MINUTE ITEM
This Calendar Item No. C23
was approved as Minute Item
No. 23 by the State Lands
Commission by a vote of 3
to 0 at its May 3, 1995
meeting.

CALENDAR ITEM
C23

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05/03/95
W 25159 PRC 7826
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GENERAL LEASE - PUBLIC AGENCY USE

APPLICANT:
City of Palo Alto
P.O. Box 10250
Palo Alto, California 94303

AREA, TYPE LAND AND LOCATION:
A 0.68 acre parcel of tide and submerged land located in Palo Alto Municipal Airport near San Francisco Bay, City of Palo Alto, Santa Clara County.

LAND USE:
Proposed construction of a storm water pump station and 60-inch diameter steel outfall pipeline.

PROPOSED LEASE TERMS:
Lease period:
25 years beginning April 1, 1995.

CONSIDERATION:
The public use and benefit; with the State reserving the right at any time to set a monetary rental if the Commission finds such action to be in the State's best interest.

BASIS FOR CONSIDERATION:
Pursuant to 2 Cal. Code Regs. 2003.

APPLICANT STATUS:
Applicant is owner of upland.

PREREQUISITE CONDITIONS, FEES AND EXPENSES:
Filing fee and processing costs have been received.

STATUTORY AND OTHER REFERENCES:
A. P.R.C.: Div. 6, Parts 1 and 2; Div. 13.

B. Cal. Code Regs.: Title 3, Div. 3; Title 14, Div. 6.

AB 884:
10/02/95

OTHER PERTINENT INFORMATION:
1. The City of Palo Alto recently completed an assessment of its existing storm drain system and has identified

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the airport pump station, located in the airplane tie-down area of the Palo Alto Municipal Airport, requiring the most significant improvements. The existing pump station, originally constructed in the mid-1950s, is in poor physical condition and has insufficient capacity to serve the contributing drainage area.

2. The proposed project involves the construction of a new pump station and a higher capacity outfall pipeline adjacent to the existing facility. Upon start-up of the new pump station, the existing station will be demolished and the existing outfall pipeline will be filled and abandoned.

3. The proposed project site is located within the premises of Lease PRC 4598 issued by the State Lands Commission to the County of Santa Clara on June 2, 1971, for airport facilities development purposes. The City of Palo Alto has obtained approval from the County of Santa Clara to utilize a portion of the leased land for the proposed project.

4. A Negative Declaration and a Mitigation Monitoring Plan were prepared and adopted for this project by the City of Palo Alto. The State Lands Commission's staff has reviewed such documents.

5. This activity involves lands identified as possessing significant environmental values pursuant to P.R.C. 6370, et seq. Based upon the staff's consultation with the persons nominating such lands and through the CEQA review process, it is the staff's opinion that the project, as proposed, is consistent with its use classification.

APPROVALS OBTAINED:

Santa Clara County Transportation Agency.

FURTHER APPROVALS REQUIRED:

San Francisco Bay Conservation and Development Commission, Regional Water Quality Control Board, United States Army Corps of Engineers, Santa Clara Valley Water District, State Lands Commission.

EXHIBITS:

A. Land Description
B. Location Map
C. Negative Declaration

IT IS RECOMMENDED THAT THE COMMISSION:

1. FIND THAT A NEGATIVE DECLARATION AND A MITIGATION MONITORING PLAN WERE PREPARED AND ADOPTED FOR THIS PROJECT BY THE CITY OF PALO ALTO AND THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED THEREIN.

2. FIND THAT THIS ACTIVITY IS CONSISTENT WITH THE USE CLASSIFICATION DESIGNATED FOR THE LAND PURSUANT TO P.R.C. 6370, ET SEQ.

3. AUTHORIZE ISSUANCE TO THE CITY OF PALO ALTO OF A 25-YEAR GENERAL LEASE - PUBLIC AGENCY USE, BEGINNING APRIL 1, 1995; IN CONSIDERATION OF THE PUBLIC USE AND BENEFIT; FOR PROPOSED CONSTRUCTION OF A STORM WATER PUMP STATION AND 60-INCH DIAMETER STEEL OUTFALL PIPELINE ON THE LAND DESCRIBED ON EXHIBIT "A" ATTACHED AND BY REFERENCE MADE A PART HEREOF.

EXHIBIT A
W 25159

LAND DESCRIPTION

A portion of that real property in the City of Palo Alto, County of Santa Clara, State of California, being a strip of land 20 feet wide, lying 10 feet either side of a line, unless otherwise stated, described as follows:

BEGINNING at a point being North 02° 28' 20" East, 906.41 feet from a City of Palo Alto Monument on the Original Centerline of Embarcadero Road as shown on that Record of Survey filed October 23, 1967 in Book 229 of Maps, Page 24 of Official Records of said County;

The said strip becomes 50 feet in width, 50 feet lying on the northerly side of the following one (1) course and distance;

(1) West, 83.01 feet;

thence, North 00° 00' 05" East, 39.79 feet to a curve concave southeasterly having a radius of 520.00 feet, with a radial bearing of North 89° 59' 55" West;

thence, northerly and easterly along said curve through a central angle of 51° 00' 40" an arc distance of 462.96 feet;

thence, North 51° 00' 45" East, 282.25 feet to a point on a curve concave northwesterly having a radius of 680.00 feet, with a radial bearing of South 38° 59' 15" East;

thence, northeasterly along said curve through a central angle of 21° 21' 23" an arc distance of 253.46 feet;

thence, North 29° 39' 22" East, 250.99 feet to the terminus of said easement.

Containing 29439 square feet (0.68 acres) more or less.

Said parcel being a portion of that real property as described in the following recorded deeds in said County:

August 12, 1926, in Volume 246 Official Records, Page 168;
April 23, 1926, in Volume 400 Official Records, Page 89;

END OF DESCRIPTION

TRANSCRIBED JAN 1995, SFBCC TEAM.

