cinquefoil *Potentilla hickmanii*	E/E/1B	Monterey, San Mateo, and Sonoma* Counties	Freshwater marshes, seeps, and small streams in open areas in coastal scrub or coniferous forest	Apr-Aug	None. Suitable habitat not present.
Adobe sanicle *Sanicula maritime*	–/R/1B	Coastal Monterey and San Luis Obispo Counties. Historically known from the San Francisco Bay area, Alameda* and San Francisco* Counties	Moist clay or ultramafic soils, in meadows and grassland	Apr-May	None. Suitable habitat not present.
San Francisco campion *Silene verecunda* ssp. *verecunda*	–/–/1B	Northern Central Coast, San Francisco Bay area, San Francisco, San Mateo, Santa Cruz, and Sutter Counties	Coastal bluff scrub, chaparral, coastal prairie, coastal scrub, valley and foothill grassland, in sandy areas, 100-2,100'	Mar-Jun	None. Plant not known to occur in the vicinity of the project and habitat conditions of poor quality.
Saline clover *Trifolium depauperatum* var. *hydrophilum*	SC/–/1B	Alameda, Colusa?, Monterey, Napa, San Benito, Santo Clara, San Luis Obispo, San Mateo, Solano, and Sonoma Counties	Marshes and swamps, valley and foothill grassland (mesic, alkaline), and vernal pool habitat at elevations between 0-985'	April-June	None. Suitable habitat not present.
San Francisco owl's-clover *Triphysaria floribunda*	–/–/1B	Marin, San Francisco, and San Mateo Counties	Coastal prairie and annual grassland, on serpentinite	Apr-May	None. Suitable habitat not present.
Caper-fruited tropidocarpum *Tropidocarpum capparideum*	–/–/1A	Historically known from the northwest San Joaquin Valley and adjacent Coast Range foothills	Grasslands in alkaline hills below 1,500'	Mar-Apr	None. Suitable habitat not present.

[a] Status explanations:

Federal

E = listed as endangered under the federal Endangered Species Act.
T = listed as threatened under the federal Endangered Species Act.
PE = proposed for federal listing as endangered under the federal Endangered Species Act.
PT = proposed for federal listing as threatened under the federal Endangered Species Act.
C = species for which USFWS has on file sufficient information on biological vulnerability and threat(s) to support issuance of a proposed rule to list.
SC = species of concern; species for which existing information indicates it may warrant listing but for which substantial biological information to support a proposed rule is lacking.
– = no listing.

State

E = listed as endangered under the California Endangered Species Act.
T = listed as threatened under the California Endangered Species Act.
R = listed as rare under the California Native Plant Protection Act. This category is no longer used for newly listed plants, but some plants previously listed as rare retain this designation.
CE = candidate species for listing as endangered under the California Endangered Species Act
SSC = species of special concern in California.
– = no listing.

California Native Plant Society

1A = List 1A species: presumed extinct in California.
1B = List 1B species: rare, threatened, or endangered in California and elsewhere.
2 = List 2 species: rare, threatened, or endangered in California but more common elsewhere.
3 = List 3 species: plants about which more information is needed to determine their status.
4 = List 4 species: plants of limited distribution.
– = no listing.
* = known populations believed extirpated from that County
? = population location within County uncertain

[b]Definitions of levels of Occurrence likelyhood:

High: Known occurrence of plant in region from Natural Diversity Data Base, or other documents in the vicinity of the project; or presence of suitable habitat conditions and suitable microhabitat conditions.

Moderate: Known occurrence of plant in region from Natural Diversity Data Base, or other documents in the vicinity of the project; or presence of suitable habitat conditions but suitable microhabitat conditions are not present.

Low: Plant not known to occur in the region from the Natural Diversity Data Base, or other documents in the vicinity of the project; or habitat conditions of poor quality.

None: Plant not known to occur in the region from the Natural Diversity Data Base, or other documents in the vicinity of the project; or suitable habitat not present in any condition.

Table B-2. Sensitive Wildlife Species in the Project Region.

Common Name Scientific Name	Legal Status[a] Federal/State	Geographic Distribution	Habitat Requirements	Habitat Present/Absent in Study Area	Rationale
Invertebrates					
Callippe silverspot *Speyeria callippe callippe*	E/--	San Bruno Mountain, San Mateo County, and a single location in Alameda County.	Open hillsides where wild pansy (Viola pedunculata) grows; larvae feed on Johnny jump-up plants, whereas adults feed on native mints and non-native thistles.	Absent	The sites to be developed have no native vegetation. There are no host plants in the project area.
Monarch Butterfly *Danaus plexippus*	--/--	Winter roosts in coastal areas from Mendocino County south to Baja California, Mexico	Winter roosts in wind protected tree groves with nectar and source of water nearby	Absent	Winter roosts occur along the coast but there is not likely to be any winter roosts sites in the project vicinity.
Mission blue butterfly *Icaricia icarioides missionensis*	E/--	San Bruno Mountain, San Mateo County; Twin Peaks, San Francisco County.	Hill and ridgetops, as well as slopes with south exposure with caterpillar food plants, Lupinus spp.	Absent	Developed/landscaped setting is not suitable for species. No host food plants identified in the project area
Myrtle's silverspot butterfly *Speyeria zerene myrtleae*	E/--	Historically known from San Mateo County north to the mouth of the Russian River in Sonoma County. No butterflies have been observed recently at the known population sites near Pacifica and San Mateo in San Mateo County.	Inhabits coastal terrace prairie, coastal bluff scrub, and associated non-native grassland habitats where the larval food plant, Viola sp. occurs.	Absent	No coastal scrub occurs within the project area.
San Bruno elfin *Callophrys mossii bayensis*	E/--	San Bruno Mountain, Montara Mountains, and northern end of Santa Cruz Mountains, San Mateo County	North-facing slopes and ridges facing Pacific Ocean from 600 to 1,100 feet	Absent	Developed/landscaped setting is not suitable for species.
Unsilvered fritillary *Speyeria adiaste adiaste*	--/--	Santa Cruz Mountains. Little is known about the habitat use and distribution of this subspecies.	Grasslands surrounded by dense woodlands. Canopy gaps or firebreaks.	Absent	Not typically found in disturbed/landscaped habitats.

Common Name Scientific Name	Legal Status[a] Federal/State	Geographic Distribution	Habitat Requirements	Habitat Present/Absent in Study Area	Rationale
Amphibians and Reptiles					
California red-legged frog *Rana aurora draytoni*	T/SSC	Found along the coast and coastal mountain ranges of California from Marin County to San Diego County and in the Sierra Nevada from Tehama County to Fresno County	Permanent and semi-permanent aquatic habitats, such as creeks and cold-water ponds, with emergent and submergent vegetation.	Absent	No freshwater habitats within or near the project area for breeding or summer habitat.
California tiger salamander *Ambystoma californiense* (=*A. tigrinum c.*)	T/SSC	Central Valley, including Sierra Nevada foothills, up to approximately 1,000 feet, and coastal region from Butte County south to northeastern San Luis Obispo County.	Small ponds, lakes, or vernal pools in grass-lands and oak woodlands for larvae; rodent burrows, rock crevices, or fallen logs for cover for adults and for summer dormancy	Absent	No freshwater habitats within project area for breeding or rodent burrows for upland aestivation
Foothill yellow-legged frog *Rana boylii*	--/SSC	Occurs in the Klamath, Cascade, north Coast, south Coast, Transverse, and Sierra Nevada Ranges up to approximately 6,000 feet	Creeks or rivers in woodland, forest, mixed chaparral, and wet meadow habitats with rock and gravel substrate and low overhanging vegetation along the edge. Usually found near riffles with rocks and sunny banks nearby.	Absent	No fast running stream with cobblestone substrate within study area

Common Name Scientific Name	Legal Status[a] Federal/State	Geographic Distribution	Habitat Requirements	Habitat Present/Absent in Study Area	Rationale
Western pond turtle *Clemmys [Emys] marmorata*	--/SSC	Occurs from the Oregon border of Del Norte and Siskiyou Counties south along the coast to San Francisco Bay, inland through the Sacramento Valley, and on the western slope of Sierra Nevada	Occupies ponds, marshes, rivers, streams, and irrigation canals with muddy or rocky bottoms and with watercress, cattails, water lilies, or other aquatic vegetation in woodlands, grasslands, and open forests	Absent	No freshwater habitat available within the project area
San Francisco garter snake *Thamnophis sirtalis tetrataenia*	E/E	Northern San Mateo County southward along the coast and the eastern slope of the Santa Cruz Mountains to the Santa Clara County line	Favors ponds, lakes, slow moving streams and marshy areas containing abundant vegetation, which it uses for cover; nearby upland habitat is important during fall and winter	Absent	No freshwater habitat within the project area. Area of impact likely too disturbed too serve as suitable winter habitat.
Birds					
Alameda (South Bay) song sparrow *Melospiza melodia pusillula*	--/SSC	Found only in marshes along the southern portion of the San Francisco Bay	Brackish marshes associated with pickleweed; may nest in tall vegetation or among the pickleweed	Absent	Out of species range
Bald eagle *Haliaeetus leucocephalus*	PD/E, FP	Nests in Siskiyou, Modoc, Trinity, Shasta, Lassen, Plumas, Butte, Tehama, Lake, and Mendocino Counties and in the Lake Tahoe Basin. Reintroduced into central coast. Winter range includes the rest of California, except the southeastern deserts, very high altitudes in the Sierra Nevada, and east of the Sierra Nevada south of Mono County	In western North America, nests and roosts in coniferous forests within 1 mile of a lake, reservoir, stream, or the ocean	Absent	Limited foraging opportunities available. Unlikely to utilize study area due to lack of roost sites. Outside of species breeding range.

Common Name Scientific Name	Legal Status[a] Federal/State	Geographic Distribution	Habitat Requirements	Habitat Present/Absent in Study Area	Rationale
California black rail *Laterallus jamaicensis coturniculus*	--/T	Permanent resident in the San Francisco Bay and east-ward through the Delta into Sacramento and San Joaquin Counties; small populations in Marin, Santa Cruz, San Luis Obispo, Orange, Riverside, and Imperial Counties	Tidal salt marshes associated with heavy growth of pickleweed; also occurs in brackish marshes or freshwater marshes at low elevations	Absent	No tidal marsh habitat within project area.
California clapper rail *Rallus longirostris obsoletus*	E/E	Marshes around the San Francisco Bay and east through the Delta to Suisun Marsh	Restricted to salt marshes and tidal sloughs; usually associated with heavy growth of pickle-weed; feeds on mollusks removed from the mud in sloughs	Absent	No tidal marsh habitat within project area.
California least tern *Sterna antillarum* (=*albifrons*) *browni* (nesting colony)	E/E	Nests on beaches along the San Francisco Bay and along the southern California coast from southern San Luis Obispo County south to San Diego County	Nests on sandy, upper ocean beaches, and occasionally uses mudflats; forages on adjacent surf line, estuaries, or the open ocean	Absent	No coastal habitat within project area.
Double-crested cormorant *Phalacrocorax auritus* (rookery site)	--/SSC	Winters along the entire California coast and inland over the Coast Ranges into the Central Valley from Tehama County to Fresno County; a permanent resident along the coast from Monterey County to San Diego County, along the Colorado River, Imperial, Riverside, Kern and King Co.s, and the islands off San Francisco; breeds in Siskiyou, Modoc,Lassen, Shasta, Plumas, and Mon Co.s; also breeds in the San Francisco Bay Area and in Yolo and Sacramento Counties	Rocky coastlines, beaches, inland ponds, and lakes; needs open water for foraging, and nests in riparian forests or on protected islands, usually in snags	Absent	No aquatic habitat within project area.

