

July 2, 2008

ENVIRONMENTAL CHECKLIST FORM
City of Palo Alto
Department of Planning and Community Environment

PROJECT DESCRIPTION

1. PROJECT TITLE

EcoCenter/Sea Scout Base

2. LEAD AGENCY NAME AND ADDRESS

City of Palo Alto
Department of Planning and Community Environment
250 Hamilton Ave.
Palo Alto, CA 94303

3. CONTACT PERSON AND PHONE NUMBER

Clare Campbell, Planner
City of Palo Alto
650-617-3191

4. PROJECT SPONSOR'S NAME AND ADDRESS

Maryanne Welton, Project Manager
210 High Street
Palo Alto, CA 94301

5. APPLICATION NUMBER

07PLN-00219

6. PROJECT LOCATION

2560 Embarcadero Road
Palo Alto, CA 94303
Parcel Numbers: 008-05-001

The project site is located in the most northern section of the City of Palo Alto, in the northern part of Santa Clara County, east of U.S. Highway 101, as shown on Figure 1, *Regional Map*. The project site is located within the Palo Alto Baylands Nature Preserve, on the southerly side of Embarcadero Road approximately 1,100 feet north of Embarcadero/Harbor Road intersection, as shown on Figure 2 and 3, *Vicinity Map* and *Aerial*.

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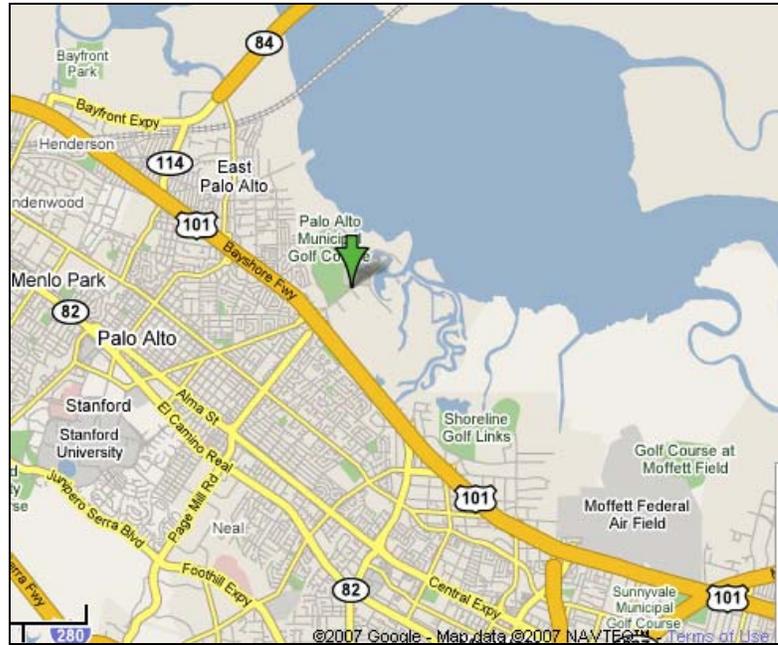


Figure 1: Regional Map

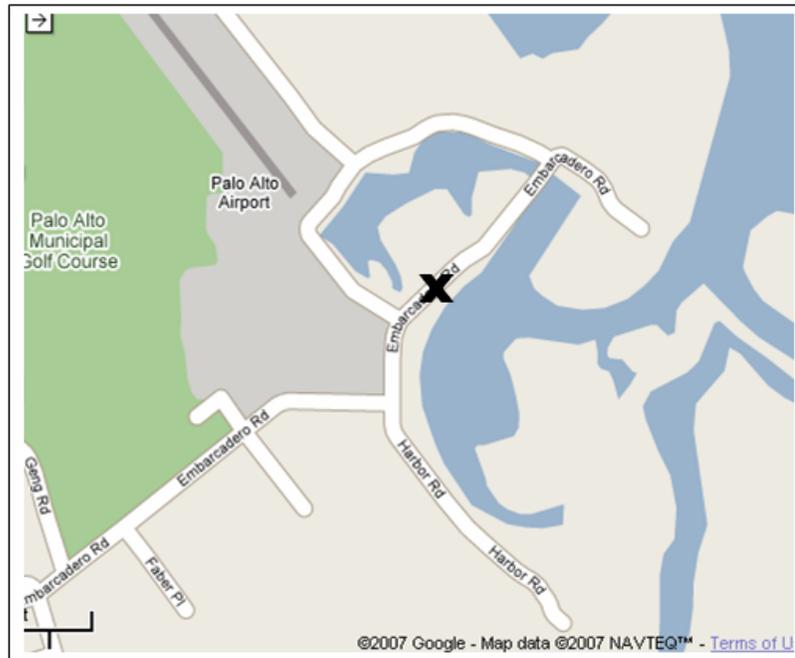


Figure 2: Vicinity Map

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Figure 3: Project Location Aerial

7. GENERAL PLAN DESIGNATION

The project site is designated as Publicly Owned Conservation Land in the Palo Alto 1998 – 2010 Comprehensive Plan. This land use designation provides for open lands whose primary purpose is the preservation and enhancement of the natural state of the land and its plants and animals; only compatible resource management, recreation, and educational activities are allowed. The proposed use, a non-profit educational facility, is an appropriate use for this land use designation.

8. ZONING

The project site is zoned PF, Public Facilities. The PF zone district is designed to accommodate governmental, public utility, educational, and community service or recreational facilities. The proposed use is a conditional use in this zone district. The Environmental Volunteers, a non-profit organization, plan to maintain their administrative office and conduct environmental educational programs at the site.

9. PROJECT DESCRIPTION

The proposed project involves the relocation, rehabilitation and reuse of a vacant Category I historic building, the former Sea Scout Base. The building would be moved approximately 4 feet northwesterly of the existing location, away from the bay, in order to place the building on a new foundation, raising the building 3.5 feet and clearing the 100 year base flood elevation. This building is currently in an area

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subject to flooding due to high tides and has deteriorated significantly as a result. As part of the improvements to the existing 2,600 square foot building, an addition of approximately 261 square feet will be added onto the second floor mezzanine. The project also includes construction of a 3-stall parking lot with areas for a trash and mechanical enclosures, removal of portions of an existing sandbag "seawall," removal of a berm between the building and the road, rerouting of an existing trail, and landscape improvements.

Generally, the day-to-day operation of Environmental Volunteers' office will fall within the hours of 9 am to 5 pm. Aside from the regular staffing at the site, the approximate equivalent of 8 full-time employees, volunteers will stop in for a few minutes at a time. They arrive, pick up or drop off educational materials and depart; generally no more than 4 volunteers per day. Most of the volunteers stay for 15 minutes or less. Periodically, the Environmental Volunteers have committee meetings, training programs and events. The typical attendance of the training programs is 10-20 participants. Some events will take place after 5 pm and on the weekends. The Conditional Use Permit for the Environmental Volunteers will specify the details of the operations (hours, number and frequency of events, etc.)