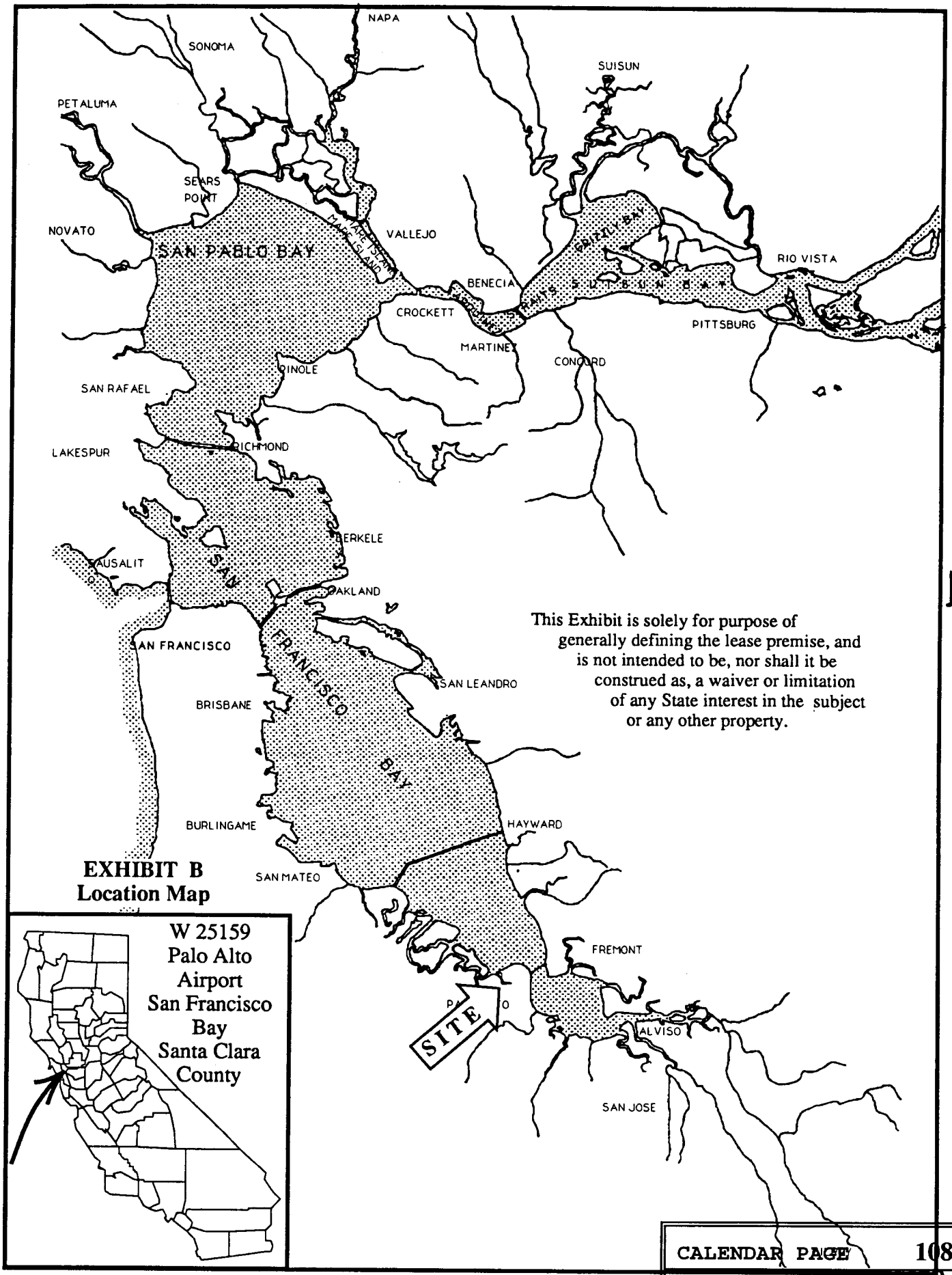

EXHIBIT B
Location Map

EXHIBIT "C"

Environmental Documents - City of Palo Alto

ENVIRONMENTAL ASSESSMENT

Project Description/Title: Palo Alto Airport Pump Station and Outfall Pipeline. Application for demolition of existing stormwater pump station, construction of new 247 square-foot storm water pump station, and construction of new outfall pipeline. File numbers: 93-ARB-233 and 93-EIA-38.

Project/Address: 1925 Embarcadero Road, Palo Alto, CA 94303

Sponsoring Agency/Applicant: City of Palo Alto - Planning Division

Address and Telephone of Applicant: 250 Hamilton Avenue, Palo Alto, CA 93401 (415)329-2546

Application for: Architectural Review Board Permit
(e.g., zoning change, subdivision of property, architectural review, use permit)

Zoning at Project Location: PF(D) Fee Receipt No.: N/A

NOTICE OF DETERMINATION

Based upon review of the project files, the undersigned member of the Planning Department has concluded:

|X| Negative Declaration: The project has no significant environmental impact. No Environmental Impact Report is required. The reasons for a Negative Declaration are: in the attached project description and analysis. A record of project action is available for review at the Palo Alto Planning Department, located on the 5th floor of City Hall, 250 Hamilton Avenue, Palo Alto, CA 94303.

|_| The project may have a significant environmental impact. An Environmental Impact Report will be prepared.

Planning Department Official: Lorraine Weiss

Planning Director: Kenneth R Schreiber Date: 12/21/93

The project has been approved. Date: _____

The project has been denied. Date: _____

File No.: 93-EIA-38

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Mail to: State Clearinghouse, 1400 Tenth Street 121, Sacramento, CA 95814 — 916/445-0613

NOTICE OF COMPLETION AND ENVIRONMENTAL DOCUMENT TRANSMITTAL FORM

See NOTE bel SCH # 94023 24

1. Project Title: PALO ALTO AIRPORT PUMP STATION AND OUTFALL PIPELINE.
2. Lead Agency: CITY OF PALO ALTO (PUBLIC WORKS) 3. Contact Person: MATTHEW COSTIGAN
3a. Street Address: 250 HAMILTON AVENUE 3b. City: PALO ALTO
3c. County: SANTA CLARA 3d. Zip: 94301 3e. Phone: (415) 329-2469

PROJECT LOCATION 4. County: SANTA CLARA 4a. City/Community: PALO ALTO
4b. Assessor's Parcel No. 6-6-1 4c. Section ____ Twp. ____ Range ____
5a. Cross Streets: EMBARCADERO ROAD 5b. For Rural, Nearest Community: ____
6. Within 2 miles: a. State Hwy # 101 b. Airports PALO ALTO c. Railways ____ d. Waterways SAN FRANCISCO BAY SAN FRANCISQUITO CREEK

7. DOCUMENT TYPE

CEQA
01. ___ NOP 06. ___ NOE
02. ___ Early Cons 07. ___ NOC
03. X Neg Dec 08. ___ NOD
04. ___ Draft EIR
05. ___ Supplement/Subsequent EIR (Prior SCH No.: ____)

NEPA
09. ___ NOI 11. ___ Draft EIS
10. ___ FONSI 12. ___ EA

OTHER
13. ___ Joint Document
14. ___ Final Document
15. ___ Other ____

8. LOCAL ACTION TYPE
01. ___ General Plan Update
02. ___ New Element
03. ___ General Plan Amendment
04. ___ Master Plan
05. ___ Annexation
06. ___ Specific Plan
07. ___ Community Plan
08. ___ Redevelopment
09. ___ Rezone
10. ___ Land Division (Subdivision, Parcel Map, Tract Map, etc.)
11. ___ Use Permit
12. ___ Waste Mgmt Plan
13. ___ Cancel Ag Preserve
14. X Other SITE AND DESIGN

9. DEVELOPMENT TYPE
01. ___ Residential: Units ____ Acres ____
02. ___ Office: Sq. Ft. ____ Acres ____ Employees ____
03. ___ Shopping/Commercial: Sq. Ft. ____ Acres ____ Employees ____
04. ___ Industrial: Sq. Ft. ____ Acres ____ Employees ____
05. ___ Water Facilities: MGD ____
06. ___ Transportation: Type ____
07. ___ Mining: Mineral ____
08. ___ Power: Type ____ Watts ____
09. ___ Waste Treatment: Type ____
10. ___ OCS Related
11. X Other: STORM DRAIN IMPROVEMENTS

10. TOTAL ACRES: ____ 11. TOTAL JOBS CREATED: ____

12. PROJECT ISSUES DISCUSSED IN DOCUMENT

01. ___ Aesthetic/Visual
02. ___ Agricultural Land
03. X Air Quality
04. X Archaeological/Historical
05. ___ Coastal Zone
06. ___ Economic
07. ___ Fire Hazard
08. X Flooding/Drainage
09. ___ Geologic/Seismic
10. ___ Jobs/Housing Balance
11. ___ Minerals
12. X Noise
13. ___ Public Services
14. ___ Schools
15. ___ Septic Systems
16. ___ Sewer Capacity
17. ___ Social
18. X Soil Erosion
19. ___ Solid Waste
20. ___ Toxic/Hazardous
21. X Traffic/Circulation
22. X Vegetation
23. X Water Quality
24. ___ Water Supply
25. X Wetland/Riparian
26. X Wildlife
27. ___ Growth Inducing
28. ___ Incompatible Landuse
29. ___ Cumulative Effects
30. ___ Other ____

13. FUNDING (approx) Federal $ ____ State $ ____ Total $ ____

14. PRESENT LAND USE AND ZONING: PALO ALTO REGIONAL AIRPORT AND MUNICIPAL GOLF COURSE ZONED PF(D)

15. PROJECT DESCRIPTION:

CONSTRUCTION OF A NEW 247 SQUARE FOOT STORM WATER PUMPING STATION, PIPELINE AND OUTFALL. ALSO INCLUDED IS THE DEMOLITION OF THE EXISTING PUMP STATION AND THE ABANDONMENT OF THE EXISTING DISCHARGE LINE

16. SIGNATURE OF LEAD AGENCY REPRESENTATIVE: Matthew Costigan DATE: ____

If a SCH number already exists for a project (e.g.