Table D-2 Continued

Common Name Scientific Name	Legal Status[a] Federal/State	Geographic Distribution	Habitat Requirements	Habitat Present/Absent in Study Area	Rationale
Marbled murrelet *Brachyramphus marmoratus*	T/E	Nesting sites from the Oregon border to Eureka and between Santa Cruz and Half Moon Bay; winters in nearshore and offshore waters along the entire California coastline	Mature, coastal coniferous forests for nesting; nearby coastal water for foraging; nests in conifer stands greater than 150 years old and may be found up to 35 miles inland; winters on subtidal and pelagic waters often well offshore	Absent	No dense, mature forests present within the project area. There is designated critical habitat further southwest in the Santa Cruz Mountains across Highway 280.
Northern harrier *Circus cyaneus*	--/SSC	Occurs throughout lowland California. Has been recorded in fall at high elevations	Grasslands, meadows, marshes, and seasonal and agricultural wetlands	Absent	Limited foraging opportunities within project area but no suitable breeding habitat.
Saltmarsh common yellowthroat *Geothlypis trichas sinuosa*	--/SSC	Found only in the San Francisco Bay Area in Marin, Napa, Sonoma, Solano, San Francisco, San Mateo, Santa Clara, and Alameda Counties	Freshwater marshes in summer and salt or brackish marshes in fall and winter; requires tall grasses, tules, and willow thickets for nesting and cover	Absent	No freshwater or brackish wetlands within project area to provide breeding habitat.
Western snowy plover (coastal populations) *Charadrius alexandrinus nivosus* (nesting)	T/SSC	Population defined as those birds that nest adjacent to or near tidal waters, including all nests along the mainland coast, peninsulas, offshore islands, and adjacent bays and estuaries. Twenty breeding sites are known in California from Del Norte to Diego County	Coastal beaches above the normal high tide limit in flat, open areas with sandy or saline substrates; vegetation and driftwood are usually sparse or absent	Absent	No available open sandy substrate within project area.

Table D-2 Continued

Common Name Scientific Name	Legal Status[a] Federal/State	Geographic Distribution	Habitat Requirements	Habitat Present/Absent in Study Area	Rationale
White-tailed kite *Elanus leucurus*	--/FP	Lowland areas west of Sierra Nevada from the head of the Sacramento Valley south, including coastal valleys and foothills to western San Diego County at the Mexico border	Low foothills or valley areas with valley or live oaks, riparian areas, and marshes near open grasslands for foraging	Absent	Limited foraging opportunities within the project area. Developed/landscaped project site does not provide suitable breeding habitat.
Mammals					
American badger *Taxidea taxus*	--/SSC	In California, badgers occur throughout the state except in humid coastal forests of northwestern California in Del Norte and Humboldt Counties	Open, arid habitats commonly associated with grasslands, savannas, mountain meadows, and open areas of desert scrub. Principal habitat requirements appear to be sufficient food (burrowing rodents), friable soils, and relatively open, uncultivated ground	Absent	Badgers typically avoid developed habitats. Though individuals may move through the project area there are no burrows present to serve as natal sites.
Salt marsh harvest mouse *Reithrodontomys raviventris*	E/E, FP	San Francisco, San Pablo, and Suisun Bays; the Delta	Salt marshes with a dense plant cover of pickle-weed and fat hen; adjacent to an upland site	Absent	No tidal marsh within the project area. No pickleweed mats within the project area.
Salt marsh vagrant (wandering) shrew *Sorex vagrans halicoetes*	--/SSC	Restricted to southern and northwestern San Francisco Bay	Mid-elevation salt marsh habitats with dense growths of pickleweed; requires driftwood and other objects for nesting cover	Absent	No tidal marsh within the project area. No pickleweed mats within the project area. Nearest known population: Bair Island in southeast San Mateo county.

Common Name Scientific Name	Legal Status[a] Federal/State	Geographic Distribution	Habitat Requirements	Habitat Present/Absent in Study Area	Rationale
San Francisco dusky footed woodrat *Neotoma fuscipes annectens*	--/SSC	San Francisco south through the Santa Cruz Mountains.	Chaparral and mixed forest habitats of moderate density and with moderately dense understory.	Absent	Observed near Crystal springs reservoir but no suitable habitat occurs in the project vicinity.
Santa Cruz kangaroo rat *Dipodomys venustus venustus*	--/--	Santa Cruz Mountains. Distribution of species is not well defined.	Well-drained sandy soils in mixed chaparral habitats.	Absent	Three historical records from San Mateo County. No chaparral habitat present within the project vicinity.

Notes:

[a] Status explanations:

– = no listing.

Federal

E = listed as endangered under the federal Endangered Species Act.

T = listed as threatened under the federal Endangered Species Act.

PD = proposed for delisting under the federal Endangered Species Act

State

E = listed as endangered under the California Endangered Species Act.

T = listed as threatened under the California Endangered Species Act.

SSC = listed as a Species of Special Concern by the State of California

FP = fully protected by the State of California

Appendix C

Cultural Resources Background Information

Introduction

Jones & Stokes conducted a literature review for the Cañada College campus to identify the prehistoric, ethnographic, and historic context of this area. Citations for this appendix have been included in *Chapter 4, References.*

Prehistoric Context

Results from previous archaeological investigations within the project area and the surrounding region showed that mobile hunter-gatherers inhabited the San Francisco Bay Area. Over time, their foraging strategies became more focused on resources obtainable locally and their lives became increasingly more sedentary. These changes are reflected in the cultural sequence developed by Bennyhoff and Fredrickson. They defined three basic cultural patterns throughout the San Francisco Bay Area and interior Delta for the period between 2500 BC and AD 1500 (Bennyhoff and Fredrickson 1969).

The Windmiller Pattern (2500 BC to 1000 BC) reflects an economy of game procurement and the use of wild-plant foods. The archaeological record contains numerous projectile points associated with a wide range of faunal remains. Hunting was not limited to terrestrial animals, as indicated by the presence of fishing hooks and fish bone at Windmiller sites (Moratto 2004). Plant resources were also used, as indicated from the presence of stone tools such as milling slabs and handstones. The Windmiller Pattern reflects a seasonal adaptation in which habitation sites in the valley were occupied during the winter and camps in the foothills were occupied in the summer (Bennyhoff and Fredrickson 1969).

The Windmiller Pattern shifted to the Berkeley Pattern, which spanned the period from about 1500 BC to AD 500. The archaeological record shows a decrease in the presence of milling slabs and handstones and a shift to mortar and pestle technology, indicating an increased dependence on acorns. Large shell mounds are found near water sources and the presence of projectile points and atlatls suggests that hunting remained an important part of subsistence (Fredrickson 1973: 125a-126). Within the southern Bay Area, the Berkeley Pattern is demonstrated by a heavy reliance on the bayshore environment.

The Augustine Pattern followed the Berkeley Pattern beginning around AD 500. This adaptation was adopted by the ethnographically known people of the historic period. During the Augustine Pattern, there was an increase in ceremonialism, social organization, and stratification. Trade was an important element of this adaptation, as illustrated by the presence of different types of obsidian and shell beads from other regions. The presence of shaped Gunther Barbed series projectile points indicates the use of the bow and arrow. The increase in ceremonialism is reflected in the occurrence of flexed burials with associated artifacts including shell beads, mortars and pestles, and projectile points.

Throughout the Late Holocene, the environment of the southern Bay Area continued to evolve into what became tidal marsh-wetlands. The prehistoric

inhabitants created large shell mounds in which the dominant species of shellfish were horn snail, oyster, clam, and bay mussel. Sites closer to the bay indicate that subsistence was based on tidal marsh resources while the interior valley sites to the north reveal an emphasis on terrestrial resources (Hylkema 1998:31).

The Emergent Period (AD 1200–1777) in the southern Bay Area is characterized by an elaborate social organization and the formation of small autonomous sociopolitical groups called tribelets. An economic relationship was maintained among the many small groups and trade was frequent between the coastal groups and the valley/bay shore groups. The Augustine Pattern toolkit is found through the Emergent Period. Artifacts from this period include well-shaped mortars and pestles, decorated *Olivella* beads, rectangular *Olivella* beads, tubular stone pipes, and many small projectile points that were used with the bow and arrow. *Haliotis* pendants and large amounts of *Olivella* beads are also found in association with graves (Hylkema 1998).

Ethnographic Context

At the time of European contact, the San Francisco peninsula was occupied by a group of Native Americans whom ethnographers referred to as the Ohlone or Costanoan. The territory of the Ohlone people extended from the Golden Gate in the north to just beyond Carmel in the south, and as much as 60 miles inland. (Levy 1978). The Ohlone are a linguistically defined group composed of several autonomous tribelets speaking eight different, but related languages. The Ohlone languages belong to the Utian language family of the Penutian stock. The project area is located in the Ramaytush linguistic area. Levy estimates approximately 1,400 Ramaytush speakers lived on the peninsula.

The Ohlone were hunter-gatherers and relied heavily on acorns and seafood. They also exploited a wide range of other foods including various seeds (the growth of which was promoted by controlled burning), buckeye, berries, roots, land and sea mammals, waterfowl, reptiles, and insects. The Ohlone used tule balsas for watercraft, bow and arrow, cordage, bone tools, and twined basketry to procure and process their foodstuffs (Levy 1978).

The Ohlone were politically organized by tribelet, each having a designated territory. A tribelet consisted of one or more villages and camps within a territory designated by physiographic features. Tribelets generally had 100 to 250 members (Kroeber 1976). The office of tribelet chief was inherited patrilineally and could be occupied by a man or a woman. Duties of the chief included providing for visitors; directing ceremonial activities; and directing fishing, hunting, gathering, and warfare expeditions. The chief served as the leader of a council of elders, which functioned primarily in an advisory capacity to the community (Levy 1978).

Ohlone villages typically consisted of four types of structures: dwellings, sweathouses, dance structures and assembly houses. Dwellings were generally domed thatched structures with central hearths. Sweathouses were thatched pits used by men and women and were usually located along stream banks. Dance structures were circular or oval in plan and were enclosed by a woven fence of

brush or laurel branches standing approximately 4.5 feet high. The assembly house was a large, domed, thatched structure that was large enough to accommodate all of the inhabitants of the village (Levy 1978).

Religious prayers and offerings (to the sun for example) were practiced, as well as shamanism and witchcraft. Dreams were interpreted and used as guides for future activities (Levy 1978).

Ohlone technology included tule balsas for watercraft, bows and arrows, cordage, sea otter blankets, twined basketry (Levy 1978), and the usual range of lithic and bone tools.

The primary trading partners of the Ohlone were most likely the Plains Miwok, the Sierra Miwok, and the Yokuts. Exports from the Ohlone territory included mussels, salt, abalone shells, dried abalone, and *Olivella* shells. The only clearly identified Ohlone import was pinyon nuts, which were obtained from the Yokuts. (Levy 1978).

Seven Spanish missions were founded in Ohlone territory between 1777 and 1797. While living within the mission system, the Ohlone commingled with other groups, including Esselen, Yokuts, Miwok, and Patwin. Mission life was devastating to the Ohlone population. It has been estimated that in 1770 when the first mission was established within Ohlone territory, the Native American population numbered around 10,000 and rapidly declined to less than 2,000 by 1832 as a result of introduced disease, harsh living conditions, and reduced birth rates. After the secularization of the missions circa 1830, the Ohlone and other Native Americans gradually left the missions and many went to work as wage laborers on the ranchos, mines, and in domestic positions. There was a partial return to aboriginal religious practices and subsistence strategies, but for the most part, the Ohlone culture was greatly diminished (Levy 1978). Today, descendants of the Ohlone still live in the area and many are active in maintaining their traditions and advocating for Native American issues.

Historic Context

Cañada College is located in the County of San Mateo. San Mateo County was organized in 1856 from portions of San Francisco County. Belmont served as the original county seat, but in 1856 the seat moved to Redwood City (Kyle 1990). Redwood City became the first incorporated city in San Mateo County on March 27, 1868.The Cañada College campus was built in 1968.

Previous Studies

On November 1, 2006 a records search for the study area was conducted at the Northwest Information Center (NWIC) of the California Historical Resources Information System at Sonoma State University, Rohnert Park, California. Sources consulted during the record search included maps of previous cultural resource studies and known cultural resource locations, as well as the following sources: Office of Historic Preservation Historic Property Listings, North Central

Information Center of the Historical Resources Information System (NCIC) Historic Resources Maps, California Inventory, California Place Names (Gudde 1969), California Gold Camps (Gudde 1975), Caltrans Bridge Inventory, California Historical Landmarks (1996), Points of Historical Interest (1992), and Historic Spots in California (Kyle 1990).