The proposed project will be filling in "waters of the U.S." that currently exist under the building in order to place the pilings that will support the new foundation. In essence, these waters are currently "filled" with the building. The fill that is proposed for the parking lot, dumpster/mechanical enclosure, and trail will cover 8,040 square feet and will be placed over existing fill around three sides of the building. Areas currently subject to tidal action under the building will remain open to tidal action. The project requires 220 cubic yards of fill and 70 cubic yards of cut.

The project requires fill to be placed on the site in order to accommodate limited parking, trash and mechanical enclosures and a trail. This area will be landscaped with native plants. Work will be done while the seawall is still in place and the site is not inundated. Prior to removal of the seawall, the building will be temporarily moved to the east onto the existing gravel parking area, the new building foundations will be put in place and shifted 4 feet away from the marsh and the building's existing location. The building will then be moved onto the new foundations. Once the building has been raised 3.5 feet onto its new foundation, a cantilevered deck will be built over the area occupied by the sea wall and connected via ramps to the re-routed trail. About 300' of the sandbag seawall will be removed and the area will be graded to gently slope down to the marsh.

The rehabilitation of the building and site improvements require review by the City's Historic Resources Board; the project also requires Site and Design review. The proposed use for the rehabilitated building is a non-profit environmental educational facility which requires a Conditional Use Permit.

The project is scheduled to start construction in September 2008 and be completed during the summer of 2009. The Clapper Rail non-breeding season is from September through January, which is when the foundations, preliminary grading and building moving will take place. After that time, the rehabilitation of both the exterior and interior of the building, final grading and site work will be completed.

The site work will include the construction of the ramps, decks, mechanical and trash enclosures, benches, paths and signage. This will take place in late spring/early summer 2009. Landscape will be installed in late fall/early winter 2009 during the rainy season.

10. SURROUNDING LAND USES AND SETTING

The project site is located within the Palo Alto Baylands Nature Preserve and is directly adjacent to the bay. Other than passive recreational uses in the immediate vicinity, there is a small-scale airport, operated by the County of Santa Clara, on the opposite side of Embarcadero Road and the Palo Alto Municipal Golf Course.

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11. OTHER PUBLIC AGENCIES

- San Francisco Bay Conservation and Development Commission (BCDC)
- CA Department of Fish and Game
- San Francisco Bay Regional Water Quality Control Board (RWQCB)
- US Army Corps of Engineers
- US Fish and Wildlife Service
- Airport Land Use Commission – Santa Clara County

ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question.
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "(Mitigated) Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, "Earlier Analysis," may be cross-referenced).
- 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (C)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

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- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

DISCUSSION OF IMPACTS

The following Environmental Checklist was used to identify environmental impacts, which could occur if the proposed project is implemented. The left-hand column in the checklist lists the source(s) for the answer to each question. The sources cited are identified at the end of the checklist. Discussions of the basis for each answer and a discussion of mitigation measures that are proposed to reduce potential significant impacts are included.

A. AESTHETICS

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially degrade the existing visual character or quality of the site and its surroundings?	1, 7, 19				✓
b) Have a substantial adverse effect on a public view or view corridor?	1, 7, 2-Map L4, 19			✓	
c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	1, 7, 2-Map L4, 19				✓
d) Violate existing Comprehensive Plan policies regarding visual resources?	1, 2				✓
e) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	1, 2, 7			✓	
f) Substantially shadow public open space (other than public streets and adjacent sidewalks) between 9:00 a.m. and 3:00 p.m. from September 21 to March 21?	1, 2, 7				✓

DISCUSSION:

The project will have less than significant aesthetic impacts. The existing dilapidated historic building will be restored and will be an improvement over the existing conditions. Although the building site is located in a passive park/nature preserve, the rehabilitation and reuse of the building will not interfere significantly with the park use or impact the natural setting.

Use of the building at night will have minimal impacts on the nighttime views since no outdoor night lighting is part of the project. Operations will be governed by the required Conditional Use Permit which will specifically address night/afterhours use.

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Mitigation Measures: None Required

B. AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	1				✓
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	1, 2-Map L9, 3				✓
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	1				✓

DISCUSSION:

The site is not located in a “Prime Farmland,” “Unique Farmland,” or “Farmland of Statewide Importance” area, as shown on the maps prepared for the Farmland Mapping and Monitoring Program of the California Resources Agency. The site is not zoned for agricultural use, and is not regulated by the Williamson Act.

Mitigation Measures: None Required

C. AIR QUALITY

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct with implementation of the applicable air quality plan (1982 Bay Area Air Quality Plan & 2000 Clean Air Plan)?	1				✓
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation indicated by the following:					
i. Direct and/or indirect operational emissions that exceed the Bay Area Air Quality Management District (BAAQMD) criteria air pollutants of 80 pounds per day	1			✓	

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Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
and/or 15 tons per year for nitrogen oxides (NO), reactive organic gases (ROG), and fine particulate matter of less than 10 microns in diameter (PM ₁₀);					
ii. Contribute to carbon monoxide (CO) concentrations exceeding the State Ambient Air Quality Standard of nine parts per million (ppm) averaged over eight hours or 20 ppm for one hour(as demonstrated by CALINE4 modeling, which would be performed when a) project CO emissions exceed 550 pounds per day or 100 tons per year; or b) project traffic would impact intersections or roadway links operating at Level of Service (LOS) D, E or F or would cause LOS to decline to D, E or F; or c) project would increase traffic volumes on nearby roadways by 10% or more)?	1			✓	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	1			✓	
d) Expose sensitive receptors to substantial levels of toxic air contaminants?	1				✓
i. Probability of contracting cancer for the Maximally Exposed Individual (MEI) exceeds 10 in one million	1				✓
ii. Ground-level concentrations of non-carcinogenic TACs would result in a hazard index greater than one (1) for the MEI	1				✓
e) Create objectionable odors affecting a substantial number of people?	1				✓
f) Not implement all applicable construction emission control measures recommended in the <i>Bay Area Air Quality Management District CEQA Guidelines</i> ?	1				✓

DISCUSSION:

Based on the Bay Area Air Quality Management District's (BAAQMD) thresholds, it is not anticipated that the project would affect any regional air quality plan or standards, or result in a cumulatively considerable net increase of any criteria pollutant. The extent of the effects on air quality will be during the period of site

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preparation and construction. The City of Palo Alto uses the Bay Area Air Quality Management District's (BAAQMD) Basic Control Measures to reduce particulate emissions during project construction to a less than significant level. The project site is located in the Baylands, within a nature preserve, where there are no residential uses in the area and only limited commercial uses nearby. The project and related construction are not anticipated to expose sensitive receptors to toxic air contaminants.