CLEARINGHOUSE CONTACT: MIKE CHIRIATTI (916) 445-0613

STATE REVIEW BEGAN: 2-7-94
DEPT REV TO AGENCY: 3-2
AGENCY REV TO SCH : 3-7
SCH COMPLIANCE : 3-9

CMT SNT
X Resources
[redacted]
[redacted] Rvr Bd
X Conservation
X Fish & Game 3
[redacted]
X Parks & Rec/OHP
X BCDC
[redacted]
CHP
X Caltrans # 4
Trans Planning
[redacted]

CMT SNT
State/Consumer Svcs
[redacted]
CEI/EPA
X ARB
[redacted]
SWRCB: Delta
X SWRCB: Wtr Quality
[redacted] Wtr Rights
X Reg. WQCB # 2
[redacted]
Santa Mn Rtns
X State Lands
Tahoe Rgl Plan
[redacted]

PLEASE NOTE SCH NUMBER ON ALL COMMENTS

PLEASE FORWARD LATE COMMENTS DIRECTLY TO THE LEAD AGENCY ONLY

AQMD/APCD: 20/2 (Resources: 2/12)

("S" = sent by lead / *** = sent by SCH)

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STATE OF CALIFORNIA PETE WILSON, *Governor*

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO, CA 95814

MAR

PUBLIC WORKS ENGINEERING

March 9, 1994

MATTHEW COSTIGAN
CITY OF PALO ALTO
250 HAMILTON AVE
PALO ALTO, CA 94301

Subject: PALO ALTO AIRPORT PUMP STATION SCH #: 94023024

Dear MATTHEW COSTIGAN:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call at (916) 445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

Michael Chiriatti, Jr.
Chief, State Clearinghouse

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PALO ALTO AIRPORT PUMP STATION AND OUTFALL PIPELINE
INITIAL STUDY

I. BACKGROUND

1. Project Title: Palo Alto Airport Pump Station and Outfall Pipeline
2. Project Address: 1925 Embarcadero Road, Palo Alto, CA 94303
3. Project Description: See Exhibit A for the Project Description.
4. Environmental Setting: See Exhibit B for the Environmental Setting.

II. ENVIRONMENTAL IMPACTS

1. **Earth.** Will the proposal result in:	Yes	Maybe	No
a. Unstable earth conditions or changes in geologic substructures?			X
b. Disruptions, displacements, compaction, or overcovering of the soil?	X		
c. Change in topography or ground surface relief features?			X
d. The destruction, covering, or modification of any unique geologic or physical features?			X
e. Any increase in wind or water erosion of soils, either on or off the site?		X	
f. Exposure of people or property to geologic hazards such as earthquakes, landslides, mud-slides, ground failure, or similar hazards?			X
g. Changes in siltation, deposition or erosion which may modify the channel of a river or the bed of a bay or inlet?		X	

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Discussion:

Unstable soils or erth will not result from the project. All subsurface construction will either use shoring or will be excavated by the open cut method at a slope justified by soils investigation. All applicable standards for excavation will be required by the California Occupational Safety and Health Administration (CAL OSHA). Minor displacement of soil will occur during construction as excavation occurs for pipeline placement. Soil spoils will be stockpiled, and some compaction of the soil surface in the spoil area may take place. These stockpiles may be subject to erosion during wet weather. Proper mitigation is to include placing temporary sandbag dikes around the piles, and during periods of wet weather, the piles should be covered with waterproof tarps. The point of discharge will be relocated approximately 30 feet from the existing point of discharge. Minor siltation at the point of discharge could occur, and possible erosion of the channel could also result from the potentially higher flows because of increased pipe capacity. In addition, the bank opposite the new discharge point could be subject to erosion. However, existing vegetation mitigates this threat. Siltation is not expected to change markedly as compared to existing rates.

2. Air. Will the proposal result in:	Yes	Maybe	No
a. Substantial air emissions or deterioration of ambient air quality?		X	
b. The creation of objectionable odors?		X	
c. Alteration of air movement, moisture, temperature, or any change in climate, either locally or regionally?			X

Discussion:

Minor deterioration of the ambient air quality will occur during construction and operation. During windy conditions, the stockpiles of soil may be a source of suspended particulate matter during the construction phases and should be kept watered. Criteria air pollutants such as nitric oxides, carbon monoxide, and ozone will be temporarily emitted from construction equipment during construction activities. During excavation, the exposure of organic matter in Bay mud soils may create objectionable odors, but will cease after either disposal or backfilling.

3. Water. Will the proposal result in:	Yes	Maybe	No
a. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff?	X		
b. Alterations to the course or flow of flood waters?	X		
c. Discharge into surface waters, or in any alteration of surface water quality, including			

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but not limited to temperature, dissolved oxygen, or turbidity?	___	X	___
d. Alteration of the direction or rate of flow of ground waters?	___	X	___
e. Exposure of people or property to water related hazards such as flooding or tidal wave?	___	___	X
f. Change in the quantity of ground waters either through direct additions or withdrawals, or through interceptions of an aquifer by cuts or excavations?	___	___	X

Discussion:

Drainage patterns and the rate and amount of surface water runoff will be altered because of the larger pipe capacity as well as the slight change in outfall location. The larger pipe capacity will accommodate more stormwater, so that upstream flooding occurs less frequently. Although the maximum discharge rate of the proposed pipeline is larger, the water quality will remain essentially the same, assuming that Best Management Practices under the National Pollutant Discharge Elimination System (NPDES) program will be applied in the drainage area to maintain appropriate water quality. Because of the shallow groundwater table, minor changes in the flow regime of groundwater could occur because of the proposed wet well and the relocation of the outfall pipeline. Furthermore, minor dewatering during pipeline placement will be necessary. Hazards such as flooding will not be created, but will be reduced because of proposed improvements. Because of the confined nature of the South Bay, tsunamis are not anticipated to be a hazard.

4. **Plant Life.** Will the proposal result in:	Yes	Maybe	No
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, microflora, and aquatic plants)?	___	X	___
b. Reduction of the numbers of any unique, rare, or endangered species of plants?	___	___	X
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	___	X	___
d. Reduction in acreage of any agricultural crop?	___	___	X

Discussion:

The diversity of hydrophytic/wetland plant species may be changed as a result of disturbances created during construction. These disturbances should be minimized by keeping all construction activities within the designated area and away from as much wetlands area as possible. Also, the use of

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equipment and crew should be minimized as much as possible. The numbers of sensitive plants such as pickleweed will not be reduced, and *Grindelia humilis* (salt marsh gum plant) will be avoided if sensitive areas are flagged and crews are given explicit instructions to minimize activity in these areas. Soil compaction during construction may result in a barrier to the normal replenishment of existing species or in conditions favorable to other, less desirable species. Proper mitigation should be loosening (tilling) the soil and replanting affected areas with native plants of the same species as those affected. To minimize soil compaction, the use of metal or wooden ramps may be used for vehicles to drive on.

5. **Animal Life.** Will the proposal result in:	Yes	Maybe	No
a. Change in the diversity of species or number of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, or microfauna)?			X
b. Reduction of the numbers of any unique, rare, or endangered species of animals?			X
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?			X
d. Deterioration in existing fish or wildlife habitat?		X	

Discussion:

The diversity of the animal species will not change. With avoidance of sensitive species, their numbers will not be reduced. New species of animals will not move into the area. An insignificant amount of wildlife habitat may be deteriorated in the construction area under the existing flight path.

6. **Noise.** Will the proposal result in:	Yes	Maybe	No
a. Increases in existing noise levels?	X		
b. Exposure of people to severe noise levels?		X	

Discussion:

Existing noise levels will increase during construction of the outfall pipeline, which will probably be constructed on a 24–hour basis, during airport downtime. The nearest residential area is approximately 3000 feet west of the pump station in East Palo Alto. Residences as well as other nearby establishments will be temporarily impacted by nighttime construction during the airport downtime. Noise levels caused by daytime construction during the airport downtime will not be substantially higher than existing noise levels resulting from regular airport activities. Construction

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crews and any airport employees may be exposed to severe noise levels and should be mitigated by noise protection devices required by CAL OSHA.

During operation of the pump station, the pumps will add to existing noise levels, but will not be significantly higher than background noise levels contributed by airport operations. The generator will only be operated during periods of wet weather when power outages may occur and during periodic testing and maintenance. Testing of the generator will occur once a month during the daytime. Noise levels will not significantly increase during pump station operation because of background noise that occurs during wet weather periods. In addition, a residential muffler will be installed on the generator set. Furthermore, the engine enclosure, or housing, will act to attenuate some of the noise.