No previously recorded cultural resources were found within the Cañada project area boundaries or within 0.25 mile of the project area boundaries. No previous cultural resources studies have been conducted within the project area boundaries.

Appendix D

College Vista Resident Profile

College Vista Resident Profile*

(44 Units/77 Residents)

Type of Units

1 Bedroom	24
2 Bedroom	17
3 Bedroom	3

Resident Work Location

59% (26 residents) work at CSM/District and walk to work
23%(10 residents) commute to Skyline College
18% (8 residents) commute to Cañada College

Number of Cars **61**

Cars/Unit 1.4

Commute Information

Commute Miles Saved

Daily	609
Weekly	3,045
Monthly	12,180
Yearly	152,250

Previously Commuting From

San Francisco
Walnut Creek
Brentwood
Napa
Santa Clara
Berkeley

Children

Total children	**13**
Pre-school	8
Elementary	3
Middle	0
High School	2

Average Occupancy

Total Occupancy **77 persons**

One Bedroom Units	1.4 persons/unit
Two Bedroom Units	1.9 persons/unit
Three Bedroom Units	3.7 persons/unit
Overall Occupancy	1.75 persons/unit

* Survey of residents July 2007

Appendix E

Parking and Traffic Study by Hexagon Tranporation Consultants, Inc.

HEXAGON TRANSPORTATION CONSULTANTS, INC.

MEMORANDUM

TO: Ms. Kate Giberson, Jones & Stokes

FROM: Gary Black
Marco Palmeri

DATE: August 21, 2007

SUBJECT: Parking and Traffic Study for Cañada College Proposed Faculty Housing

---

The proposed housing development for Cañada College will consist of multi-family dwelling units for faculty and staff from any of the three campuses of the San Mateo County Community College District (SMCCCD). The proposed development consists of two 2 and 3 story buildings with a total of 60 dwelling units. Of the 60 units, 36 are proposed to be 2-bedroom, 18 are proposed to be 1-bedroom and 6 are proposed to be 3-bedroom. The proposed development would be constructed on the site currently occupied by Parking Lot 3 of the Cañada College campus (see Figure 1). Lot 3 currently provides 449 parking spaces designated for student use. The proposed development will include on-site parking spaces for its residents. The purpose of this study is to determine if there would be any traffic and parking impacts as a result of the proposed development. Accordingly, Hexagon performed analyses on the trips generated by the project, level of service calculations and the adequacy of the proposed parking supply based on existing demand.

Trip Generation and Assignment

Project trips were estimated based on the proposed land uses of the project site, using the standard trip generation rates applicable to each. The basic rationale for estimating project trips is that the project will add trips associated with the proposed new 60-unit residential (faculty and staff housing) development, but will also eliminate existing trips as a result of providing, at the workplace, housing for employees who currently drive to the campus. The number of residents assumed to be Cañada College employees (as opposed to employees for one of the other campuses) was determined based on a similar faculty housing development on the College of San Mateo campus. Since these faculty members would no longer commute by vehicle to Cañada College, the net effect is to add a housing base for trips and subtract an employment base for trips. Because these two types of trips have different directional characteristics (i.e. housing produces predominantly outbound trips in the AM, whereas employment produces predominantly inbound trips in the AM, etc.), the net effect would be mixed. The net trip generation is shown in Table 1.

Table 1 shows that the project would generate approximately 200 more daily trips (relative to existing conditions), 2 fewer trips during the AM peak hour and 17 more trips during the PM peak hour.

Hexagon assigned the project trips to the roadway system according to a trip distribution pattern derived from existing traffic counts (see Figure 2).

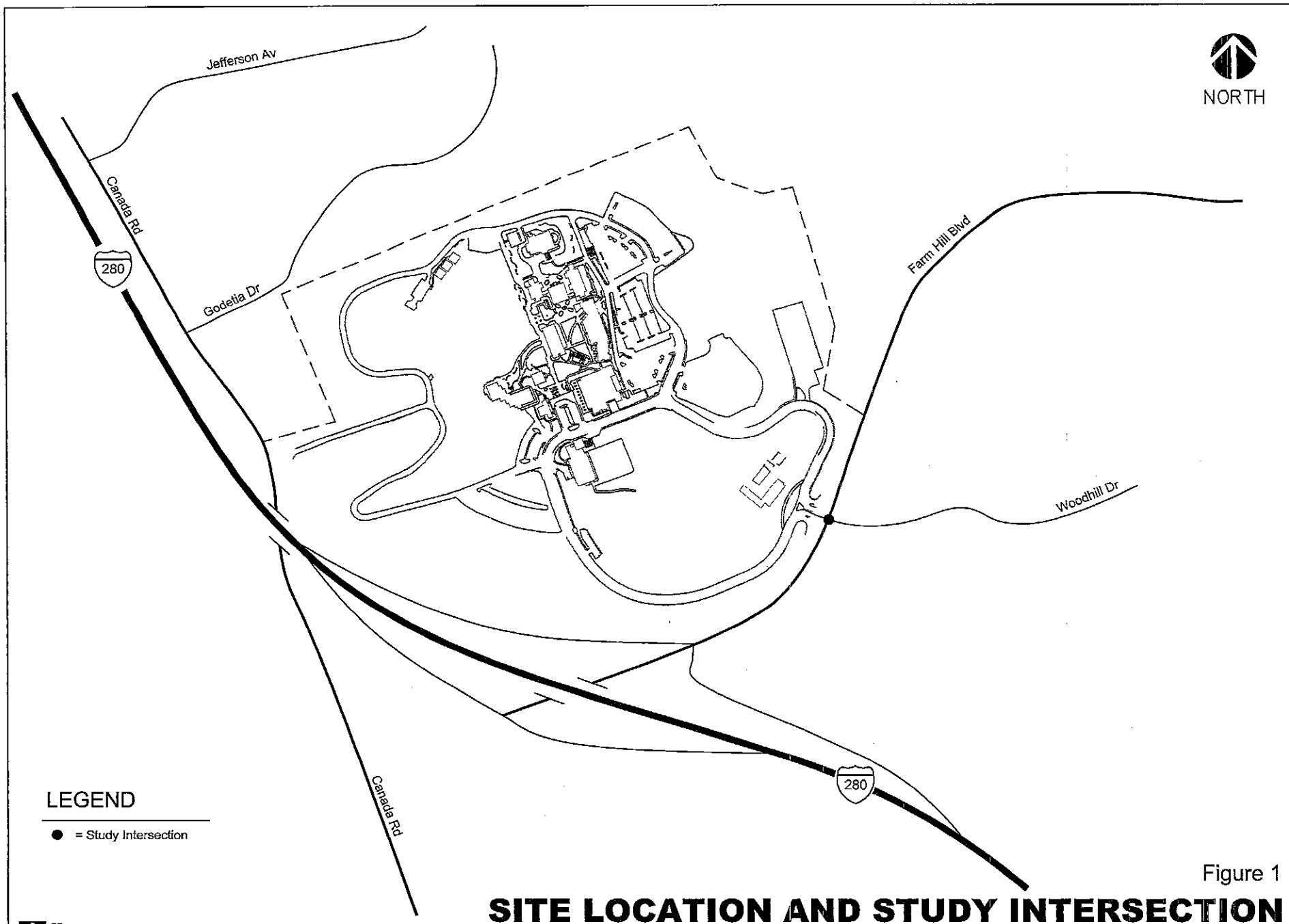


Figure 1

SITE LOCATION AND STUDY INTERSECTION

Canada College Faculty and Staff Housing

Hexagon
Transportation Consultants, Inc.

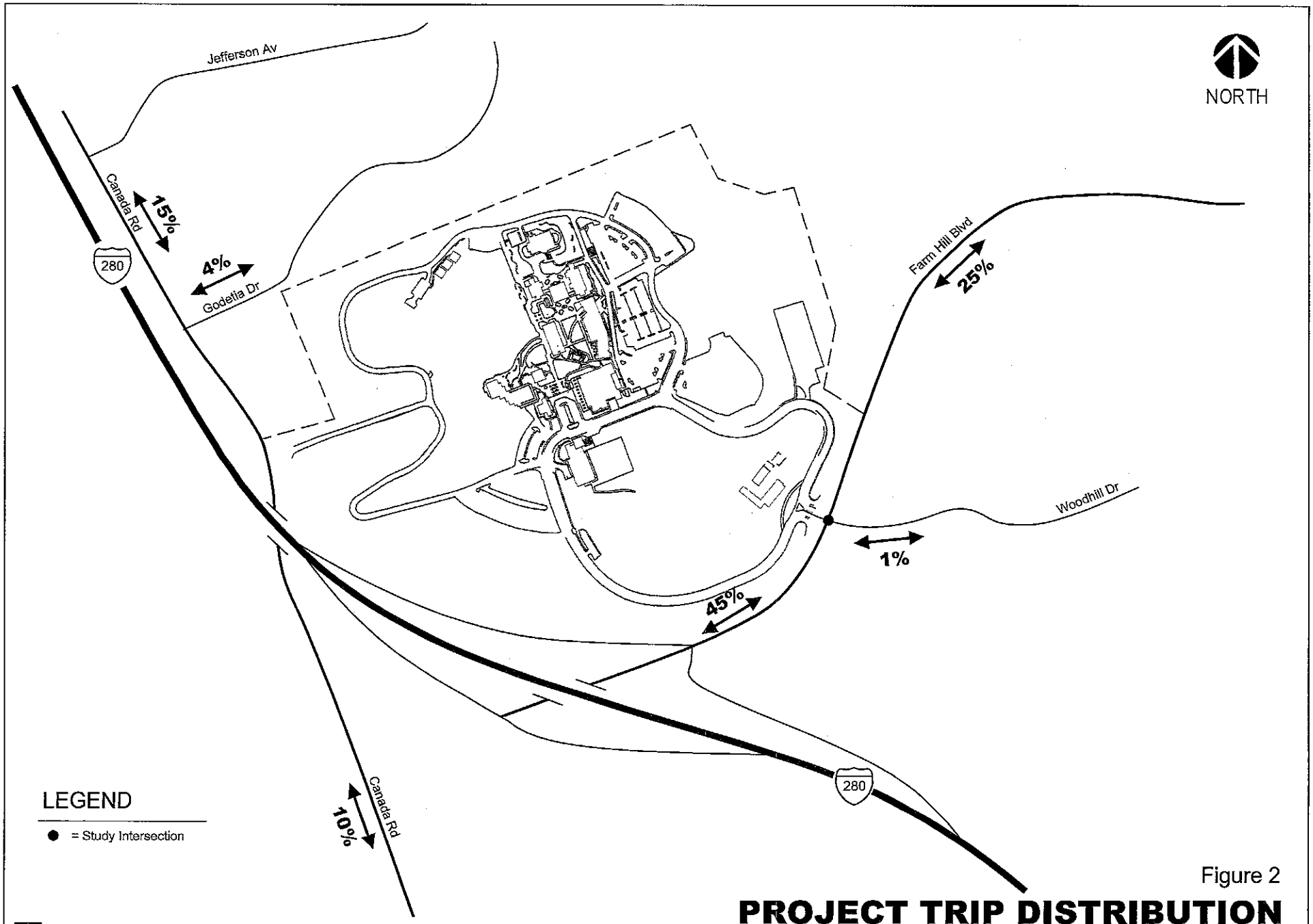


Figure 2

PROJECT TRIP DISTRIBUTION

Canada College Faculty and Staff Housing

Hexagon
Transportation Consultants, Inc.