Mitigation Measures: None Required

D. BIOLOGICAL RESOURCES

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	1, 2-Map N1, 5		✓		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, including federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	1, 2-Map N1, 5		✓		
c) 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?	1, 2-Map N1, 5			✓	
d) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or as defined by the City of Palo Alto's Tree Preservation Ordinance (Municipal Code Section 8.10)?	1, 2, 3, 5, 6, 7, 8, 9, 11, 17				✓
e) Conflict with any applicable Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	1, 2, 5				✓

DISCUSSION:

The Baylands contains several sensitive biological resources, including federally and state protected wetlands, state and federal Endangered Salt Marsh Harvest Mouse (SMHM), nesting habitat for birds including a heronry near the duck pond, and state and federal Endangered California clapper rail. The clapper rail and SMHM are also state Fully-protected. The project could affect sensitive habitat, is adjacent to San Francisco Bay, and may impact wetland resources. Therefore, measures have been incorporated into the project to minimize biological

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impacts. Ten sensitive wildlife species may be impacted by the proposed project. No sensitive plant species occur at the site. Direct and indirect impacts are listed below.

Five special-status bird species are known to occur in the vicinity of the project, but are not expected to nest there due to lack of suitable habitat. These are the short-eared owl, northern harrier, white-tailed kite, burrowing owl, and saltmarsh common yellowthroat. The sparse vegetation within the project site provides some marginal foraging habitat for these species and the building and trees provide some perching sites for raptor species. Indirect impacts that would occur to these raptor species include temporary loss of foraging habitat and loss of perch sites due to removal of three trees. These impacts would be very minimal and insignificant given that no habitat or perches would be permanently lost, the presence of large areas of open space providing suitable foraging habitat surrounding the project site and the relatively large territories maintained by raptor species.

Other species that potentially occur in the saltmarsh habitat adjacent to the site but would not forage or nest onsite include California black rail, California clapper rail, saltmarsh wandering shrew and birds in the heron rookery. These species may be indirectly impacted by noise, ground vibrations, and/or dust generated from the use of heavy equipment. This impact would be temporary and minimal unless completed during the bird nesting season, which could cause the rail to abandon a nest containing eggs or chicks.

Impacts to California clapper rail can be avoided by completing all outdoor construction during the California clapper rail non-breeding season of September 1 through January 31. If outdoor construction cannot be completed in that timeframe, nesting surveys in accordance with USFWS Draft Survey Protocol for California Clapper Rail (January 21, 2000) will be followed (see Appendix B), with one modification requested by USFWS staff (J. Browning, pers. comm.): the four surveys will be spaced two weeks apart. This means that all construction would stop for two weeks prior to a six week breeding call survey, and only interior work would be done for the six week survey period (minimum 8 weeks total effect on construction schedule). The exact methods for the breeding call survey must be approved by USFWS prior to the start of the survey. After the results of the survey are compiled and submitted to the USFWS and CDFG, the USFWS will make a final decision whether construction can occur during the breeding season under federal rules. For example, some outdoor construction, such as painting the 3 sides of the building that do not face the marsh directly may be feasible, pending USFWS and CDFG concurrence.

The project will not directly impact the heron rookery because it is located several hundred feet away on the northeast side of the Duck Pond. A pile driver will be used for the building foundation, but noise from this equipment will result in a temporary impact (3 days total) to the heron rookery that is not expected to be significant due to the physical separation. Building use will not result in long-term impacts to the heron rookery.

Since construction will not occur during the highest high tides, there is a minimal chance of a direct take of Saltmarsh Harvest Mouse (SMHM), but the removal of pickleweed habitat during building construction could potentially impact the SMHM.

The project requires the placement of fill in historic wetland, but will not remove existing functions and values. Because the building is currently tidally influenced (although no open water is present), it may provide a limited amount of habitat for benthic macro-invertebrates. The fill in the form of new pilings will be placed where the building currently sits. The new raised location of the building will decrease existing fill (the building). Additionally, loss of the "seawall" will also decrease the amount of fill at the site. Therefore, the habitat functions and values of historic wetland under the existing building will likely increase after the building has been raised due to increased tidal exchange.

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Mitigation:

Protection of Nesting Birds

Biological Resources-1: To avoid or minimize impacts to nesting birds protected by the Migratory Bird Treaty Act, all tree and brush removal as well as outdoor construction should be scheduled to take place outside of the breeding season which occurs from February 1 to August 31 of any given year. If construction is unavoidable during the breeding season, a qualified biologist shall conduct the appropriate surveys to determine breeding activity. This includes a survey for common nesting birds no more than three days prior to the removal or trimming of any tree or brush and prior to the start of outdoor construction, an examination of burrows onsite to determine burrowing owl use, and a protocol survey for clapper rail breeding.

Biological Resources-2: If outdoor construction is necessary during the California clapper rail breeding season of February 1 to August 31, the USFWS Draft Survey Protocol for California clapper rail should be followed. This requires that a proposal of survey area and method first be provided to the USFWS for approval, and that construction be halted for two weeks prior to the start of the survey. The month-long survey must occur between January and April, requires the establishment of listening stations and should be done by an experienced California clapper rail observer. After the results of the survey are compiled and submitted to the USFWS, the USFWS will make a final decision whether construction can occur during the breeding season under federal rules.

Biological Resources-3: The burrowing owl nest survey shall follow DFG survey protocol. The survey shall include mapping and examination of all of the burrows on site to determine if there is sign of active use by burrowing owl. In addition, the site shall be visited on four separate days to observe burrow use. The visits must occur from two hours before sunset to one hour after sunset, or from one hour before sunrise to two hours after sunrise. The surveys shall be completed no more than 30 days prior to ground disturbing activity. If present, owls shall be excluded from the burrows prior to construction that removes the burrows, in coordination with the California Department of Fish and Game. The burrows shall be excavated by hand.

Biological Resources-4: If active nests of common birds are not present, project activities can take place as scheduled. However, if active nests or clapper rail breeding behavior is detected, CDFG should be contacted on how to proceed. Typically, a buffer will be established around the nest of common birds. CDFG usually accepts a 50-foot radius buffer around passerine and non-passerine nests, and up to a 250-foot radius for raptors. Work can continue once nesting is completed for the season. If clapper rail is determined to be breeding near the site, it is possible that CDFG will require a halt to construction until the non-breeding season in order to prevent impacts on this fully-protected species

Replacement of Saltmarsh Harvest Mouse Habitat (SMHM)

Biological Resources-5: An exclusion fence shall be installed around the project site as shown on Figure 4 below. The fence shall be designed and installed to prevent any SMHM in adjacent marshes from entering the work area during vegetation removal and outdoor construction. The areas outside of the exclusion fencing, except for existing roads, parking and other asphalt or concrete areas, shall be off-limits to construction activity and personnel at all times during project construction. The fence shall remain in place until all outdoor construction and landscaping work is completed, and then shall be removed by a qualified biologist approved by the USFWS. The proposed

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fence design is silt fence with 4 to 6-inch wide flashing at the base that is imbedded into the soil. Fence installation shall avoid pickleweed except in a portion of Area B shown on Figure 4, and shall be completed by a qualified biologist approved by the USFWS.