	Yes	Maybe	No
7. **Light and Glare.** Will the proposal produce new light or glare?	X		

Discussion:

The proposal will produce new light glare during construction of the outfall pipeline, but will not produce any new light glare during other construction phases or during operation. A single electric light will be installed at the new pump station, which will have similar wattage as the existing light at the existing pump station.

	Yes	Maybe	No
8. **Land Use.** Will the proposal result in a substantial alteration of the present or planned land use of an area?			X

Discussion:

The proposed project will not result in a substantial alteration of the present or planned land use of the area.

	Yes	Maybe	No
9. **Energy/Natural Resources.** Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?			X
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources or energy?			X
c. Increase in the rate of use of any natural resources?			X
d. Substantial depletion of any nonrenewable natural resource?			X

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Discussion:

Minor amounts of additional energy will be required by equipment and employee vehicles during construction. Each 150 hp pump requires 112 kilowatts of electricity. Operation of all three 150 hp pumps at once will require 336 kilowatts. The two existing pumps use a total of 37 kilowatts. Very minor amounts of diesel fuel are required when electrical power is not available. The use of the emergency generator will only be used in event of a power failure during wet weather. Otherwise, the generator will be tested once a month for two to three hours during the day.

	Yes	Maybe	No
10. **Risk of Upset.** Does the proposal involve a risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation) in the event of an accident or upset?	___	X	___

Discussion:

About 300 gallons of diesel fuel will be stored on site and will have little associated risk of explosion. The fuel will be stored in a secondary containment structure, which will prevent the fuel from spreading if spilled.

	Yes	Maybe	No
11. **Population/Housing.**			
a. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	___	___	X
b. Will the proposal affect existing housing, or create a demand for additional housing?	___	___	X

Discussion:

The proposal will not impact the human population or housing needs in the area.

	Yes	Maybe	No
12. **Transportation/Circulation.** Will the proposal result in:			
a. Generation of substantial additional vehicular movement?	X	___	___
b. Effects on existing parking facilities, or demand for new parking?	___	X	___
c. Alterations to present patterns of circulation or movement of people and/or goods?	X	___	___

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d. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	___	X	___

Discussion:

Construction activities could potentially add substantial vehicular movement in the area due to slow—moving construction equipment, employee vehicles, and other construction related truck traffic. During the downtime phase of construction, parking impacts to the airport parking lot would be minimal. During other construction phases, parking facilities for automobiles and trucks may become congested. During operation, no impacts to parking would occur. Currently, one 45' X 45' square (two aircraft tie—down spaces), are occupied by the existing pump station. The new pump station will occupy two 45' X 45' squares. During construction of the new pump station on an adjacent parking space, three 45' X 45' squares will be occupied, until the existing pump station is demolished and graded. A net loss of one 45' X 45' square, or two parking spaces, will result. At the present time, there are approximately 30 vacant aircraft parking spaces at the airport. Thus, the loss of two aircraft parking spaces will not significantly affect existing parking facilities.

The airport downtime will alter the circulation patterns temporarily for approximately one week. Other temporary traffic disturbances would include the movement of supplies and materials onto the site along Embarcadero Road and on the Embarcadero Road/U.S. Highway 101 interchange. Cyclists, walkers, and birders may be subject to traffic hazards along Embarcadero Road and Embarcadero Way. Traffic hazards should be mitigated by clearly posting construction warning signs along the route as well as requiring construction vehicle speeds of 20 mph or less. During operation, circulation patterns would revert to antecedent conditions.

	Yes	Maybe	No
13. **Public Services.** Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?	___	___	X
b. Police protection?	___	___	X
c. Schools?	___	___	X
d. Parks or other recreational facilities?	___	___	X
e. Maintenance of public facilities, including roads?	___	X	___
f. Other governmental services?	___	___	X

Discussion:

The proposed project will not require new public services. The proposed project is assumed to have no greater maintenance need than what is already required by the existing pump station and outfall pipeline.

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	Yes	Maybe	No
14. **Utilities.** Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
a. Power or natural gas?	___	___	X
b. Communications systems?	___	___	X
c. Water?	___	___	X
d. Sewer or septic tank?	___	___	X
e. Storm water drainage?	X	___	___
f. Solid waste and disposal?	X	___	___

Discussion:

Additional need for most utilities will not be required. The capacity of the stormwater outfall pipe will be increased, which will reduce flooding problems. Construction debris will include soil spoils which will need to be disposed at the City of Palo Alto Landfill or another appropriate location. Recyclable material should be kept separated, and waste streams should be segregated into the appropriate categories to reduce any potential impacts.

	Yes	Maybe	No
15. **Human Health.** Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?	___	X	___
b. Exposure of people to potential health hazards?	___	___	X

Discussion:

Health hazards could potentially be created during construction and should be mitigated by applying CAL OSHA standards.

	Yes	Maybe	No
16. **Aesthetics.** Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	X	___	___

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Discussion:

The construction project will be considered unsightly by most recreationists, airport employees, and any other people who will see the construction taking place. The operational phase will not result in any aesthetic impacts.

	Yes	Maybe	No
17. **Recreation.** Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	X		

Discussion:

During construction, all forms of recreation will be temporarily prohibited in the area. Hikers and cyclists will not be able to use the trail along the slough. Truck traffic along Embarcadero Road and Embarcadero Way may diminish the quality of the recreational setting for cyclists and walkers.

	Yes	Maybe	No
18. **Cultural Resources.**			
a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?		X	
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?		X	
c. Does the proposal have the potential to cause a physical change which would affect unique cultural values?		X	
d. Will the proposal restrict existing religious or sacred uses within the potential impact area?		X	

Discussion:

Review of records and literature on file at the California Archaeological Inventory indicates that the proposed project area contains no recorded prehistoric or historic archaeological sites or any other archaeological studies that have been conducted in the past. In this part of Santa Clara County, prehistoric archaeological sites called shellmounds have been found within the former marsh that surrounded San Francisco Bay at or near its margins, usually adjacent to or near historic courses of sloughs or creeks. Portions of the airport property are situated near the former marsh margin. However, the property is in a location where the historic marsh margin is narrow, where there is no fresh water source. In addition, a previous study of shellmounds around the perimeter of San Francisco and San Pablo Bays did not identify one at the project location. Therefore, a low possibility of prehistoric archaeological resources exists.

Further study is not recommended. However, if cultural resources are encountered during the project, the materials and their context should be avoided from any alteration until a cultural resource consultant has evaluated the find. Project personnel should not collect cultural resources. Cultural resources would include prehistoric resources including chert or obsidian flakes, projectile points, mortars, and pestles; and dark friable soil containing shell and bone dietary debris, heat–affected rock, or human burials. Historic resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits, often in old wells and privies. Identified cultural resources should be recorded on forms DPR 422 (archaeological sites) and/or DPR 523 (historic properties) or similar forms.

19. Mandatory Findings of Significance.	Yes	Maybe	No
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, 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 the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	___	___	X
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	___	___	X
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	___	___	X

Discussion:

In summary, there are a number of environmental impacts that could possibly occur as a result of the construction and operation of a new airport pump station and outfall pipeline. In most cases, the resulting impacts are minor and would occur only during construction. Other impacts would not

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substantially impact the environment if the proper mitigation measures are instigated. The project is not expected to cause any long–term adverse effects.

EXHIBIT A

PROJECT DESCRIPTION
AIRPORT PUMP STATION AND OUTFALL PIPELINE

DESCRIPTION OF PROJECT

The City of Palo Alto (City) is located on the San Francisco peninsula, at the southern end of San Francisco Bay. The City, with a population of approximately 55,000 lies at the northern edge of Santa Clara County, between the cities of Mountain View and Menlo Park. The City owns and operates its own water, gas, sanitary sewer, electric, refuse, and storm drain utilities.