Table 1. Vehicle Trip Generation Estimates for the Cañada College Faculty/Staff Housing Project

Preface: The proposed multifamily project at Cañada College is unique, compared to a standard multifamily project, in that fewer trips would be generated because a portion of the new residents will be walking to work. This adjustment of the standard generation rate (shown in part 1 of the table below) is called the "capture rate" and is shown in part 2 of the table below. Also, the commute trips of the Cañada College employees, who are currently driving to Canada College from off-campus and will instead be walking to work, are part of the current existing trips. These trips will not exist under the project conditions. Therefore, the project trips need to be reduced accordingly, and this subtraction is shown in part 3 of the table below. The 3-part flow chart below explains how the trip generation estimates for the proposed project were determined.

Standard Generation Rates
(to estimate vehicle trips generated from a multifamily residential project)

Land Use		Daily Trip Generation		**AM Peak Hour Trip Generation**			**PM Peak Hour Trip Generation**		
Type	Size	Rate	Trips	Rate	**Trips**		Rate	**Trips**	
Standard Multifamily Residential development	60 units	6.7	402	.51	**31**		.62	**37**	
					In	Out		In	Out
					6 (20%)	24 (80%)		24 (65%)	13 (35%)
Notes: Institute of Transportation Engineers (ITE) *Trip Generation* manual, sixth edition, 1997.									

↓

Adjusted Generation Rates
(to estimate vehicle trips generated from the proposed multifamily residential project)

Land Use		Daily Trip Generation		**AM Peak Hour Trip Generation**			**PM Peak Hour Trip Generation**		
Type	Size	Rate	Trips	Rate	**Trips**		Rate	**Trips**	
On-Site Multifamily Residential development	60 units	4.4	264	.34	**20**		.41	**25**	
					In	Out		In	Out
					4 (20%)	16 (80%)		16 (65%)	9 (35%)
Notes: The "capture rate" is used to adjust the standard generation rate so it does not include project site residents who will walk to work. A capture rate of 34% is based on District data and calculated as follows. Of the 60 housing units, 1 resident per unit will be a District employee; thus there will be 60 total district-employed residents. Based on District data, 60% of these District-employed residents (occupying 36 units) would work on the Cañada campus and 40% of the District-employed residents (occupying 24 units) would commute to the other two campuses. Further, it is assumed that all of the 2- and 3-bedroom units (42 of the 60 units) and that five of the 18 1-bedroom units will also be occupied by a spouse that is employed off-campus (based on District data from Barbara Chistensen). Therefore the overall capture is 36 occupants of 107 total occupants (averages 34% overall). The capture rate of 34% is factored into the vehicle trip generate rates; thus, the standard multifamily generation rate is reduced (by the capture rate of 34%) from 6.7 to 4.4, the AM peak hour rate from .51 to .34, and the PM peak hour rate from .62 to .41.									

↓

Table 1. Continued

Subtraction of Cañada College Employees
(to adjust the baseline conditions to account for the Canada College employees who would no longer commute and contribute to baseline conditions)

		Daily Trip Generation		AM Peak Hour Trips				PM Peak Hour Trips			
	Size	Rate	Trips	Rate	**Total**	**In**	**Out**	Rate	**Total**	**In**	**Out**
On-Site Multifamily Residential development	60 Units	4.4	264	.34	20	4	16	.41	25	16	9
Cañada College employees [1]	36 Employees	2.0	-72	0.6	-22	-19	-3	.20	-7	-1	-6
Net Change			**192**		**-2**	**-15**	**13**		**17**	**15**	**3**

[1] These numbers represent Cañada employees who as residents would no longer commute by vehicle to campus. The number of these employees is estimated to equal 60% of the 60 units. Size is expressed in number of employees, so the trip rates are expressed per employee, based on the assumption that 60% arrive/depart during the AM peak commute hour and 20% arrive /depart during the PM peak commute hour. The inbound/outbound splits are based on the ITE office rates.

Intersection Level of Service

Level of service calculations were conducted for the purpose of identifying the potential traffic impacts related to the proposed development. The analysis is based on peak-hour levels of service for the signalized intersection at Farm Hill Boulevard and Woodhill Drive. The intersection was evaluated using TRAFFIX software based on the operations methodology described in the 2000 Highway Capacity Manual.

The operations of the key intersections were evaluated for the following scenarios:

Scenario 1: *Background Conditions*. Background conditions were represented by future background traffic volumes on the near-term future roadway network including growth through the year 2010. Background traffic volumes were based on the project conditions outlined by the Traffic Analysis for the Barkley Fields and Park performed by Fehr & Peers Associates on February 6, 2004. To account for future growth, the Barkley Fields volumes were increased by a factor of 6% (1% per year for 6 years).

Scenario 2: *Project Conditions*. Project conditions were represented by future traffic volumes, with the project, on the near-term future roadway network. Future traffic volumes with the project (hereafter called *project traffic volumes*) were estimated by adding to background traffic volumes the additional traffic generated by the project. Project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Analysis Methodologies and Level of Service Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

The study intersection is located in the Town of Woodside and is therefore subject to the Town of Woodside Level of Service standards. The Town of Woodside level of service methodology is based on the *Highway Capacity Manual* (HCM) method for signalized intersections. The Town of Woodside level of service standard for signalized intersections is LOS D or better. The Town of Woodside also uses a 5 second threshold of significance for increases in average delay at intersections already operating at an unacceptable level of service. The intersection is located in close proximity to the Redwood City boundary. Therefore the LOS standard for Redwood City was also considered. The Redwood City standard is LOS D or better. The correlation between average delay and level of service is shown in Table 2.

Level of Service Calculations

The results of the level of service analysis under background and project conditions are summarized in Table 3. The results show that, measured against the Town of Woodside and Redwood City level of service standards, the study intersection currently operates at an acceptable LOS C or better, and would continue to operate at an acceptable LOS under the project conditions. Level of service calculations are shown in Appendix A.

Table 2
Intersection Level of Service Definitions Based on Delay

Level of Service	Description	Average Stopped Delay Per Vehicle (Sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Less than 5.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	5.1 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	15.1 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	25.1 to 40.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	40.1 to 60.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 60.0

Source: Transportation Research Board, Highway Capacity Manual, Special Report 209 (Washington, D.C., 1985), pp. 9-4, 5.

Table 3
Background and Project Intersection Levels of Service

	Background			Project			
Intersection	Peak Hour	Delay (sec)	LOS	Delay (sec)	LOS	Δ in Crit. Delay (sec)	Δ in Crit. V/C
Farm Hill Boulevard and Woodhill Drive	AM	25.1	C	24.9	C	-0.2	-0.003
	PM	17.8	B	17.9	B	0.1	0.001

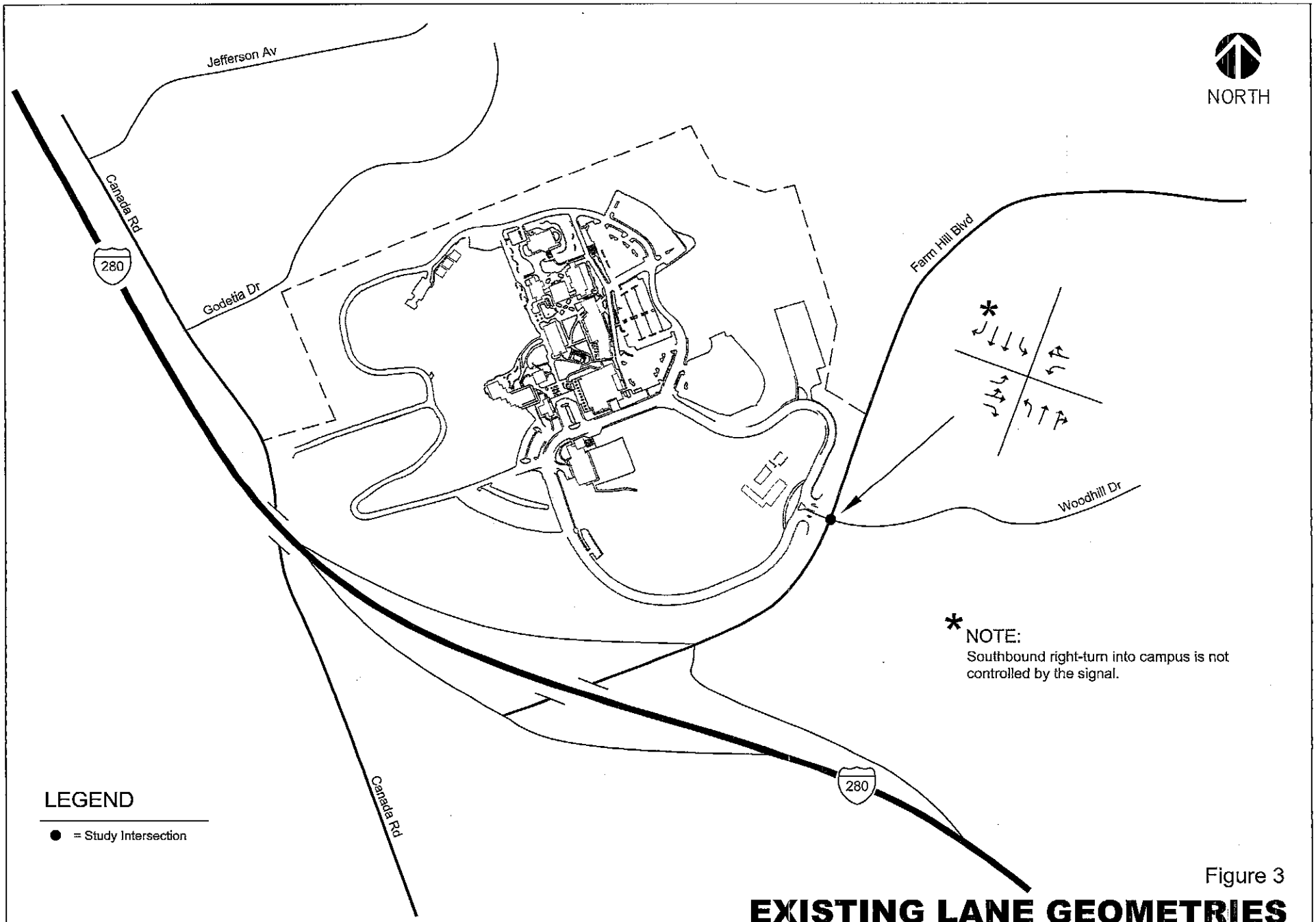


Figure 3

EXISTING LANE GEOMETRIES

Canada College Faculty and Staff Housing

Hexagon
Transportation Consultants, Inc.