- Biological Resources-6:** Grindelia shall be planted outside of the exclusion fence on top of the remaining seawall in areas appropriate for its growth. The purpose is to provide additional upland refuge to SMHM and improve habitat conditions at this site. This shall be done in the fall once the exclusion fence is in place, shall be monitored for survival, and shall be maintained at a rate of 70 percent survival rate.
- Biological Resources-7:** After exclusion fencing is installed, the vegetation within the fence shall be removed by hand prior to construction and under the direction of a biological monitor, who will walk all areas of vegetation immediately prior to removal. Vegetation removal shall be done only with hand tools (trowel, hoe, rake, shovel). No motorized equipment, including weed whips, shall be used to remove the vegetation. All pickleweed will be salvaged, placed in flats, and tended in the nursery near the heron rookery; it is proposed that Save the Bay will do this work. If a mouse of any species is found to occur on the project site, construction shall halt pending consultation with the USFWS and CDFG. This is because it is not feasible to identify the mouse to species without handling it. Unless otherwise authorized, the mouse shall be left alone and allowed to move out of the area on its own. Vegetation shall not be removed when tides are high against the seawall. Construction can start after the vegetation has been removed if no mice are in the construction zone. Once construction is complete, the exclusion fencing shall be relocated so that it excludes mice from the revegetated areas until the revegetation no longer needs hand watering, weeding, or other activities that require people to walk through the pickleweed.
- Biological Resources-8:** A qualified biologist approved by the USFWS shall be present onsite to monitor for California clapper rails and SMHM during all outdoor work activities, including (but not limited to) exclusion fence installation, vegetation removal, grading, building moving, and landscaping. The biological monitor shall have the authority to stop work if deemed necessary to protect California clapper rail, SMHM or other state or federally protected species, and shall work directly with the project engineer and foreman. Prior to the start of work each day, the monitor shall thoroughly inspect the work area and adjacent habitat areas to determine if California clapper rail or SMHM is present in the area and shall remain onsite through out the day while work activities are occurring. If a California clapper rail or mouse of any species is observed in the work area, then work shall not occur until the rail or mouse leaves the work area on its own, and the USFWS and CDFG shall be notified immediately. The biological monitor onsite shall determine whether construction activities are remote enough from the animal that it will not be harmed or harassed. If the rail or mouse does not leave the construction zone, work shall not start again until after the USFWS and CDFG have provided guidance about how to proceed with construction activities.

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Figure 4: Location of SMHM Exclusion Fence During Construction



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- Biological Resources-9:** A final measurement of pickleweed removed shall be completed during the removal process. The current estimate of pickleweed loss is approximately 1,742 square feet (0.04 acre). Of the 1,742 square feet, 828 square feet is estimated to have 50 percent cover of pickleweed, 600 square feet is estimated to have 20% cover of pickleweed, and 312 square feet is estimated to have 5% cover of pickleweed. Therefore, an area of approximately 550 square feet (0.01 acre) of 100% cover of pickleweed will be lost. If this amount is found to be more than the estimate upon actual removal and the landscaping plan no longer meets the proposed replacement ratio of 1.5:1 (i.e. one and a half acre replaced for every acre removed), the project shall restore additional areas immediately surrounding the project by planting and maintaining pickleweed wetland habitat until the replacement ratio has been met and the pickleweed habitat is successfully established.
- Biological Resources-10:** Project construction shall occur outside of tide conditions that may force SMHM into the project site. These tide conditions result in little freeboard along the seawall. High tides occur twice daily, usually in the very early morning and the afternoon. The tides of concern are 8-ft tides, however, field conditions should be monitored prior to construction to determine the tides to avoid.
- Biological Resources-11:** A qualified biologist approved by USFWS shall conduct a tail-gate training session to all construction personnel regarding protected species and habitats in the construction area, the limitations on areas that can be accessed on foot or with equipment, and the legal consequences of take of protected species or habitat. The training shall be conducted whenever new personnel start work at the site. A sample training sheet is attached in Appendix C. Dogs shall be prohibited from the work site.
- Biological Resources-12:** Construction equipment and materials shall be staged in an already paved area near the project site.
- Biological Resources-13:** The project shall incorporate Best Management Practices (BMPs) as recommended or required by the State or Regional Water Quality Control Board and the City of Palo Alto to protect water quality. These BMPs shall include the following:
- a. a moratorium on grading during a rain event (SWRCB BMP 1-01);
 - b. a requirement that erosion and sediment control measures be installed prior to unseasonable rain storms (SWRCB BMP 1-01); the exclusion fence for SMHM may provide erosion control, but if it does not, any additional erosion control measures shall be limited to the area inside the exclusion fence, and no erosion or sediment control measures shall be placed in vegetated areas.
 - c. limiting the area of disturbed soil area to the amount of acreage that can be protected prior to a forecasted rain event and to the minimum amount needed to complete the project (SWRCB BMP 1-01);
 - d. delineation and protection of environmentally sensitive areas to prevent construction impacts (SWRCB BMP 1-01);
 - e. install fiber rolls as appropriate to control sediment and erosion (SWRCB BMP 1-03);
 - f. material delivery and storage (SWRCB BMP 2-01);
 - g. material use (SWRCB BMP 2-02);
 - h. spill control (SWRCB BMP 2-03);
 - i. litter control (SWRCB BMP 2-04);
 - j. control of fuels and other hazardous materials (SWRCB BMP 2-05);
 - k. management of temporary sewage facilities to prevent water quality impacts (SWRCB BMP 2-07);
 - l. liquid waste management (SWRCB BMP 2-08);
 - m. correct paving operations (SWRCB BMP-3-02);

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- n. no vehicle cleaning onsite (SWRCB BMP 3-03);
- o. no vehicle fueling onsite (SWRCB BMP 3-04);
- p. preservation of existing vegetation whenever possible (SWRCB BMP 4-01).

Biological Resources-14: A landscaping/restoration plan shall be prepared. The plan shall include provisions for planting schedule, source material, planting densities, measures of success, and remedial measures. It is recommended that the landscaping/restoration be planted as soon as feasible after construction is complete, and that locally grown pickleweed be planted at the site. If not enough local pickleweed is available to cover the area in the first planting, subsequent planting is recommended as pickleweed becomes available. In addition, because the site will be re-opened to tidal action the planted pickleweed may naturally fill in. The site should be hand weeded periodically (at least once per season and prior to weed seed set), to eliminate non-native plant species, particularly invasive weeds. This should be done until the wetland is self-sustaining. The exclusion fencing for SMHM shall be moved after the initial construction so that it excludes SMHM from the areas that are being actively managed for landscaping until they are no longer actively managed (i.e., people need to walk in the pickleweed for weeding, watering, etc.).

Biological Resources-15: Additional grindelia shall be planted along the edge of the bay, replacing some of the pickleweed shown in the landscape plan, Figure 5.

Biological Resources-16: The pickleweed marsh restoration shall be monitored for five years. The monitoring report should be filed at the EcoCenter and will be available to any agency upon request. Monitoring should consist of:

- a. Identifying species present and percent cover of each species;
- b. Whether mitigation goals are being met;
- c. Whether weeding was necessary and was successfully completed; and
- d. Remedial measures necessary.

Biological Resources-17: Visitors shall be encouraged to remain on trails and not step on pickleweed habitat. An educational sign is recommended.

With these measures incorporated, the project will not result in significant effect on SMHM. The SMHM has not been recorded to occur in this portion of the marsh, the project site has marginal habitat, the project will employ a biological monitor prior to any pickleweed removal, and the project will restore pickleweed habitat to the site in excess of that removed.