The City has recently completed a condition assessment of its existing storm drain system in order to identify and prioritize pipelines and structures in need of replacement or rehabilitation. The report outlines a 10–year rehabilitation program to correct existing system deficiencies. The Airport Pump Station, located on City–owned property at the Palo Alto Airport, is in need of major improvements. The existing station was initially constructed in the mid 1950s and was modified in 1976. The station contains two 25–horsepower pumps, with a combined peak capacity of approximately 30 cubic feet per second (cfs). The facility serves a drainage basin that includes a commercial and light industrial land use area, the airport itself, and the City's 18–hole municipal golf course. The existing pump station is in poor physical condition and has insufficient capacity to serve the contributing drainage area; the existing peak discharge rate is 30 cfs, and the peak inflow rate is 90 cfs, causing flooding of the airport and the golf course during wet weather. The work covered by this Project includes the complete replacement of the Airport Pump Station.

The Project consists of construction of a new pump station, an interceptor pipeline connecting the existing interceptor pipeline to the new pump station, and a higher capacity outfall pipeline. The existing pump station occupies one 45' x 45' square, which accommodates two aircraft parking spaces. The proposed pump station will occupy two adjacent 45' x 45' squares. Construction of the new pump station will occupy three 45' x 45' squares, until the existing pump station is demolished and graded. A net loss of one 45' x 45' square, or two aircraft parking spaces, will result. The interceptor pipeline will be constructed entirely beneath the paved surface of the aircraft parking area. Approximately 550' of the outfall pipeline will be constructed under the aircraft parking area. The remaining length of the pipeline is approximately 700', and its alignment will be directly under, or at the north side of the dirt road as shown on Figure A–1. The proposed outfall pipeline will be located approximately parallel to the existing outfall pipeline, with a minimum center–to–center pipeline spacing of 30 feet between the two pipelines. The existing and proposed project elements are shown on Figure A–1.

METHOD OF CONSTRUCTION

In accordance with Federal Aviation Administration (FAA) rules regarding airport traffic and operations, there will be a one–week airport downtime where the contractor will work in

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accelerated fashion to complete construction of the outfall pipeline. The pump station and the interceptor pipeline will be completed following the airport downtime.

The interceptor pipeline will be constructed in a vertical trench. The installation sequence will include: 1) sawcutting pavement; 2) breaking and removing pavement; 3) driving vertical sheeting; 4) excavating; 5) installing a dewatering system (using the well point method): 6) running a dewatering system; 7) laying bedding material if necessary; 8) installing pipe; 9) installing initial backfill and subsequent backfill using imported material and compacting; and 10) installing finished pavement.

The contractor will have a choice of one of two methods to construct the pump station: 1) open pit, or 2) caisson. If the open pit method is selected, the contractor will install a wet well similarly to the method for installing the interceptor pipeline in a dry trench. The contractor will outline an area large enough for the overall dimensions of the side–sloped open pit and 1) sawcut the area for excavation; 2) break the remove the pavement; 3) excavate and relocate the soil; 4) install a well point or a sump–type dewatering system; 5) operate the dewatering system continuously; 6) form the foundation for the wetwell; 7) install reinforcing steel and pour concrete for foundation; 8) install reinforcing steel and forms for wetwell walls; 9) pour wall concrete; 10) cure concrete; 11) strip and remove framework; 12) apply coating systems to concrete; 13) backfill and compact volume outside the walls; 14) construct falsework for top slab of wetwell; 15) install reinforcing steel and bottom forms; 16) pour slab concrete; 17) cure top slab; 18) remove bottom forms and falsework; 19) complete the final backfill and pavement of area around wet well; 20) proceed with installation of pumps, motors, and other items on top slab; 21) construct superstructure for electrical power building; 22) install electrical equipment including standby engine generator, automatic transfer switch, motor control center, and telemetry; 24) install aboveground diesel fuel storage tank; 25) make tie–in between existing interceptor pipeline and new interceptor pipeline; 26) test all systems. Figure A–2 shows the plan of the standby generator, the fuel tank, the electrical building, the discharge manifold, and the wet well.

Using the caisson method, work will be done in a wet pit, which will be constructed above ground. Once the wet well is cured, it will be lowered into place by excavating soil from within the structure. As soil is removed from the inside, the caisson will settle into the ground. By selective removal of soil from particular sides, the contractor can control the "plumb" of the structure into its final position below grade. Once in place, while the ground water is at its natural level inside the caisson, the contractor will drop "tremie" concrete below the water to attain a massive plug which can be dewatered and cleaned of mud and debris. The final layer of concrete can then be poured on top of the plug to achieve a dry, clean, smooth bottom and ballast the entire structure to overcome the natural buoyancy caused by the shallow groundwater. The entire sequence to completion for this method is identical with the open pit method beginning at step "14". Step 19 will be minimized using the caisson method.

The outfall pipeline will be constructed by two methods: 1) the method described for the interceptor pipeline, and 2) an open pit method. The open pit method will be used for the pipeline where it lies beneath soil only, along the dirt road. This method is different from the open pit method option suggested for the pump station; the pipeline will be installed in a wet trench. The method includes 1) excavate a side–sloped trench below groundwater level; 2) install imported granular bedding material; 3) install pipeline in wet trench using underwater technique; 4) backfill trench using excavated material; 5) make two connections, one at the pump station discharge and one at the outfall discharge to the slough (both above groundwater level). A construction swath area of approximately 40 feet in width will be required along the length of the alignment.

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Equipment and manpower requirements will be at a peak when the pipeline construction occurs during the one—week downtime. Total manpower on the site would be approximately 30 to 35 persons. Equipment requirements during the peak period could include 1) a crawler—mounted crane, fitted alternatively as a bucket—type excavator and as a pile—driver; 2) a tire—mounted backhoe with pavement—breaker attachment; 3) two tire—mounted hydraulic cranes; 4) a concrete sawing machine; 5) two trench compactors; 6) concrete finishing machine; 7) miscellaneous power tools such as saws, wrenches, welding equipment, trucks, and other motorized vehicles. The trench compactors and the pile—driver fitted crawler—mounted crane will not be needed during the remainder of construction. The staging area and the spoils area will be set up on two grassy areas that flank either side of the airport terminal and airport parking lot as shown on Figure A—1.

METHOD OF OPERATION

The operation of the Airport Stormwater System, including interceptor pipeline, the pump station, and the outfall pipeline will generally be seasonal and intermittent. During wet weather, the Airport Stormwater System will discharge all the runoff collected from the airport, golf course, and other nearby areas into the slough. The peak rate of discharge will be limited by the capacity of the existing collection interceptors to approximately 90 cfs, an increase from the existing outfall capacity of 30 cfs. The pump station will contain 3 pumping units of 150 horsepower (hp) each with a combined horsepower of 450 hp. When stormwater begins to enter the pump station, one pump will start. With rising wet well level, a second and then a third pump will start and remain operating until the wet well level drops. The pumps will operate to pump water to an elevation above the high flood level (8 feet above the 1929 datum of NGVD). The generator will only be used during wet weather in combination with periods of power outages. The generator will be tested once a month for 2 to 4 hours during the daytime. The discharge of the pipeline will be at or below the water surface of the slough, depending on the phase of the tidal cycle.

EXHIBIT B

ENVIRONMENTAL SETTING
AIRPORT PUMP STATION AND OUTFALL PIPELINE

The project area consists of the Palo Alto Municipal Airport, which is located adjacent to the shore of the South San Francisco Bay and is built on top of Bay muds with a flat topography. The Palo Alto Baylands Nature Preserve borders the east side of the airport. Other surrounding land uses include an adjacent golf course, a wastewater treatment plant, and a landfill area. The existing pump station is located in the middle of the aircraft parking area. The existing outfall pipeline discharges into an unnamed slough which flows into the Bay. The area around the slough may be characterized as a wetland that has hydric plants with some rare plant species. Exhibit C has a more complete discussion of the biological characteristics of the area. During periods of wet weather, the airport and golf course flood because of insufficient discharge capacity of the pipes in conjunction with shallow groundwater levels.