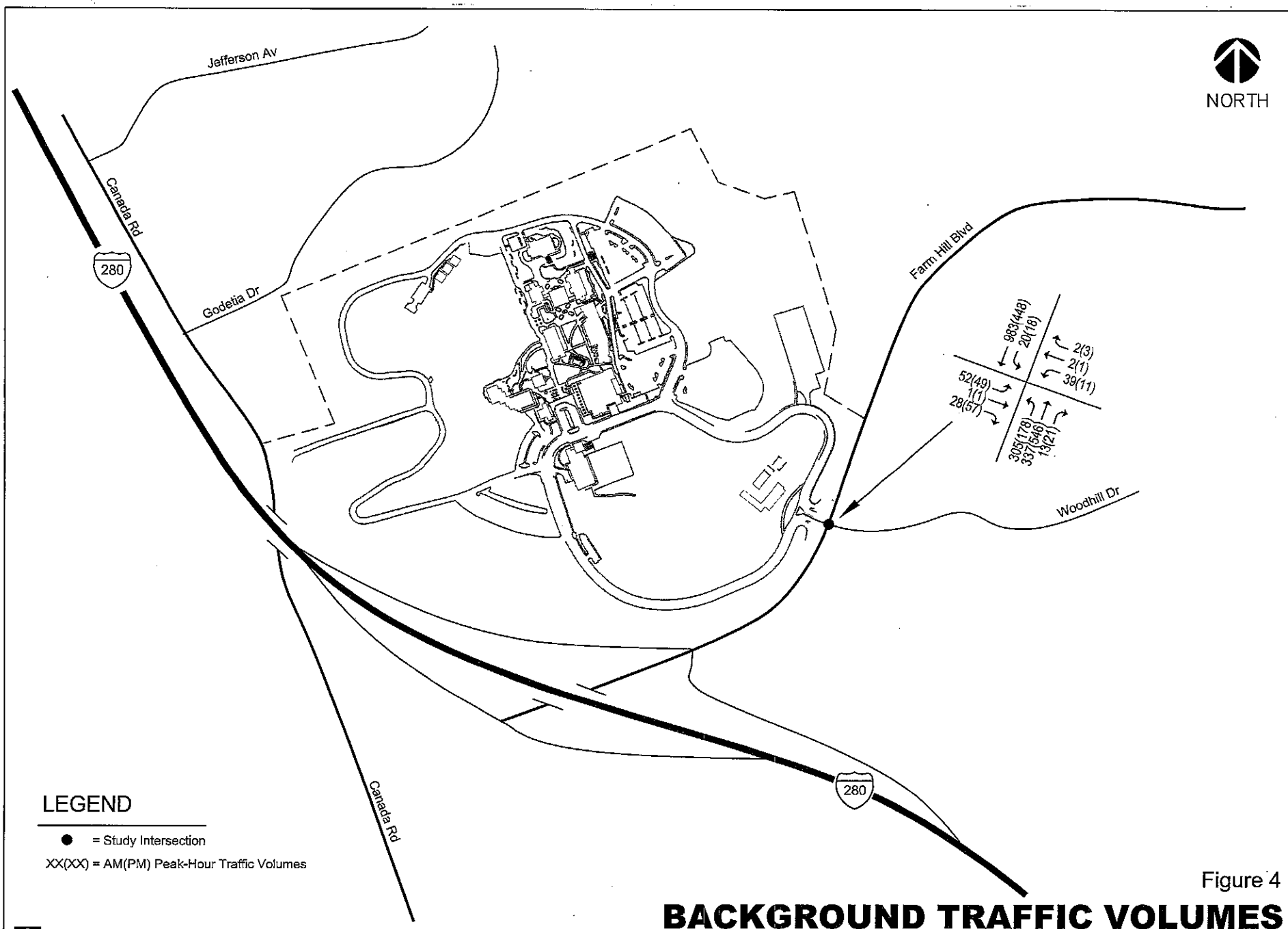


Figure 4

BACKGROUND TRAFFIC VOLUMES

Canada College Faculty and Staff Housing

Hexagon
Transportation Consultants, Inc.

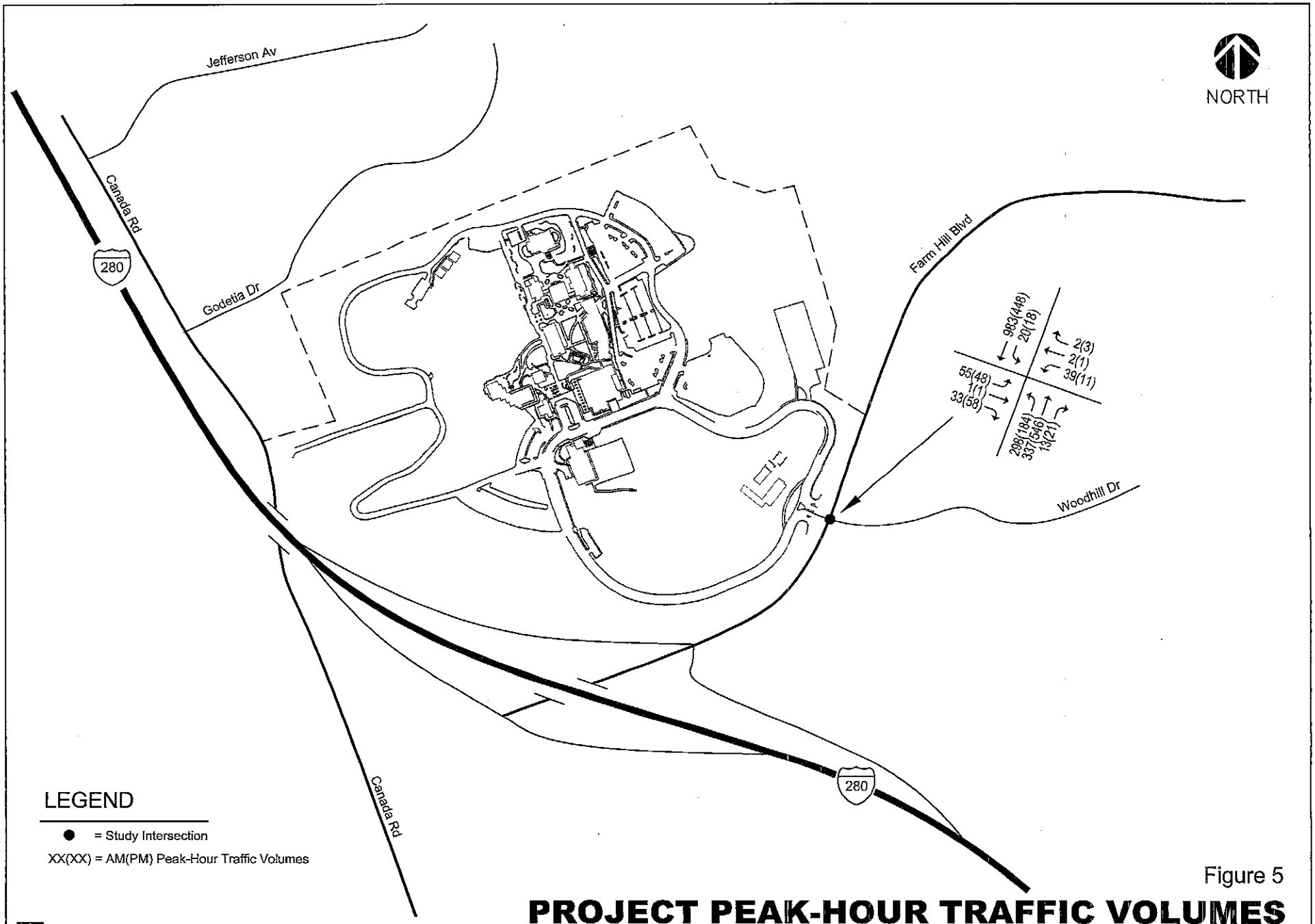


Figure 5

PROJECT PEAK-HOUR TRAFFIC VOLUMES

Canada College Faculty and Staff Housing

Hexagon
Transportation Consultants, Inc.

Parking Analysis

This parking analysis determines the effect of the proposed development on the adequacy of the parking on the Cañada College campus. To determine potential impacts on parking, Hexagon considered historic enrollment trends for the College and the corresponding adequacy of the parking supply. Regarding enrollment trends at Cañada College, it is noted that current enrollment at the College is 6,179 students. Enrollment at the College has fluctuated throughout the past 30 years, from a peak of 9,420 students in 1980 to a low of 5,261 students in 1995 (Appendix B). At numerous times in the past, student enrollment substantially exceeded the current enrollment; and, based on interviews with several faculty and staff who have worked at Cañada College since 1980, the campus never experienced a parking shortage. During some peak periods (particularly during the first weeks of school when students are adding and dropping classes, re-arranging schedules, etc), students would park on the unpaved area labeled as Expansion Lot B (Appendix C). Expansion Lot B remains available for overflow parking if and when it is ever needed again in the future.

Hexagon also evaluated the effect of the proposed housing development on the existing parking supply. Existing parking demand was estimated based on a parking survey completed by SMCCCD in 1993. The number of day students enrolled during the survey (students that take classes during the day) is similar today (3,635) to what it was in 1993 (3,469). The ratio of current day student enrollment to that in 1993 was applied to the peak parking demand found in the 1993 survey. Day students are students that have class during the day. This emrollment figure was used to best reflect change in parking demand during ing peak parking hours.The results of the survey, including the peak demand, are shown in Appendix D. The 36 Cañada College employees, who are assumed to be living at the new faculty housing project, would park on the faculty housing site. The parking on the faculty housing site is in addition to the general campus parking. Therefore, the peak demand was determined to be 1,381 cars parked on campus ([1.05 enrollment ratio x 1,350 peak demand in 1993] – 36 parked at the faculty and staff housing).This peak parking demand would occur three hours during the week, on Monday, Wednesday, and Friday from 9:00 a.m. to 10:00 a.m.

The parking supply under project conditions was determined by subtracting the number of parking spaces lost from Lot 3 from the existing number of spaces provided. The existing number of spaces is 1,774 and would be reduced to 1,325 with the proposed development (Appendix E). The resulting impact of the proposed development is a maximum shortage of 56 parking spaces during the three hours of peak demand (between 9:00-10:00 a.m. on Mondays, Wednesdays and Fridays). As previously stated, the College has never experienced a campus-wide parking shortage that could not be accommodated by temporary overflow lots. The College also has ample space on campus that can be converted into student parking if that need emerges in the future. Therefore, the impact of the proposed project on campus parking supply is considered less than significant.

Historical Enrollment Evaluation

Hexagon evaluated historical enrollment data for Cañada College to assist in determining the capacity of the supporting street network. The current total enrollment for Cañada College is 6,179 students. The peak enrollment for the College was 9,420 during the fall 1980 semester. The current enrollment is 3,241 students less than the peak enrollment. The number of trips generated by an additional 3,241 students is far greater than the trips added by the proposed development. Historical enrollment data are shown in Appendix B.

Conclusions and Recommendations

- The peak number of trips added by the proposed housing development is 17 during the PM peak hour. This number of trips added would not affect the traffic flow or intersection operations nor cause any other traffic issues.

- Level of Service for the intersection at Farm Hill Boulevard and Woodhill Drive would remain at an acceptable LOS C.

- The ability of the supporting street network to provide capacity for an additional 3,241 students, as have attended the College in the past, further supports that there would be no traffic impacts as a result of the proposed development.

- At worst, the parking supply would be 56 spaces fewer than required by the peak demand, and this would occur only three hours during the week (from 9:00-10:00 a.m. on Monday, Wednesday, and Friday). Cañada College has adequate overflow parking spaces available to accommodate this shortage; and if parking demands increase in the future, there are more than 3 acres of land below parking Lot 6 that could be developed into additional parking areas. Therefore, no accommodation for additional parking is required.

Appendix A
Level of Service Calculations

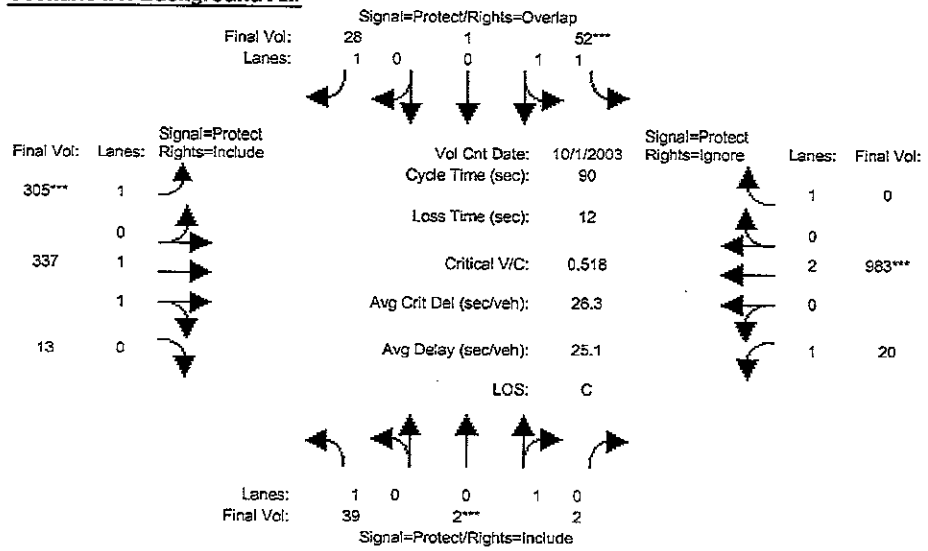
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	Background AM				Project AM				???						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1 Woodhill Dr/Cañada Ent & Farm Hill Blvd	C	25.1	0.518	26.3	C	24.9	0.515	26.1	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x