Significance after Mitigation: Less Than Significant

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Figure 5: Recommended Grindelia Locations



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E. CULTURAL RESOURCES

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly destroy a local cultural resource that is recognized by City Council resolution?	1, 2- Map L7, 7, 8, 9		✓		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	1, 2-Map L8				✓
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	1, 2-Map L8				✓
d) Disturb any human remains, including those interred outside of formal cemeteries?	1, 2-Map L8				✓
e) Adversely affect a historic resource listed or eligible for listing on the National and/or California Register, or listed on the City's Historic Inventory?	1, 2-Map L7, 7, 8, 9			✓	
f) Eliminate important examples of major periods of California history or prehistory?	1, 8				✓

DISCUSSION:

The Sea Scout Base is a 2,600 square foot wood frame structure designed by Birge and David Clark and was donated to the City of Palo Alto by Lucie Stern on May 30, 1941. In 2002, the City designated this building as a Category I structure on the City's Historic Inventory List and is considered an "exceptional building" based on the following criteria:

1. It is identified with the lives of historic people and with important events in the city and state, including Ruth Lucie Stern who donated large sums of money to the City for Civic projects, and the events of the building of Palo Alto Yacht Harbor and Sea Scout Base.
2. It is a particularly representative of an architectural style important to the City, state or nation, the Streamline Moderne.
3. It is an example of a type of building which was once common but is now rare, a building for the Sea Scouts.
4. It is connected with a use which was once common but is now rare, sea scouting on the San Francisco Bay.
5. The architect, Birge Clark, was important in his time and remains so in our time.
6. It contains elements demonstrating outstanding attention to architectural design and detail.

The major deterioration of the Sea Scout Base is directly related to the flooding at high tide of the foundation of the building. The project involves moving and raising the building and rehabilitating it for reuse by the Environmental Volunteers as an EcoCenter. The project shall be reviewed by the Historic Resources Board to ensure that it meets the Secretary of the Interior's Standards and Guidelines for Rehabilitation and will therefore not adversely impact this significant historic resource.

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Mitigation:

The protection of significant Historic Resource.

Cultural Resources 1: The project shall comply with the Secretary of the Interior’s Standards and Guidelines for Rehabilitation.

Significance after Mitigation: Less Than Significant

F. GEOLOGY, SOILS AND SEISMICITY

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) 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.	6, 10				✓
ii) Strong seismic ground shaking?	2-Map N10, 4, 6			✓	
iii) Seismic-related ground failure, including liquefaction?	2-Map N5, 4, 6			✓	
iv) Landslides?	2-Map N5, 6				✓
b) Result in substantial soil erosion or the loss of topsoil?	1, 6				✓
c) Result in substantial siltation?	1, 6				✓
d) 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 on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	2-Map N5, 4, 6			✓	
e) 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?	2-Map N5, 6				✓
f) Have soils incapable of adequately supporting the use of septic tanks or	1				

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Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
alternative waste water disposal systems where sewers are not available for the disposal of waste water?					✓
g) Expose people or property to major geologic hazards that cannot be mitigated through the use of standard engineering design and seismic safety techniques?	1				✓

DISCUSSION:

The entire state of California is in a seismically active area. Projects are constructed in accordance with the Uniform Building Code, portions of which are directed at minimizing seismic risk and preventing loss of life and property in the event of an earthquake. An identified geotechnical constraint at the site is the presence of soft and highly compressible Bay Mud that increases the potential of settlement. This issue is addressed in the construction method and will be reviewed as part of the standard building permit review and therefore would reduce impacts to less than significant.

Mitigation Measures: None Required

G. HAZARDS AND HAZARDOUS MATERIALS

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routing transport, use, or disposal of hazardous materials?	1, 7, 19				✓
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?	1, 7, 19				✓
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	1, 7, 19				✓
d) Construct a school on a property that is subject to hazards from hazardous materials contamination, emissions or accidental release?	1, 7, 19				✓
e) Be located on a site which 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?	1, 2-Map N9, 7				✓

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Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	1, 7, 12, 13, 14, 15, 16, 18, 20			✓	
g) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working the project area?	1				✓
h) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	1, 2-Map N7				✓
i) 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?	1, 2-Map N7				✓
j) Create a significant hazard to the public or the environment from existing hazardous materials contamination by exposing future occupants or users of the site to contamination in excess of soil and ground water cleanup goals developed for the site?	1				✓

DISCUSSION:

The proposed use at the existing site is an educational facility. This proposed use does not generate hazardous materials. The proposed project provides the opportunity for the restoration of a significant historic resource that has existed in the Baylands for 67 years. The building had been actively used by the community for 60 of those years.

The Palo Alto Airport runway is approximately 1,100 feet away from the project site. It is operated by the County of Santa Clara and began operations in 1967. The Palo Alto Airport and Sea Scout Base (SSB) have coexisted for over 30 years without incident. The existing SSB, built in 1941, falls within the “Inner Safety Zone” for the Palo Alto Airport. The relocation of the existing building 4 feet to the northwest and raising the building 3.5 feet on a new foundation will shift the building a small degree closer to the runway and still remains within the “Inner Safety Zone.” The modest adjustment to the building’s location is not anticipated to have any more impacts than the existing condition.

The California Airport Land Use Planning Handbook (2002) provides a table, Basic Safety Compatibility Qualities (9B), which lists acceptable uses for the different safety zones around an airport. The proposed educational/training use fits within the allowable uses generally described that allow limited non-residential uses which attract fewer people. Statistically, buildings located in the Inner Safety Zone have an increased risk of being impacted by an aircraft accident as compared to being located farther away from the runway. The proposed project has a less than significant impact since the building is shifting only four feet and the typical occupancy of the building will be the equivalent of eight full-time staff.

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Mitigation Measures: None Required

H. HYDROLOGY AND WATER QUALITY

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	1				✓
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be 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 which would not support existing land uses or planned uses for which permits have been granted)?	2-Map N2				✓
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 which would result in substantial erosion or siltation on- or off-site?	1, 7				✓
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 which would result in flooding on- or off-site?	1, 7				✓
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	1, 7				✓
f) Otherwise substantially degrade water quality?	1				✓
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?	1				✓
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	1, 2-Map N6				✓
i) Expose people or structures to a significant risk of loss, injury or death involve flooding, including flooding as a result of the failure of a levee or dam or being located within a 100-year flood hazard area?	1, 2-Map-N6			✓	
j) Inundation by seiche, tsunami, or mudflow?	1, 2-Map N6			✓	
k) Result in stream bank instability?	2-Map				

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Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	N2				✓

DISCUSSION:

The project site is located in the AE flood zone and is current impacted by flooding due to high tides. The proposed project includes placing the existing building on a new foundation that will raise the building out of the 100 year base flood elevation. Because of the project's adjacency to the bay, there will always be a potential for flooding during unusual tidal/storm events. The project shall be constructed to meet all required building codes to address the safety/flood issues and would reduce potential negative impacts of the project to less than significant. The project shall incorporate standard Best Management Practices (BMPs) as required by the Regional Water Quality Control Board and the City of Palo Alto to protect water quality.