Automobile traffic to and from the project area is along Embarcadero Road, east of the U.S. Highway 101 interchange. Traffic along this segment usually consists of light traffic to and from the airport, the golf course, recreational traffic to and from the nature preserve, and employee vehicles to and from the various businesses in the area. The intersection of Embarcadero Road and East Bayshore Road has an "F" Level of Service, meaning that this intersection typically experiences excessive delays of more than or equal to 60 seconds. Representative conditions are at capacity, with extremely long delays. Lines of traffic may block upstream intersections.

The most substantial contributor to existing noise levels is the airport. Noise from airport operations result from planes during take off and landing. Other noise sources associated with the airport include operation of the public address system and airplane maintenance activities. Other minor noise sources include automobile traffic along Embarcadero Road to and from the airport. Existing noise sources also include operation of the stormwater pumps during wet weather.

Recreational uses in the project area consists of outdoor activities that are typically pursued during clear weather. These outdoor activities include golfing, hiking, cycling, and birding.

EXHIBIT C

BIOLOGIST'S REPORT
AIRPORT PUMP STATION AND OUTFALL PIPELINE
PALO ALTO, SANTA CLARA COUNTY, CALIFORNIA

GENERAL INFORMATION

Project Name:	Palo Alto Storm Drain Project
Project Proponent:	City of Palo Alto
EIP Project Number:	93125
Project Location:	Palo Alto Municipal Airport. The site is shown on the U.S.G.S. Mountain View Quadrangle, California 7.5 minute series map.
Survey Date:	November 9, 1993
Survey personnel:	Lee Ellis, Biologist
List of Attachments:	Attachment A - Special-Status Species Attachment B - Plant and Animal Species Observed

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OBJECTIVES

- To review all relevant background information on plant and wildlife species having potential to occur within the project site, including a review of the California Natural Diversity Data Base (CNDDB) and EIP Associates (EIP) reports for recorded occurrences of special-status species and natural communities of special concern within an approximate ten-mile radius of the proposed project site.

- To conduct field reconnaissance of the project site to document existing biological resources and to determine the on-site habitat suitability for threatened or endangered species or natural communities of special concern.

- To identify and assess potential project impacts on biological resources.

METHODS

A search of the CNDDB was conducted to determine whether any recorded occurrences of special-status species or natural communities of special concern have been recorded within an approximate 10-mile radius of the proposed project site.[1] EIP reports were reviewed to determine potential occurrences and habitat requirements for rare plants known to occur in the Palo Alto region. Attachment A lists special-status species and natural communities of special concern. The list was used for determination of potential occurrence during field reconnaissance of the project site. Ted Chandik, Naturalist at the Baylands Interpretive Center[2], was contacted in regard to his knowledge of specific recorded occurrences of sensitive plant and animal species and for his evaluation of potential impacts of the project upon sensitive species and habitat.

A field survey of the project site was conducted to document the environmental setting for the existing on-site biological resources, to identify wildlife habitats, and to document plant and wildlife species observed within the project's boundaries. Surrounding land uses adjacent to and in the immediate vicinity of the project site were also documented.

Based on past experience with similar sites in the region, special attention was paid to locating the Northern Coastal Salt Marsh community, Pt. Reyes Bird's Beak and Salt Marsh Grindelia plants, on-site burrows of Burrowing Owl, suitable nest trees or shrubs for raptors or other sensitive bird species, and assessment of the suitability of the site as habitat for the California Black Rail, the California Clapper Rail, the Saltmarsh Wandering Shrew, and the Salt Marsh Harvest Mouse.

Along with inspection of the project site for the presence of any special-status species, their potential habitat, or natural communities of special concern, levee banks adjacent to the slough and lagoon were searched on foot for the presence of Burrowing Owls.

Attachment B is a list of plant and animal species observed on the project site.

RESULTS

Background Information

Review of the CNDDB and EIP's previous reports revealed the potential occurrence of 12 special-status species and 3 natural communities of special concern within an approximate ten-mile radius of the proposed project site. See Attachment A. Because the CNDDB is limited to a data base of recorded occurrences, and not a definitive collection of all resource locations, an approximate 10-mile radius is used to cover local geographic and habitat variability. Eight of the recorded occurrences were in the vicinity of the Palo Alto Airport and the Baylands Interpretive Center adjacent to the project site.

Environmental Setting

Northern Coastal Salt Marsh, a sensitive habitat, occurs in the northern portion of the project site at the proposed stormwater outfall discharge point. On the west side of the slough, the Salt Marsh community is bounded by a levee which serves as a footpath and maintenance road. In the vicinity of the discharge point, Alkali Heath, Pickleweed, and Salt Grass occur at the edge of the slough. Fennel, Tree Tobacco, Fat Hen, and Cudweed occur at higher elevations on the bank of the levee above the slough. Marsh Gumplant, a sensitive plant species, was observed at the south end of the slough, in the vicinity of the existing discharge point.

South of the slough and levee, the proposed site of the 60-inch stormwater outfall pipe parallels the levee bordering a lagoon located within the Baylands Nature Preserve. Within the approximate 90 degree angle formed by the levees bordering the slough and the lagoon, there is a small wetland/ruderal grassland transition area of approximately 0.5 acre dominated by Pickleweed. Alkali Heath, Salt Grass, Rabbitfoot Grass, and Mediterranean Barley, all wetland indicator species, occur at the outer margins of the Pickleweed. Although the plant species present indicate hydric conditions, Bob Owens[3], project manager, reported that water does not pond in this area. The ground surrounding the Pickleweed was not wet at the surface on the date of EIP's site visit. A dirt road which parallels the levees traverses the transition area. Imported materials have been used to surface the road.

Mallards, Gadwall, and American Coots were observed in the slough and lagoon during EIP's site visit. White-crowned Sparrows and Anna's Hummingbird were observed in Coyote Brush on the levee bordering the slough. Raccoon sign was observed in the levee area. Western Fence Lizards were observed on the levees.

Many California Ground Squirrel burrows were observed on the levee bordering the lagoon. There was no evidence that any of these burrows are presently used as burrows by Burrowing Owls. Ted Chandik reports that no Burrowing Owls have been observed in the vicinity of the project site for several years.

During field reconnaissance, the northern staging area proposed for equipment and materials storage and the southern proposed spoils stockpile area adjacent to Embarcadero Road were identified as annual non-native grassland habitat as classified by Holland[4]. The on-site annual grassland can be further characterized as ruderal grassland composed of a low growth of herbaceous grasses and forbs. The ruderal nature of the grassland is a result of regular human disturbance from discing for weed abatement and fire suppression and levee maintenance. Both the proposed staging and proposed stockpile areas were disced at the end of the 1993 growing season.

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Dominant plant species observed in ruderal grassland on-site include Ripgut Brome, Slender Oats, Italian Ryegrass, and Summer Mustard, Russian Thistle was observed in the proposed northern staging area. Yellow and Purple Star Thistle, both noxious weeds, were observed in the proposed southern spoils deposition area.

In the ruderal grassland, the stubble remaining after discing provides little food and no cover for wildlife. Wildlife sign observed in ruderal grassland included Botta's Pocket Gopher and Black-tailed Jackrabbit.

A list of plant and animal species observed is included in Attachment B.

IMPACT ANALYSIS

Summary

Review of all relevant background information identified the existence or potential for occurrence of several sensitive biological resources on the project site. Field reconnaissance of the project site confirmed the presence of Northern Coastal Salt Marsh in the northeast portion of the site and the occurrence of Marsh Gumplant in the vicinity of the proposed construction of the proposed discharge point, and identified the potential for impacts which could result from project implementation.

There would be no significant impact to Northern Coastal Salt Marsh as a result of project construction. Potential impacts could include some loss or damage to Marsh Gumplants and loss or damage to less than approximately 0.5 acres of wetlands with minimal habitat value for wildlife. No other potential impacts to biological resources were identified during EIP's site visit or in consultation with Ted Chandik.