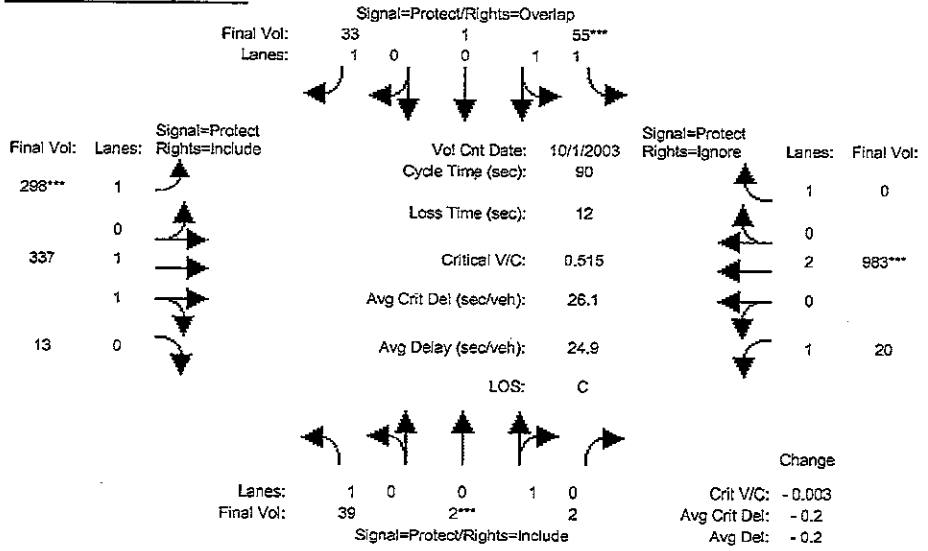
Detailed Scenario Comparison Report
2000 HCM Operations (Future Volume Alternative)

Intersection #1: Woodhill Dr/Cañada Ent & Farm Hill Blvd

Scenario #1: Background AM



Scenario #2: Project AM



	Change
Crit V/C:	- 0.003
Avg Crit Del:	- 0.2
Avg Del:	- 0.2

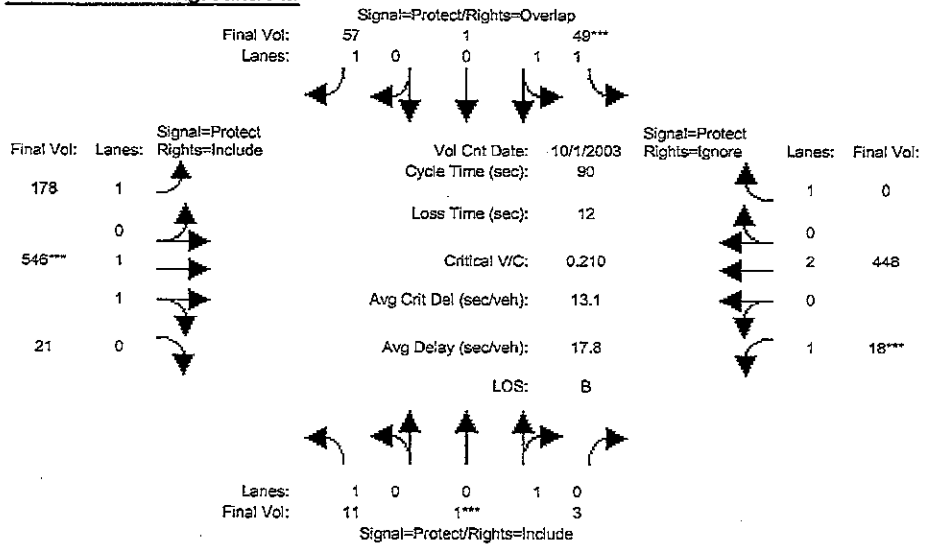
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	Background PM				Project PM				???						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1 Woodhill Dr/Cañada Ent & Farm Hill Blvd	B	17.8	0.210	13.1	B	17.9	0.209	13.1	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x

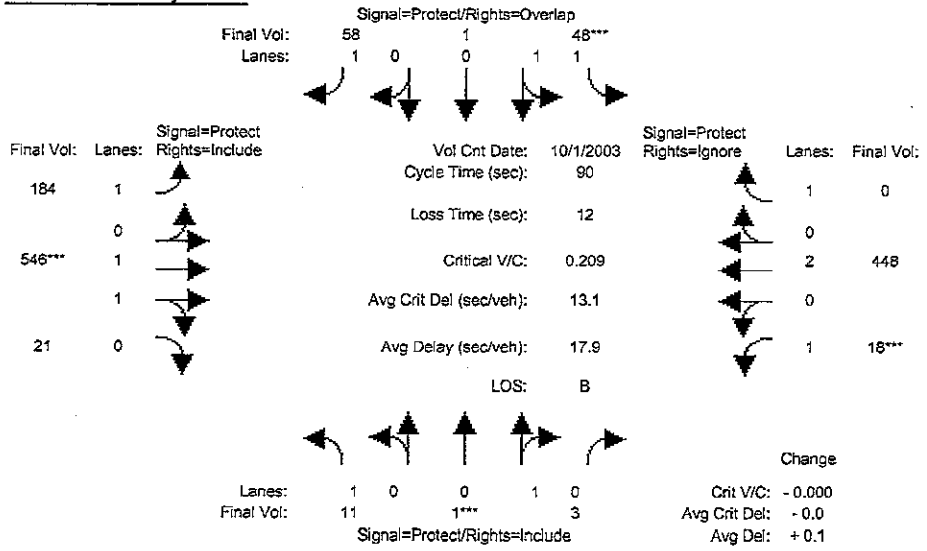
Detailed Scenario Comparison Report
2000 HCM Operations (Future Volume Alternative)

Intersection #1: Woodhill Dr/Cañada Ent & Farm Hill Blvd

Scenario #1: Background PM



Scenario #2: Project PM



Appendix B
Cañada College Historical Enrollment Data

5/25/07

SAN MATEO COUNTY COMMUNITY COLLEGE DISTRICT
First Census Enrollment

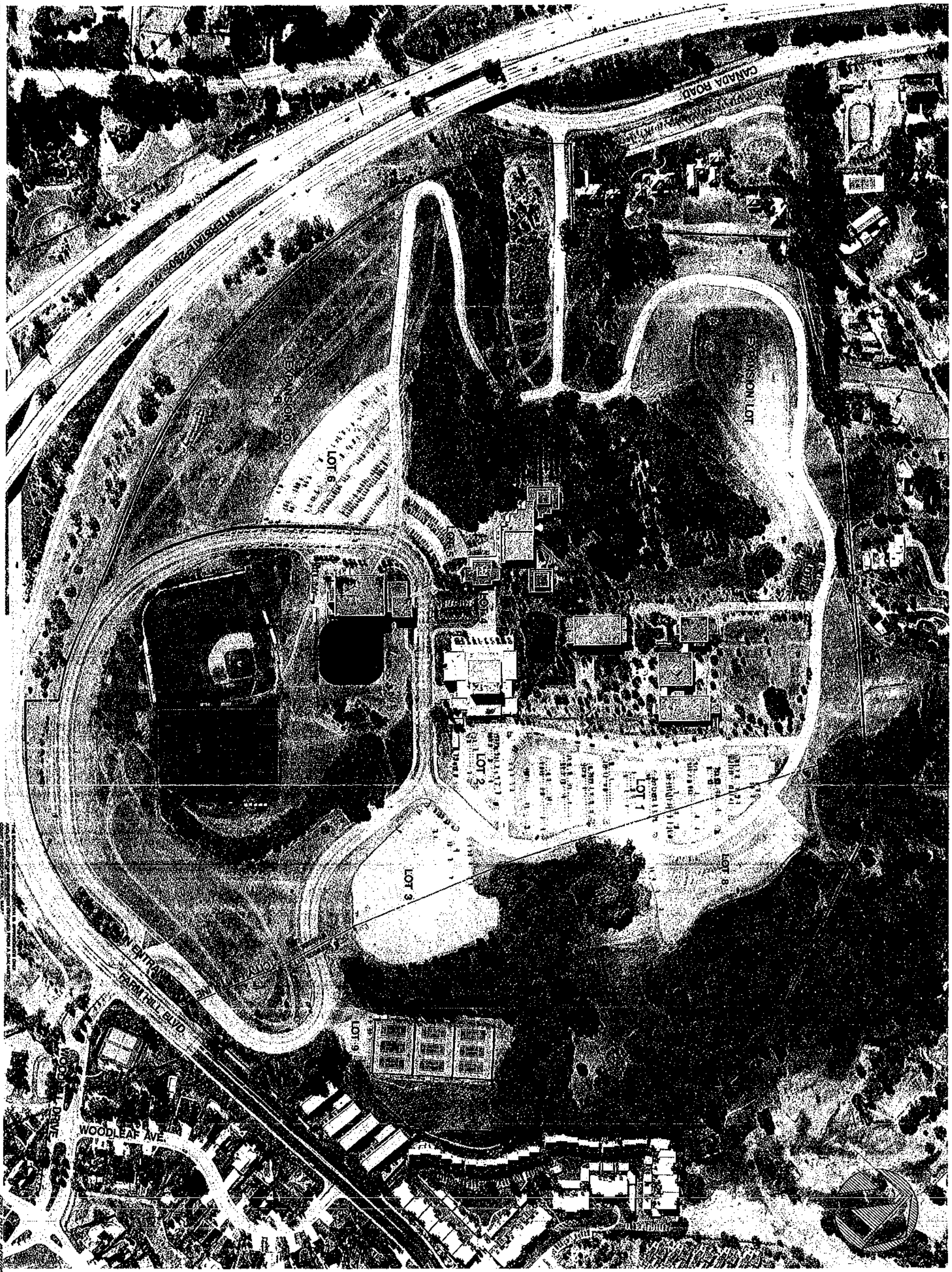
		Cañada College	Cañ %	College of San Mateo	CSM %	Skyline College	Sky %	District	% Change
Fall	1968	3,990	18.3%	17,795	81.7%	0	0.0%	**21,785**	
Fall	1969	5,772	22.9%	15,938	63.3%	3,470	13.8%	**25,180**	15.6%
Fall	1970	6,448	25.3%	14,373	56.5%	4,631	18.2%	**25,452**	1.1%
Fall	1971	6,211	25.7%	13,190	54.6%	4,742	19.6%	**24,143**	-5.1%
Fall	1972	6,613	25.5%	14,237	55.0%	5,049	19.5%	**25,899**	7.3%
Fall	1973	7,128	26.7%	14,237	53.3%	5,334	20.0%	**26,699**	3.1%
Fall	1974	7,519	26.4%	14,654	51.5%	6,285	22.1%	**28,458**	6.6%
Fall	1975	8,125	26.3%	15,679	50.7%	7,146	23.1%	**30,950**	8.8%
Fall	1976	8,382	27.5%	14,937	49.0%	7,141	23.4%	**30,460**	-1.6%
Fall	1977	8,668	26.7%	15,551	48.0%	8,206	25.3%	**32,425**	6.5%
Fall	1978	7,613	24.8%	15,150	49.4%	7,899	25.8%	**30,662**	-5.4%
Fall	1979	7,960	26.1%	15,063	49.4%	7,440	24.4%	**30,463**	-0.6%
Fall	1980	9,420	27.8%	16,112	47.5%	8,411	24.8%	**33,943**	11.4%
Fall	1981	8,752	25.6%	16,303	47.7%	9,156	26.8%	**34,211**	0.8%
Fall	1982	7,866	25.7%	15,136	49.4%	7,656	25.0%	**30,658**	-10.4%
Fall	1983	7,931	27.3%	13,820	47.5%	7,318	25.2%	**29,069**	-5.2%
Fall	1984	7,195	25.8%	13,503	48.4%	7,183	25.8%	**27,881**	-4.1%
Fall	1985	6,704	24.0%	13,869	49.7%	7,347	26.3%	**27,920**	0.1%
Fall	1986	7,568	25.9%	13,880	47.6%	7,725	26.5%	**29,173**	4.5%
Fall	1987	7,336	24.3%	15,148	50.3%	7,656	25.4%	**30,140**	3.3%
Fall	1988	7,600	25.4%	14,502	48.4%	7,833	26.2%	**29,935**	-0.7%
Fall	1989	7,729	25.3%	14,424	47.3%	8,368	27.4%	**30,521**	2.0%
Fall	1990	7,608	24.1%	14,684	46.4%	9,334	29.5%	**31,626**	3.6%
Fall	1991	7,355	23.6%	14,502	46.4%	9,371	30.0%	**31,228**	-1.3%
Fall	1992	7,017	22.6%	14,868	48.0%	9,105	29.4%	**30,990**	-0.8%
Fall	1993	5,576	21.9%	11,935	47.0%	7,908	31.1%	**25,419**	-18.0%
Fall	1994	5,714	22.1%	11,999	46.4%	8,172	31.6%	**25,885**	1.8%
Fall	1995	5,261	21.2%	11,506	46.3%	8,104	32.6%	**24,871**	-3.9%
Fall	1996	5,519	22.1%	11,320	45.4%	8,108	32.5%	**24,947**	0.3%
Fall	1997	5,547	21.5%	11,681	45.2%	8,598	33.3%	**25,826**	3.5%
Fall	1998	5,408	21.2%	11,602	45.5%	8,514	33.4%	**25,524**	-1.2%
Fall	1999	5,537	21.7%	11,318	44.3%	8,682	34.0%	**25,537**	0.1%
Fall	2000	5,332	21.5%	10,872	43.9%	8,573	34.6%	**24,777**	-3.0%
Fall	2001	5,736	22.1%	11,749	45.3%	8,439	32.6%	**25,924**	4.6%
Fall	2002	6,727	23.3%	12,579	43.5%	9,594	33.2%	**28,900**	11.5%
Fall	2003	6,190	23.0%	12,187	45.3%	8,506	31.6%	**26,883**	-7.0%
Fall	2004	6,075	23.9%	11,195	44.0%	8,156	32.1%	**25,426**	-5.4%
Fall	2005	6,099	24.1%	10,998	43.4%	8,225	32.5%	**25,322**	-0.4%
Fall	2006	6,179	24.7%	10,634	42.5%	8,229	32.9%	**25,042**	-1.1%