Mitigation Measures: None Required

I. LAND USE AND PLANNING

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	1, 7				✓
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	1, 2, 3, 7, 8, 11, 12, 17, 20			✓	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	1, 2				✓
d) Substantially adversely change the type or intensity of existing or planned land use in the area?	1, 2			✓	
e) Be incompatible with adjacent land uses or with the general character of the surrounding area, including density and building height?	1, 2, 3, 11				✓
f) Conflict with established residential, recreational, educational, religious, or scientific uses of an area?	1, 2, 3, 11				✓
g) Convert prime farmland, unique farmland, or farmland of statewide importance (farmland) to non-agricultural use?	1				✓

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DISCUSSION:

The Baylands Master Plan, adopted in 1979, originally called for the removal of the berths and buildings related to the yacht harbor use, including the Sea Scout Base (SSB), to allow the return of the marsh/wetlands. In 1998, the City Council delayed the demolition of the SSB building to allow the Sea Scouts additional time to remove its boats from the harbor and to find a new meeting location. In the process of a city wide historic building survey, the SSB was identified by Dames and Moore as eligible for the National Register of Historic Places. It was subsequent to this finding that the City placed the structure on the City's Historic Inventory as a Category I structure. In this action, the SSB was recognized as a valued resource in the City. The Baylands Master Plan has not been updated to reflect City Council's action preserving the SSB.

The proposed use at the existing site is an educational facility. The proposed project provides the opportunity for the restoration of a significant historic resource that has existed in the Baylands for 67 years. The building had been actively used by the community for 60 of those years.

Generally, the day-to-day operation of Environmental Volunteers' office the will fall within the hours of 9 am to 5 pm. Aside from the regular staffing at the site, the approximate equivalent of 8 full-time employees, volunteers will stop in for a few minutes at a time. They arrive, pick up or drop off educational materials and depart; generally no more than 4 volunteers per day. Most of the volunteers stay for 15 minutes or less. Periodically, the Environmental Volunteers have committee meetings, training programs and events. The typical attendance of the training programs is 10-20 participants. Some events will take place after 5 pm and on the weekends. The Conditional Use Permit for the Environmental Volunteers will specify the details of the operations (hours, number and frequency of events, etc.).

The Palo Alto Airport runway is approximately 1,100 feet away from the project site. It is operated by the County of Santa Clara and began operations in 1967. The Palo Alto Airport and Sea Scout Base (SSB) have coexisted for over 30 years without incident. The existing SSB, built in 1941, falls within the "Inner Safety Zone" for the Palo Alto Airport. The relocation of the existing building 4 feet to the northwest and raising the building 3.5 feet on a new foundation will shift the building a small degree closer to the runway, but remains within the "Inner Safety Zone." The modest adjustment to the building's location is not anticipated to have any more impacts than the existing condition.

The California Airport Land Use Planning Handbook (2002) provides a table, Basic Safety Compatibility Qualities (9B), which lists acceptable uses for the different safety zones around an airport. The proposed educational/training use fits within the allowable uses generally described that allow limited low-intensity non-residential uses which attract fewer people.

An earlier version of this project was reviewed by the Airport Land Use Commission (ALUC). That project proposed relocating the existing building 75 feet in the direction of the runway. The ALUC determined that this project was considered new construction, and that was prohibited within the Inner Safety Zone. The project that is currently proposed shifts the existing building, which is already in the Inner Safety Zone, only four feet, which the City finds to be a less than significant impact.

The planned educational facility use, and its intensity, is comparable with the historic Sea Scout use of the building. Although the building has not been utilized by the Sea Scouts since 2001, the re-established use of the building will not be disruptive to the surrounding recreational and airport use. The educational facility use is consistent with allowable uses for the zone district and Comprehensive Plan, and with the historic nature of the building.

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Mitigation Measures: None Required

J. MINERAL RESOURCES

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	1, 2				✓
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?	1, 2				✓

DISCUSSION:

The City of Palo Alto has been classified by the California Department of Conservation (DOC), Division of Mines and Geology (DMG) as a Mineral Resource Zone 1 (MRZ-1). This designation signifies that there are no aggregate resources in the area. The DMG has not classified the City for other resources. There is no indication in the 2010 Comprehensive Plan that there are locally or regionally valuable mineral resources within the City of Palo Alto.

Mitigation Measures: None Required

K. NOISE

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	1, 2			✓	
b) Exposure of persons to or generation of excessive ground borne vibrations or ground borne noise levels?	1, 2			✓	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	1, 2				✓
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	1, 2			✓	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, would the project expose people residing or working in the project area to excessive noise levels?	1, 2, 12, 16			✓	

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Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	1				✓
g) Cause the average 24 hour noise level (Ldn) to increase by 5.0 decibels (dB) or more in an existing residential area, even if the Ldn would remain below 60 dB?	1				✓
h) Cause the Ldn to increase by 3.0 dB or more in an existing residential area, thereby causing the Ldn in the area to exceed 60 dB?	1				✓
i) Cause an increase of 3.0 dB or more in an existing residential area where the Ldn currently exceeds 60 dB?	1				✓
j) Result in indoor noise levels for residential development to exceed an Ldn of 45 dB?	1				✓
k) Result in instantaneous noise levels of greater than 50 dB in bedrooms or 55 dB in other rooms in areas with an exterior Ldn of 60 dB or greater?	1				✓
l) Generate construction noise exceeding the daytime background Leq at sensitive receptors by 10 dBA or more?	1				✓

DISCUSSION:

The project site is located within a nature preserve, where there are no residential uses in the area and only limited commercial uses nearby. The project and related construction are not anticipated to have any affects on sensitive receptors. Construction activities will result in temporary increases in local ambient noise levels. Typical noise sources would include mechanical equipment associated with excavation, grading and construction, which will be short term in duration. Since the project site is located a sufficient distance from the airport, the project will not expose individuals working/visiting to EcoCenter to excessive noise levels from the airport. Standard approval conditions would require the project to comply with the City’s Noise Ordinance (PAMC Chapter 9.10), which restricts the timing and overall noise levels associated with construction activity. Short-term construction that complies with the Noise Ordinance would result in impacts that are expected to be less than significant.

Based upon the Palo Alto Airport Noise Exposure Map, the project site falls within the 55-60 decibel noise exposure contours. According to the Comprehensive Plan, the acceptable noise levels for an educational facility use fall within the range of 55-60 decibels. Therefore, the air traffic noise impacts on the occupants of the project site are expected to be less than significant.

Mitigation Measures: None Required

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L. POPULATION AND HOUSING

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	1				✓
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	1				✓
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	1				✓
d) Create a substantial imbalance between employed residents and jobs?	1				✓
e) Cumulatively exceed regional or local population projections?	1				✓

DISCUSSION:

The project is non-residential and utilizes an existing building with an already established infrastructure. There would be no impacts to the population and housing units in Palo Alto.