From a CEQA perspective, direct or cumulative impacts to the Marsh Gumplant and wetlands resulting from project construction are considered to be less-than-significant. This determination is based on the minimal amount of potential habitat and the degraded state of the wetland area due to existing human disturbance. The potential loss of a small number of Marsh Gumplants and a small, isolated wetland does not meet a reasonable threshold level to be considered a significant impact as interpreted from the CEQA Guidelines.[5]

Wetlands fall under the jurisdiction of the US Army Corps of Engineers (Corps) pursuant to Section 404 of the Clean Water Act. As administrators of Section 404 regulations, the Corps regulates fill or adverse modification of wetlands and may require a permit or authorization and mitigation for such impacts. As such, the Corps has a policy of no net loss of wetland acres or values. The fill of between one and ten acres of Corps jurisdictional wetlands above the head waters requires notification of the Corps to ensure compliance with the Nationwide Permit Number 26. Under this same Nationwide Permit, fills of less than one acre do not require notification of the Corps. While no formal wetland delineation of the project site has been conducted, all potential wetland areas observed total approximately 0.50 acre. Therefore, notification of the Corps is not required.

Other Potential Special-Status Species Concerns

No other special status plant or animal species was observed on the project site during field reconnaissance. Ted Chandik confirms that there is no suitable habitat for California Black Rail and California Clapper Rail in the vicinity of the proposed discharge point in the slough. These species require sufficient cover of California Cordgrass, which is not present in the proposed construction area. He has no knowledge of the occurrence in the vicinity of the project of the Saltmarsh Wandering Shrew or the Salt Marsh Harvest Mouse. Northern Harriers have been discouraged from nesting in the levee areas by the existing high level of human disturbance. The Saltmarsh Common Yellowthroat is a summer resident which would not be nesting during the anticipated time of project construction.

RECOMMENDED MITIGATION

To avoid or minimize impacts to the Marsh Gumplant, a botanist should flag Marsh Gumplants in the construction area prior to the start of construction.

To minimize impacts to wetlands, construction activities should be limited to the narrowest feasible corridor. No materials nor equipment should be stored or operated in the wetland area outside of the construction corridor. No transfer of oil, gasoline, or automotive fluids should occur within or adjacent to the wetland area.

Following construction, the area of disturbance and the access road should be restored to the original grade.

ENDNOTES

1. California Department of Fish and Game. California Natural Diversity Data Base, May 13, 1993. Current computer printout for 7.5–minute USGS Mountain View quadrangle in Santa Clara County. Search date November 2, 1993.

2. Chandik, Ted. Naturalist. Baylands Nature Interpretive Center, personal communication.

3. Owens, Robert. Brown & Caldwell Consultants, Pleasant Hill, CA. personal communication.

4. Holland, Robert F. Preliminary Descriptions of the Terrestrial Natural Communities of California, State of California Department of Fish and Game. October, 1986.

5. Governor's Office of Planning and Research. 1992. CEQA, California, Environmental Quality Act, Statutes and Guidelines, 1992. Appendix G.

ATTACHMENT A

ENDANGERED, THREATENED, OR CANDIDATE PLANT AND WILDLIFE SPECIES REPORTED TO OCCUR IN THE PROJECT REGION[1]

HABITATS

Serpentine Bunchgrass

STATUS: -/-/-

HABITAT DESCRIPTION: Grassland developed on serpentinite soils with native perennial bunchgrasses including *Poa scabrella*, *Melica imperfecta*, and *Nassella pulchra* comprising greater than 10 percent cover.

NOTES: Occurs at Stanford University, south of San Francisquito Creek. Serpentinite soils and stands of native bunchgrasses are not present in the project area.

Northern Coastal Salt Marsh[3]

STATUS: -/-/-

HABITAT DESCRIPTION: Highly productive, herbaceous and suffructescent, salt-tolerant hydrophytes forming moderate to dense cover up to 1 meter tall. Most species are active in the summer and dormant in the winter. Usually segregated horizontally, with *Spartina foliosa* nearer the open water, *Salicornia virginica* and *Frankenia grandiflora* at mid-littoral elevations, and a richer mixture closer to high ground.

NOTES: Occurs along the Pacific coast from Coos County, Oregon to northern lower California in salt marshes of upper Sonoran and transition life zones. Threatened by habitat loss. Examples of this increasingly rare habitat occur at several locations in Santa Clara and San Mateo County along the southwest shore of San Francisco Bay, next to the salt ponds northeast of Palo Alto, on all of Greco Island, and as a fringe on adjacent islands. Salt marsh habitat is present in the northeast portion of the project site.

Valley Oak Woodland

STATUS: -/-/-

HABITAT DESCRIPTION: A winter-deciduous woodland which often occurs as scattered trees or small groups of trees in a park-like grassland savanna. Understory shrubs are lacking or occasional in occurrence.

NOTES: Develops on San Francisquito alluvial fans in the vicinity of Palo Alto. Occurs at St. Patrick's Seminary, within the City of Menlo Park. Valley Oak Woodland is not present on the project site.

PLANTS

Cordylanthus maritimus ssp. *palustris*

Pt. Reyes Bird's-beak

STATUS: C2/-/List 1B

HABITAT: Coastal Salt Marsh

BLOOM TIME: May to October

NOTES: Occurence at Cooley's Landing, near Palo Alto is possibly extirpated.

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Grindelia stricta var. *angustifolia (G. humilis)*

Marsh Gumplant[3]

STATUS: -/-/List 4

HABITAT: Coastal Salt Marsh

BLOOM TIME: August to October

NOTES: Hybridizes with *G. camporum*. Known to occur along levees near San Francisco Bay in Redwood City. Occurs at the toe of the levee east of the existing discharge point in the slough.

ANIMALS

Invertebrates

Trionia imitator

Mimic Tryonia

STATUS: C2/-/

HABITAT: Inhabits coastal lagoons and salt marshes, from Sonoma County south to San Diego County. Lives subtidally, and inhabits a variety of sediment types. Able to withstand a wide range of salinity.

NOTES: Several individuals found adhering to algae (*Enteromorpha*) in a salt evaporation pond in Alviso.

Vertebrates

Birds

Circus cyaneus

Northern Harrier[2]

STATUS: -/-/CDFG Special Concern, Audubon Blue List

HABITAT: Coastal Salt Marsh and Fresh-water Marsh. Nests on ground in shrubby vegetation, usually at marsh edge. Nest built of a large mound of sticks in wet areas. Forages in grasslands.

NOTES: Found along San Francisco Bay margins.

Laterallus jamaicensis coturniculus

California Black Rail[2]

STATUS: C2/T/

HABITAT: Mainly inhabits salt marshes bordering larger bays. Occurs in tidal salt marsh heavily grown to Pickleweed (*Salicornia* spp.). Also in low elevation freshwater and brackish marshes.

NOTES: Known to occur in vicinity of Palo Alto Baylands Interpretive Center where it is seen in dense Pickleweed during high tides. Suitable habitat is not present on the project site.

Rallus longirostris obsoletus

California Clapper Rail[2]

STATUS: E/E/BL 1972, SC 1986

HABITAT: Year-round resident of San Francisco Bay. Associated with abundant growths of Pickleweed (*Salicornia* sp.), but its preferred habitat for nesting and foraging is in dense growths of California Cordgrass (*Spartina foliosa*). It is also known to nest occasionally in Salt Grass (*Distichlis spicata*) and Alkali Heath (*Frankenia grandifolia*). Feeds out from cover on mollusks obtained from mud-bottomed sloughs. Inhabits salt-water marshes traversed by tidal sloughs in the vicinity of San Francisco Bay.

NOTES: Populations of this bird were reported to be present in suitable habitats in marshes south of Cooley Landing, bordering Redwood Creek, on Greco Island and bordering Westpoint and Smith, Guadalupe, Charleston, and Plummer Sloughs. It is known from the marshes of the Palo Alto Baylands Nature Interpretive Center. No habitat of the type required by this species is present anywhere within project boundaries.

Charadrius alexandrinus nivosus

Western Snowy Plover

STATUS: C2/-/CSC (Breeding); ABL 1972-82, SC 1986

HABITAT: Prefers wide, flat, dry sand above ordinary wash of the tide on ocean beaches; inland, shores of salt or alkaline lakes. Eggs are laid in areas strewn with shells, pebbles, and various bits of debris, providing camouflage for eggs and young.

NOTES: Nineteen adults were observed during a 1978 study in the San Mateo County portion of south San Francisco Bay. It was not determined whether any nesting by this species occurred during that time.