Student Demographics

Student Classification	**Spring 1993**	**Spring 2007**
Day only	2327	2449
Day & Evening	1142	1186
Total Day	3469	3635

Net difference (2007 - 1993): **166** **day students**
Ratio (2007/1993): **1.05**

Appendix C
Cañada College Campus Map



CC-1	REDWOOD CITY	CAÑADA COLLEGE PARKING KEY MAP	CALIFORNIA	Brian Kangas Foulk CONSULTING ENGINEERS

Appendix D
SMCCCD Parking Demand Survey for Cañada College

Canada College
Fall 1993

Peak demand

	Monday	Tuesday	Wednesday	Thursday	Friday
8:00 - 9:00	825	614	829	676	579
9:00 - 10:00	1315	1095	1350	1185	1337
10:00 - 11:00	1225	434	1260	439	1162
11:00 - 12:00	1101	699	1080	672	1140
12:00 - 13:00	603	270	644	215	607
13:00 - 14:00	316	348	307	192	286
14:00 - 15:00	247	45	242	39	269
15:00 - 16:00	61	133	90	102	134
16:00 - 17:00	65	56	112	126	39
17:00 - 18:00	213	135	238	74	81
18:00 - 19:00	515	408	404	433	31
19:00 - 20:00	706	796	593	580	0
TOTAL:	7192	5033	7149	4732	5665

Total parking - 1680

Appendix E
Cañada College On-Campus Parking Summary

TABLE 4
CANADA COLLEGE PARKING SUMMARY

Lot No.	Description	Standard	Compact	Disabled	Diagonal	Parallel	Size (feet)	Total
1	Student	459	0	0	0	0	8.5 X 20	459
2	Faculty/Staff	134	0	0	0	0	9 X 20	134
3	Student	449	0	0	0	0	8.5 X 17, 8.5 X 18, 9 X 18	449
4	Visitor/Disabled	10	0	10	0	0	9 X 18	20
5	Staff	49	0	3	0	0	9 X 18	52
6	Student	298	0	0	0	0	10 X 20, 9 X 18, 9 X 19	298
7	Student	37	3	4	0	0	9 X 18, 8 X 17	44
8	Student	199	0	0	0	0	9 X 20, 9 X 18, 8 X 17	199
9	Tennis Parking	23	0	0	0	0	8.5 X 19, 9 X 20	23
Misc.	Disabled	0	0	2	0	0	10 X 20	2
Total		1658	3	19	0	0		1680

General Notes:

Extra parallel staff parking is provided on street adjacent to Lot 1 (approx. 280 LF = 12 spaces at 22 feet per space)

Disabled parallel parking is provided on Loop Rd. adjacent to Bldg. 3 (approx. 276 linear feet = 12 spaces at 22 feet per space)

These additional spaces are not included in the overall count above.

Plus

24 noted below

20 added near Bldg 19-21

10 Added near Bldg 22

40 Added near Lot 4 + 6

1774

Acronyms and Abbreviations

ADA	Americans with Disabilities Act
afy	Acre-feet per year
APCO	Air Pollution Control Officer
ARB	California Air Resources Board
ASTM	American Society for Testing and Materials
BAAMQD	Bay Area Air Quality Management District
BMPs	Best Management Practices
C/CAG	San Mateo County/City Association of Governments
CAAQS	California ambient air quality standards
Cal Water	California Water Service Company
Cal-EPA	California Environmental Protection Agency
Cal-OSHA	California Occupational Safety and Health Administration
CBC	California Building Code
CCR	California Code of Regulations
CESA	California Endangered Species Act
CGS	California Geological Survey
CHg	State-certified hydrogeologist
CHSC	California Health and Safety Code
CI	Capital Improvement Program
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
County	San Mateo County
CRHR	California Register of Historical Resources
CWA	Clean Water Act
dB	Decibel
dBA	A-Weighted Decibel
District	San Mateo County Community College District
DPM	Diesel particulate
DSA	California Division of the State Architect
DSA	Division of the State Architect
DTSC	Department of Toxic Substance Control
EIPB	Excellence in Public Buildings
EPA	Environmental Protection Agency
ESA	Endangered Species Act
FMMP	Farmland Mapping and Monitoring Program
FR	Federal Register
GCP	General Construction Permit
GPD	Gallons Per Day
NPDES	National Pollution Discharge Elimination System
HCP	Habitat conservation plan
HEPA	High-efficiency particulate air
HMBP	Hazardous Materials Business Plan
HMP	Hydrograph Modification Management Plan
HOV	High-occupancy vehicle
I-280	Interstate 280
LAFCO	Local Agency Formation Commission
Ldn	Day-Night Level
Leq	Equivalent Sound Level
Lmax	Maximum sound level
Lmin	Minimum Sound Level
LOS	Level of Service
LUST	Leaking underground storage tank
L_{xx}	Exceedance Sound Level
MBTA	Migratory Bird Treaty Act

MEI	Maximally Exposed Individual
mgd	Millon gallons per day
mph	Miles per hour
MRZ	Mineral Resource Zone
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural community conservation plan
NCIC	North Central Information Center of the Historical Resources Information System
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NO_2	Nitrogen dioxide
NOAA Fisheries	National Oceanic and Atmospheric Administration Fisheries
NO_x	Oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NPDES	National Pollutant Discharge Elimination System
NWIC	Northwest Information Center
O_3	Ozone
PA	Public Announcement
PA	Public Address
PM10	Particulate matter over 10 microns in size
PM2.5	Particulates 2.5 microns or less in diameter
ppd	Pounds per day
ppm	Parts per million
PRC	Public Resources Code
proposed project	Cañada Housing Project
RCFD	Redwood City Fire Department
ROG	Reactive organic gases
RWQCB	Regional Water Quality Control Board
SFBAAB	San Francisco Bay Area Air Basin
SFPUC	San Francisco Public Utility Commission
SMARA	Surface Mining and Reclamation Act of 1975
SO_2	Sulfur dioxide
SPCCP	Spill Prevention, Control, and Countermeasure Program
SR 84	State Route 84
SR 92	State Route 92
STOPPP	Stormwater Pollution Prevention Program
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
TMDL	Total maximum daily load
tpy	Tons per year
UBC	Uniform Building Code
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
V/C	Volume to capacity
VOC	Volatile organic compound
WFPD	Woodside Fire Protection District

Addendum to Initial Study/Mitigated Negative Declaration

Lead Agency: City of Redwood City

Telephone: (650) 780-7236

Contact Person: Maureen Riordan, Redwood City Senior Planner

Project Title: Faculty/Staff Housing at Canada College (Canada Vista)

Project Location: Town of Woodside/City of Redwood City, San Mateo County.

Project Background:

The San Mateo County Community College District (District) adopted an Initial Study/Mitigated Negative Declaration (IS/MND) prior to approval of this project. The project is located within the Town of Woodside, adjacent to the City of Redwood City and is proposed for annexation to the City. In addition to annexation, the project requires a City general plan amendment and rezoning (pre-zoning) to allow the type and density of residential development being proposed.

After its initial approval by the District Board, the project was reviewed by the Woodside Town Council, which recommended a number of revisions to the project design. The project was also considered by the Redwood City Planning Commission during meetings between November 2007 and February 2008. Redwood City prepared an addendum to the IS/MND for its use. The District has revised the proposal site plan and building architecture in response to the concerns voiced by the Town of Woodside.

Project Description:

The District originally proposed to construct a 60-unit multi-family rental housing development for faculty and staff of the District on an existing 3.3-acre paved parking lot located within the campus of Cañada College. The units were within two, 30-unit, U-shaped buildings surrounding two auto courts. Both buildings had two and three story elements. The project included a community recreation building at the end of the axis created by the driveway between the residential structures, and one stand alone parking garage. Parking space would be provided for 105 vehicles—54 in garages and 51 surface spaces.

The housing units were proposed to be predominately 2-bedroom units (about 60%), but there would also be 1-bedroom units (about 30%) and 3-bedroom units (about 10%). Assuming 60 housing units are built with these ratios, the project would have 36 2-bedroom units, 18 1-bedroom units, and six 3-bedroom units for a total of 108 bedrooms.

The majority of the project site is located within the Town of Woodside, however the Town of Woodside does not have a multifamily zoning designation or adequate sewer capacity to support such a project. Thus, the project site would need to be detached from the Town of Woodside and the Woodside Fire Protection District and annexed into the adjoining City of Redwood City.

The project is described in more detail in the IS/MND adopted by the District.

Previously Adopted IS/MND: An Initial Study was prepared by the District to evaluate the potential for adverse impacts of the project. It found no substantial evidence that the project, as mitigated, would result in any significant adverse effect on the environment. The proposed IS/MND was circulated for public review, and was subsequently adopted by the District in September 2007. The City of Redwood City prepared an addendum to the IS/MND. This document is the second addendum.

Changes to the Project:
Since adoption of the IS/MND, the project has been reviewed by the Woodside Town Council and been considered by the Redwood City Planning Commission at three separate meetings. At its November 27, 2007 public hearing, the Redwood City Planning Commission recommended approval of the general plan amendment, prezoning, and annexation to the City Council. The Commission also held a study session on the project on January 8, 2008. On February 19, the Redwood City Planning Commission conditionally approved a Planned Development permit for the project. Since that time, the proposed project has been revised in response to the recommendations of the Town of Woodside, as follows:

Site plan modifications:

- The project access drive has been rotated approximately 15 degrees in the clockwise direction. The driveway continues to access the same road.
- Buildings A and B are proposed to be located parallel to and facing the access drive (creating greater setbacks from hillside). The buildings would be offset from one another by approximately 30 feet to reduce east elevation massing.
- The modification eliminates the ancillary garage building and reduces retaining wall.
- Overall parking supply remains the same at 105 spaces, but rather than providing 54 garages and 51 open spaces, the project would have 56 garages and 49 open spaces (with a landscape reserve for three additional open spaces).