Mitigation Measures: None Required

M. PUBLIC SERVICES

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 public services:					
a) Fire protection?	1				✓
b) Police protection?	1				✓
c) Schools?	1				✓

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Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Parks?	1				✓
e) Other public facilities?	1				✓

DISCUSSION:

The project is non-residential and will not generate significant numbers of users. There will be approximately eight Environmental Volunteer employees who will work in the building on a regular basis. No additional service requirements would be generated by the project.

Mitigation Measures: None Required

N. RECREATION

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project 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?	1				✓
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	1			✓	

DISCUSSION:

The project would not generate a significant number of new users to cause deterioration of the existing nature preserve facilities. Use of the site by the Environmental Volunteers would not adversely affect the physical environment.

Mitigation Measures: None Required

O. TRANSPORTATION AND TRAFFIC

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is					

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Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	1				✓
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	1				✓
c) Result in change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	1, 7, 12, 13, 14, 15, 16, 18			✓	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	1, 7				✓
e) Result in inadequate emergency access?	1, 2-Map N8, 7				✓
f) Result in inadequate parking capacity?	1			✓	
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., pedestrian, transit & bicycle facilities)?	1, 7				✓
h) Cause a local (City of Palo Alto) intersection to deteriorate below Level of Service (LOS) D and cause an increase in the average stopped delay for the critical movements by four seconds or more and the critical volume/capacity ratio (V/C) value to increase by 0.01 or more?	1, 7				✓
i) Cause a local intersection already operating at LOS E or F to deteriorate in the average stopped delay for the critical movements by four seconds or more?	1, 7				✓
j) Cause a regional intersection to deteriorate from an LOS E or better to LOS F or cause critical movement delay at such an intersection already operating at LOS F to increase by four seconds or more and the critical V/C value to increase by 0.01 or more?	1, 7				✓
k) Cause a freeway segment to operate at LOS F or contribute traffic in excess of 1% of segment capacity to a freeway segment already operating at LOS F?	1, 7				✓
l) Cause any change in traffic that would increase the Traffic Infusion on Residential	1, 7				

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Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Environment (TIRE) index by 0.1 or more?					✓
m) Cause queuing impacts based on a comparative analysis between the design queue length and the available queue storage capacity? Queuing impacts include, but are not limited to, spillback queues at project access locations; queues at turn lanes at intersections that block through traffic; queues at lane drops; queues at one intersection that extend back to impact other intersections, and spillback queues on ramps.	1, 7				✓
n) Impede the development or function of planned pedestrian or bicycle facilities?	1, 7				✓
o) Impede the operation of a transit system as a result of congestion?	1, 7				✓
p) Create an operational safety hazard?	1, 7				✓

DISCUSSION:

The project would not result in a significant number of new trips to the Baylands. There will be eight regular staff working at the facility. When training events occur, the increased trips would not be significant. The project would not degrade the existing traffic and road conditions. For all events conducted, carpool reminders will be part of the event advertising/literature distribution. Bike parking will be provided on site as well. The Environmental Volunteers will coordinate with the park staff in scheduling events in order to maintain sufficient parking for all park and EcoCenter users.

Based on City code requirements, there will be sufficient parking for the staff and users of this facility. The project proposes three vehicle parking spaces adjacent to the building. In addition, the staff and visitors of the facility are allowed, as part of the City's lease agreement with the Environmental Volunteers, to park in the nearby parking lot that has 19 vehicle spaces. If needed, the City has also allowed the use of the larger parking lot near the Interpretive Center for spillover parking. Parking will not be allowed at the Duck Pond. The typical attendance for training events would range from 10-20 people.

Mitigation: None Required

P. UTILITIES AND SERVICE SYSTEMS

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	1, 7				✓

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Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	1, 7				✓
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	1, 7				✓
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	1, 7			✓	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	1, 7				✓
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	1			✓	
g) Comply with federal, state, and local statutes and regulations related to solid waste?	1				✓
h) Result in a substantial physical deterioration of a public facility due to increased use as a result of the project?	1				✓

DISCUSSION:

The proposed project would not significantly increase the demand on existing utilities and service systems, or use resources in a wasteful or inefficient manner. Standard conditions of approval require the applicant to submit calculations by a registered civil engineer to show that the on-site and off site water and sewer systems are capable of serving the needs of the development and adjacent properties during peak flow demands. Trash and recycling facilities are proposed in the project to accommodate the expected waste and recycling streams that would be generated by the expected uses within the building.

Mitigation Measures: None Required

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(Adopted August 20, 2008)

July 2, 2008

Q. MANDATORY FINDINGS OF SIGNIFICANCE

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	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, 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?	1, 2, 5			✓	
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)?	1, 5, 6, 7, 8				✓
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	1				✓

DISCUSSION:

As detailed in the Biological Resources section of this document, there are potential impacts to sensitive wildlife species. These impacts are mitigatable to reduce levels to less than significant. Please refer to the Biological Resources section of this document for details.

In the Baylands, there are no significant projects under review at this time. As part of the City’s lease agreement of the Sea Scout Base, the porta-potties at the Duck Pond are to be replaced by a proper permanent restroom facility; this minor project should take place in the near future (roughly within the next 2 years) and is not anticipated to result in any cumulative impacts in conjunction with the proposed project.

All future projects submitted to the City for review will undergo the required environmental review to determine project impacts as well as cumulative impacts.

Global Climate Change Impacts

Global climate change is the alteration of the Earth’s weather including its temperature, precipitation, and wind patterns. Global temperatures are affected by naturally occurring and anthropogenic generated atmospheric gases, such as carbon dioxide, methane, and nitrous oxide. These gases allow sunlight into the Earth’s atmosphere, but prevent radiative heat from escaping into outer space, which is known as the “greenhouse” effect. The world’s leading climate scientists have reached consensus that global climate change is underway and is very likely caused by humans. 20 Agencies at the international, national, state, and local levels are considering strategies to control emissions of gases that contribute to global warming. There is no comprehensive strategy that is being

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implemented on a global scale that addresses climate change; however, in California a multiagency “Climate Action Team”, has identified a range of strategies and the Air Resources Board, under Assembly Bill (AB) 32, has been designated to adopt the main plan for reducing California's GHG emissions by January 1, 2009, and regulations and other initiatives for reducing GHG emissions by January 1, 2011. AB 32 requires achievement by 2020 of a statewide greenhouse gas emissions limit equivalent to 1990 emissions, and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions.

By 2050, the state plans to reduce emissions to 80 percent below 1990 levels. While the state of California has established programs to reduce greenhouse gas emissions, there are no established standards for gauging the significance of greenhouse gas emissions. Neither CEQA nor the CEQA Guidelines provide any methodology for analysis of greenhouse gases. Given the “global” scope of global climate change, the challenge under CEQA is for a Lead Agency to translate the issue down to the level of a CEQA document for a specific project in a way that is meaningful to the decision making process. Under CEQA, the essential questions are whether a project creates or contributes to an environmental impact or is subject to impacts from the environment in which it would occur, and what mitigation measures are available to avoid or reduce impacts.