Sterna antillarum browni

California Least Tern[2]

STATUS: E/E/-

HABITAT: The Least Tern is migratory, usually arriving at its breeding territories in mid-May in northern California. They feed primarily in shallow estuaries or lagoons where small fish are abundant. They nest in loose colonies in areas relatively free of human or predatory disturbance on barren to sparsely vegetated sites near water.

NOTES: In 1976, a few pairs were reported to have nested on a dried salt evaporating pond south of Westpoint Slough north of Highway 101 between Marsh and Roland Harbor Boulevards. Charleston Slough serves as a post-breeding foraging and staging area. The Palo Alto Baylands serve as foraging habitat for this species.

Speotyto cunicularia

Burrowing Owl[2]

STATUS: -/-/CDFG Special Concern, Audubon Special Concern

HABITAT: Found in open dry, nearly or quite level, grassland. Subterranean nester dependent upon large burrowing mammals, most notably, the California Ground Squirrel.

NOTES: Possibly extirpated from the vicinity of the Palo Alto dump, and the vicinity of Mayfield and Charleston Sloughs where it was last seen in 1983. One individual observed in 1983 at entrance to burrow on levee parallel to and northeast of the runway opposite the control tower at the Palo Alto Municipal Airport.

Geothlypis trichas sinuosa

Saltmarsh Common Yellowthroat[2]

STATUS: C2/-/CDFG Special Concern

HABITAT: Thick, continuous cover down to water surface for foraging; tall grasses, tule patches and willows for nesting. Fresh and salt-water marshes. They nest in the bay area in small groves of willow (*Salix* sp). Nests are located in Coyote Brush (*Baccharis* sp.), Dock (*Rumex* sp.), Mustard (*Brassica* sp.) Bulrush and Cattail, typically in the densest, most concealing vegetation available. They often winter in salt marshes around the margin of the Bay.

NOTES: Two nesting pairs were found in 1976 and three nesting pairs were observed in 1985 in the Palo Alto Baylands in the vicinity of the Palo Alto Municipal Airport at the sewage effluent discharge site. Five breeding pairs were observed in 1985 in an area of willows and upland vegetation dominated by Mustard, Dock, and Poison Hemlock at the end of Mayfield Slough at the junction with Matadero Creek at the north edge of the Palo Alto Flood Basin. Two breeding pairs were observed nesting in Cat-tails at the junction of Charleston Slough and Bayshore Freeway junction, northeast of Palo Alto.

Mammals

Sorex vagrans halicoetes

Saltmarsh Wandering Shrew

STATUS: C1/-/CSC

HABITAT: Tidal marshes of the south arm of San Francisco Bay. Usually found in medium high marshes from 6 to 8 feet above sea level where abundant driftwood is scattered among the *Salicornia*.

NOTES: Species most recently recorded during collections in salt marshes near the western approach to the Dumbarton Bridge in 1961. MVZ records from Ravenswood Point in 1950 and 1951. There were no captures during trapping at this location in 1975. No habitat of the type required by this species is present anywhere within project boundaries.

Reithrodontomys raviventris

Salt Marsh Harvest Mouse[2]

STATUS: FE/CE/

HABITAT: Occurs only in the saline emergent wetlands of San Francisco Bay and its tributaries. Pickleweed (*Salicornia* sp.) is primary habitat. Builds loosely organized nests. Requires higher areas for flood escape.

NOTES: In 1985, found in East Palo Alto Marsh near the Interpretive Center, and in Mayfield Slough at the northeast corner of the Palo Alto Flood Control Basin.

ENDNOTES

1 Sources:

The Audubon Society. Summer, 1986. Blue List and the List of Species of Special Concern - American Birds, Vol. 40(2):227-236.

California Department of Fish and Game. June, 1978. Bird Species of Special Concern in California, No. 78-1.

California Department of Fish and Game. June, 1986. Mammalian Species of Special Concern in California, Report 86-1.

California Department of Fish and Game. August, 1991. Special Animals List.

California Native Plant Society. August, 1993. Draft CNPS 5th Inventory data.

California Natural Diversity Data Base (CNDDB). May 13, 1993. Current computer printout for 7.5–minute USGS Mountain View quadrangle in Santa Clara County. Search date November 2, 1993.

2 Habitat and/or resources required for reproduction/maintenance present within project boundaries.

3 Observed on project site by EIP.

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STATUS = Federal/State/Other (CNPS R-E-D codes)

Federal Status Codes

E	=	Listed as endangered
T	=	Listed as threatened
C1	=	Candidate for listing and enough data is on file to support federal listing
C2	=	Candidate for listing but threat or distribution data is insufficient to support listing at this time
C3a	=	Extinct
C3b	=	Taxonomically invalid
C3c	=	Too widespread or not threatened

State of California Status Codes

E	=	Endangered
T	=	Threatened
R	=	Rare
C	=	Candidate for listing

Other Status Codes

ABL	=	Audubon Society Blue List of birds of special concern
CFP	=	A California Department of Fish and Game "fully protected" species, as described in Section 4700 of Chapter 8, Section 5050 of Chapter 2, Division 6, Chapter 1, Section 5515.
CSC	=	California Department of Fish and Game "Species of Special Concern"
FSS	=	Bureau of Land Management and U.S. Forest Service "Sensitive Species"
*	=	Taxa listed with an asterisk fall into one or more of the following categories:

- Taxa considered endangered or rare under Section 15380(d) of CEQA guidelines.
- Taxa that are biologically rare, very restricted in distribution, or declining throughout their range.
- Population(s) in California that may be peripheral to the major portion of a taxon's range, but which are threatened with extirpation in California.
- Taxa closely associated with habitat that is declining in California (e.g. wetlands, riparian, old growth forest, desert aquatic systems, native grasslands.)

ATTACHMENT B

PLANT AND WILDLIFE SPECIES OBSERVED
IN THE AIRPORT PUMP STATION AND OUTFALL PIPELINE PROJECT AREA,
PALO ALTO, SANTA CLARA COUNTY, CALIFORNIA

Common Name	Scientific Name
PLANTS	
Fat Hen	*Atriplex hastata*
Slender Oatgrass	*Avena barbata*
Coyote Brush	*Baccharis pilularis*
Summer Mustard	*Brassica geniculata*
Purple Star Thistle	*Centaurea* sp.
Yellow Star Thistle	*Centaurea solstitialis*
Poison Hemlock	*Conium maculatum*
Horseweed	*Conyza* sp.
Saltgrass	*Distichlis spicata*
Willow Herb	*Epilobium brachycarpum*
Sweet Fennel	*Foeniculum vulgare*
Alkali Heath	*Frankenia grandifolia*
Cudweed	*Gnaphalium* sp.
Marsh Gumplant	*Grindelia stricta* var. *angustifolia*
Mediterranean Barley	*Hordeum marinum* ssp. *gussoneanum*
Italian Ryegrass	*Lolium multiflorum*
Cheeseweed	*Malva* sp.
Tree Tobacco	*Nicotiana glauca*
Plantain	*Plantago* sp.
Wiregrass, Knotweed	*Polygonum aviculare*
Rabbitfoot Grass	*Polypogon monspeliensis*
Wild Radish	*Raphanus sativus*
Curly Dock	*Rumex crispus*
Fiddle Dock	*Rumex pulcher*
Pickleweed	*Salicornia* sp.
Russian Thistle	*Salsola* sp.
TOTAL	26

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ANIMALS

Mammals

Raccoon		*Procyon lotor*
California Ground Squirrel		*Spermophilus beecheyi*
Botta's Pocket Gopher		*Thomomys bottae*
Black-tailed Jackrabbit		*Lepus californicus*
TOTAL	4	

Reptiles

Western Fence Lizard		*Sceloporus occidentalis*
TOTAL	1	

Birds

Mallard		*Anas platyrhynchos*
Gadwall		*Anas strepera*
Turkey Vulture		*Cathartes aura*
American Coot		*Fulica americana*
Gull		*Larus* sp.
Anna's Hummingbird		*Calypte anna*
White-crowned Sparrow		*Zonotrichia leucophrys*
TOTAL	7	