Building modifications:

- Building A: increase the unit count from 30 to 32 by adding two-story elevations on the legs of this three-story building. The two additional units would be in the two-story portions of the building. In addition, this would allow for two more individual attached garages.
- Building B: reduce the unit count from 30 to 28 and reduce the entire east elevation of the building to two stories.

- The unit mix has been changed to 23-one bedroom, 32 two bedroom, and 5 three bedroom units. This results in a total of 102 bedrooms, which is 6 fewer bedrooms than was studied in the IS/MND previously adopted for this project by the District.

Architectural Style:

- The style has been revised from Mediterranean-style to a vernacular more reminiscent of the Northern California rural Arts & Crafts style

All other elements of the project—landscaping, waste water collection, utility connections, grading, storm drain, etc.—are consistent with what was described and analyzed in the previously adopted IS/MND.

Potential Impacts:

The project changes are being incorporated for the purpose of further reducing the project's visual impacts. As discussed in the Aesthetics section of the IS/MND, the proposed project would visually blend with existing development such that views from I-280 (a designated state scenic highway) would not be affected substantially by the project. Similarly, as mitigated by measure AES-1, the project would not substantially affect the visual character of the site or views of the site from surrounding areas. Because the existing parking lot is already illuminated and the project design includes limits on lighting fixtures to reduce off-site light leakage, the project would not create new sources of light and glare.

The site plan shown in the IS/MND substantially conforms to that included in the City's January 8, 2008 Planning Commission study session staff report and with the more recently revised site plan. Some minor changes were made to the parking configuration and locations of garages. The main buildings are in the same configuration, although portions of the three-story buildings are now proposed to be two-stories. Buildings A and B are proposed to be moved further away from the hillside edges of the property. The architectural style has been changed from Mediterranean to Arts and Crafts to reflect local preferences. A copy of the revised site plan, dated March 31, 2008 is attached to this Addendum. A comparison plan illustrating the relative locations of the project as originally proposed and as now revised is also attached to this Addendum.

None of these changes appear to raise any new environmental issues. The District's CEQA analysis examined essentially the same project that is now being considered by the City. Where minor changes have been made in response to the Town of Woodside's recommendations, those changes are intended to reduce the visual impact of the project. As a result, the project would have no new impacts or more severe impacts than previously discussed and analyzed in the adopted IS/MND.

Findings: The changes to the project description are considered minor, and no new or more severe impacts have been identified beyond those examined in the previously adopted IS/MND.

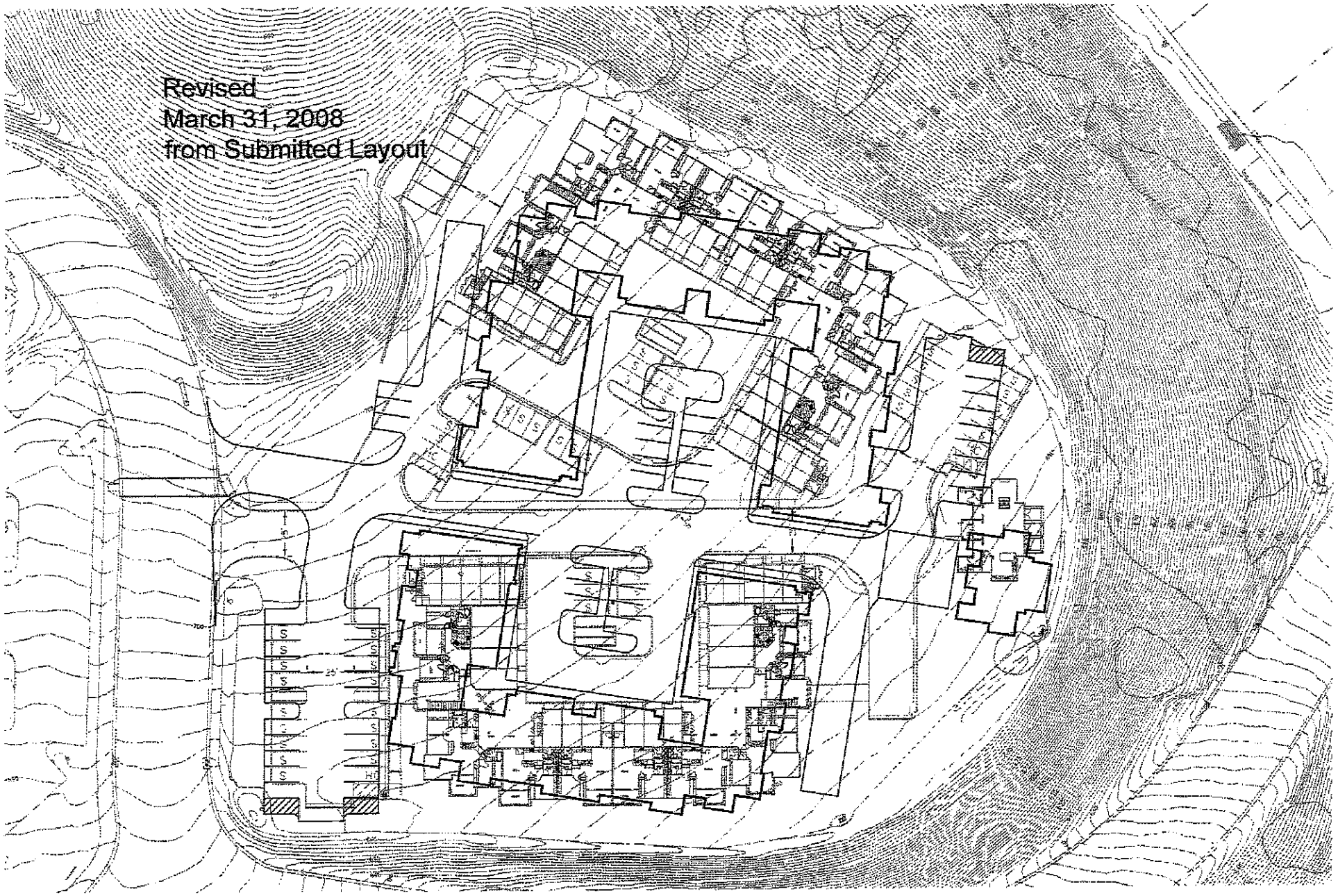
The physical impacts related to the change in land use – i.e., visual impacts, traffic, air quality, etc. – have been analyzed in the IS/MND. A subsequent MND or EIR would be required only if the provisions of State CEQA Guidelines §15162 apply.

Section 15162 provides that no subsequent document is needed unless the City determines, on the basis of factual evidence that one of the following has occurred:

> (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
>
> (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant 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 decline to adopt the mitigation measure or alternative; or
> >
> > (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

There have been no substantial changes in the project or its circumstances since adoption of the IS/MND. Similarly, there is no substantial new information that could not have been known when the IS/MND was adopted.

Therefore, there are no grounds for Redwood City to undertake either a subsequent MND or EIR. An addendum is the appropriate documentation for these changes because the changes are not substantial changes and do not require major revisions to the adopted IS/MND. An addendum does not need to be circulated for public review (State CEQA Guidelines §15164). This addendum will be considered by the City of Redwood City in conjunction with the IS/MND when taking action on this project.

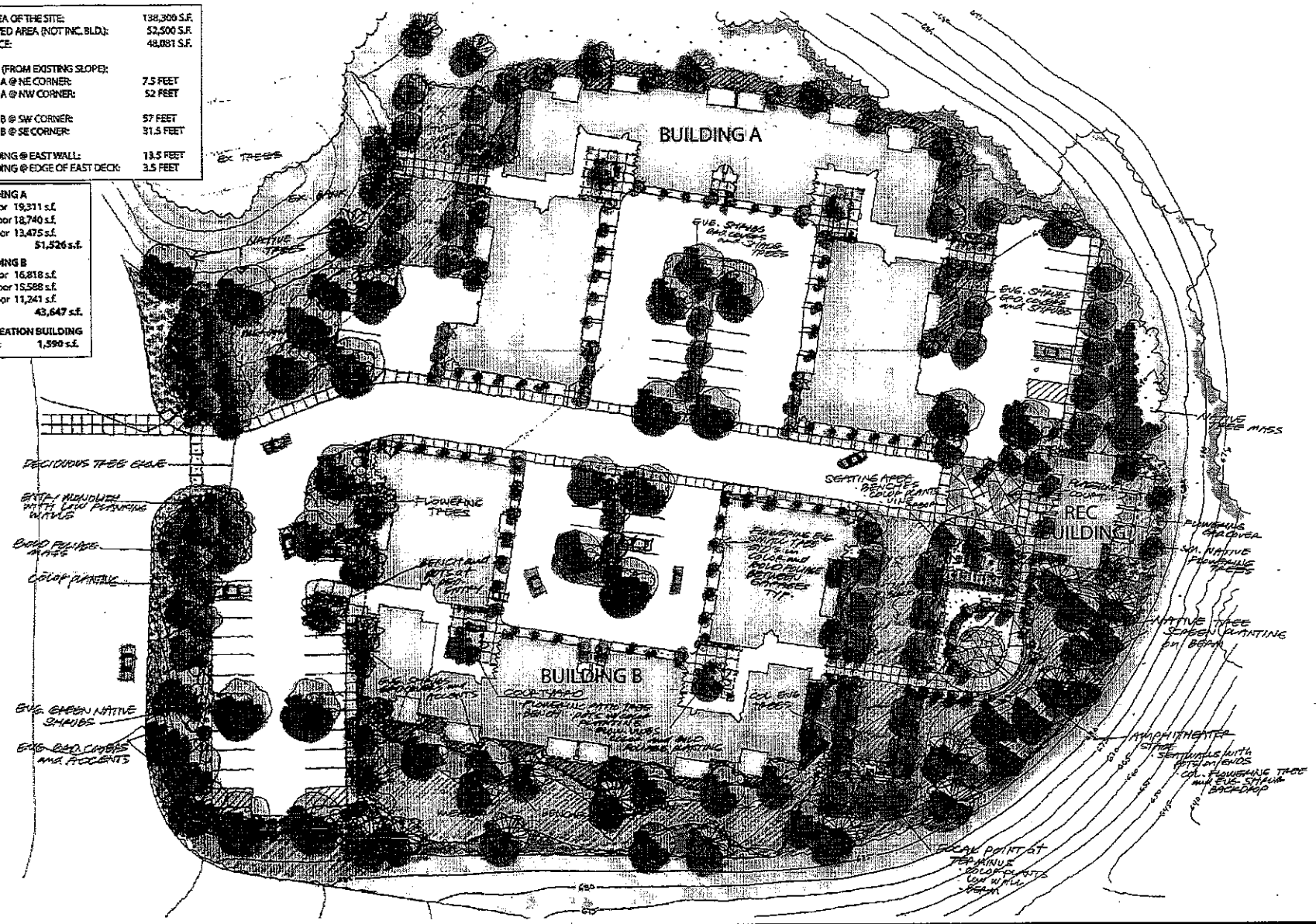

Revised
March 31, 2008
from Submitted Layout

TOTAL AREA OF THE SITE:	138,309 S.F.
TOTAL PAVED AREA (NOT INC. BLD):	52,500 S.F.
OPEN SPACE:	48,081 S.F.
SETBACKS (FROM EXISTING SLOPE):	
BUILDING A @ NE CORNER:	7.5 FEET
BUILDING A @ NW CORNER:	52 FEET
BUILDING B @ SW CORNER:	57 FEET
BUILDING B @ SE CORNER:	31.5 FEET
REC BUILDING @ EAST WALL:	13.5 FEET
REC BUILDING @ EDGE OF EAST DECK:	3.5 FEET

BUILDING A
1st floor 19,311 s.f.
2nd floor 18,740 s.f.
3rd floor 13,475 s.f.
Total: 51,526 s.f.

BUILDING B
1st floor 16,818 s.f.
2nd floor 15,588 s.f.
3rd floor 11,241 s.f.
Total: 43,647 s.f.

RECREATION BUILDING
Total: 1,590 s.f.



CANADA FACULTY AND STAFF HOUSING REDWOOD CITY, CALIFORNIA

SITE PLAN
MARCH 31, 2008