The project would generate greenhouse gases primarily through electricity generation/use and generation of vehicle trips. Efforts to reduce the project’s greenhouse gas emissions by reducing electricity demand and reducing vehicle trips and miles, therefore, should be implemented. The proposed project would conform to the City’s Comprehensive Plan and other policies to reduce vehicle trips and miles traveled, and encourage automobile-alternative modes of transportation (e.g., public transit, carpooling, and bicycling), as described in the Transportation section of this Initial Study.

Given the overwhelming scope of global climate change, it is not anticipated that a single development project would have an individually discernable effect on global climate change (e.g., that any increase in global temperature or rise in sea level could be attributed to the emissions resulting from one single development project). Rather, it is more appropriate to conclude that the greenhouse gas emissions generated by the proposed project would combine with emissions across the state, nation, and globe to cumulatively contribute to global climate change.

Declaring an impact significant or not implies some knowledge of incremental effects that is several years away, at best. To determine whether the proposed project would have a significant impact on global climate change is speculative, particularly given the fact that there are no existing numerical thresholds to determine an impact. However, in an effort to make a good faith effort at disclosing environmental impacts and to conform with the CEQA Guidelines [§16064(b)], it is the City’s position that, based on the nature and size of this rehabilitation project, its location within an established urban area served by existing infrastructure (rather than a greenfield site), the transit oriented nature of the project’s nominal percentage increase in greenhouse gas emissions and the measures included in the project to reduce vehicle use, the proposed project would not impede the state’s ability to reach the emission reduction limits/standards set forth by the State of California by Executive Order S-3-05 and AB 32. For these reasons, this project would not make a cumulatively considerable contribution to global climate change associated with greenhouse gas emissions.

The project includes green building components that will offset the project’s potential minor incremental contribution to global climate change. The project plans to achieve a Silver rating for Leadership in Energy and Environmental Design (LEED) Green Building Ratings. LEED standards are widely recognized benchmarks for the design, construction, and operation of energy efficient commercial and residential buildings.

July 2, 2008

SOURCE REFERENCES

1. Project Planner's knowledge of the site and the proposed project
2. *Palo Alto Comprehensive Plan*, 1998-2010
3. *Palo Alto Municipal Code, Title 18 – Zoning Ordinance*
4. Required compliance with the Uniform Building Code (UBC) Standards for Seismic Safety and Windload
5. *Environmental Volunteers EcoCenter Biological Assessment*, June 2008
6. *Geotechnical Investigation*, April 2007
7. Project Plans Titled "Environmental Volunteers", dated February 1, 2008
8. *Historic Structures Report*, March 9, 2007, Revised April 28, 2008
9. *City of Palo Alto Historic Inventory List*
10. Alquist-Priolo Earthquake Fault Zoning Map
11. Baylands Master Plan
12. Palo Alto Airport Master Plan Report, December 2006
13. Palo Alto Airport Survey Map, filename: AP042700.DWG
14. Letter from the County of Santa Clara - ALUC, Dated April 17, 2000
15. Letter from the County of Santa Clara - ALUC, Dated April 5, 2007
16. ALUC Staff Report and Draft Minutes From Meeting Date March 28, 2007
17. *Palo Alto Tree Technical Manual*, Municipal Code Chapter 8.10.030, June 2001
18. Departmental communication with the Real Estate Division
19. Project Description, prepared by the project sponsor
20. California Airport Land Use Planning Handbook (2002)

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DETERMINATION

On the basis of this initial evaluation:

<p>I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.</p>	
<p>I find 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 in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.</p>	
<p>I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.</p>	
<p>I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, 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.</p>	
<p>I find 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 EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.</p>	

Project Planner

Date

**Director of Planning and
Community Environment**

Date



City of Palo Alto
Department of Planning and Community Environment
California Environmental Quality Act
MITIGATED NEGATIVE DECLARATION

I. DESCRIPTION OF PROJECT

Date: July 2, 2008

Project Name: EcoCenter/Sea Scout Base

Application Nos.: 07PLN-00219

Address of Project: 2560 Embarcadero Road
Palo Alto, CA 94303

Applicant: Environmental Volunteers
Maryanne Welton, Project Manager
210 High Street
Palo Alto, CA 94301

Owner: City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

Project Location and Description:

Project Location

The project site is located in the most northern section of the City of Palo Alto, in the northern part of Santa Clara County, east of U.S. Highway 101. The project site is located within the Palo Alto Baylands Nature Preserve, on the southerly side of Embarcadero Road approximately 1,100 feet north of Embarcadero/Harbor Road intersection.

Project Description

The proposed project involves the relocation, rehabilitation and reuse of a vacant Category I historic building, the former Sea Scout Base. The building would be moved approximately 4 feet northwesterly of the existing location, away from the bay, in order to place the building on a new foundation, raising the building 3.5 feet and clearing the 100 year base flood elevation. This building is currently in an area subject to flooding due to high tides and has deteriorated significantly as a result. As part of the improvements to the existing 2,600 square foot building, an addition of approximately 261 square feet will be added onto the second floor mezzanine. The project also includes construction of a 3-stall parking lot with areas for a trash and

mechanical enclosures, removal of portions of an existing sandbag “seawall,” removal of a berm between the building and the road, rerouting of an existing trail, and landscape improvements.

Generally, the day-to-day operation of Environmental Volunteers’ office the will fall within the hours of 9 am to 5 pm. Aside from the regular staffing at the site, the approximate equivalent of 8 full-time employees, volunteers will stop in for a few minutes at a time. They arrive, pick up or drop off educational materials and depart; generally no more than 4 volunteers per day. Most of the volunteers stay for 15 minutes or less. Periodically, the Environmental Volunteers have committee meetings, training programs and events. The typical attendance of the training programs is 10-20 participants. Some events will take place after 5 pm and on the weekends. The Conditional Use Permit for the Environmental Volunteers will specify the details of the operations (hours, number and frequency of events, etc.)

II. DETERMINATION

In accordance with the City of Palo Alto’s procedures for compliance with the California Environmental Quality Act (CEQA), the City has conducted an Initial Study to determine whether the proposed project located on San Antonio Road and frontage roads from Alma Street to U.S. Highway 101 Interchange could have a significant effect on the environment. On the basis of that study, the City makes the following determination:

_____ The proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** is hereby adopted.

 X Although the project, as proposed, could have a significant effect on the environment, there will not be a significant effect on the environment in this case because mitigation measures for traffic impacts have been added to the project and, therefore, a **MITIGATED NEGATIVE DECLARATION** is hereby adopted.

The attached initial study incorporates all relevant information regarding the potential environmental effects of the project and confirms the determination that an EIR is not required for the project.

In addition, the following mitigation measures have been incorporated into the project:

Mitigation Measures

Protection of Nesting Birds

Biological Resources-1: To avoid or minimize impacts to nesting birds protected by the Migratory Bird Treaty Act, all tree and brush removal as well as outdoor construction should be scheduled to take place outside of the breeding season which occurs from February 1 to August 31 of any given year. If construction is unavoidable during the breeding season, a qualified biologist shall conduct the appropriate surveys to determine breeding activity. This includes a survey for common nesting birds no more than three days prior to the removal or trimming of any tree or brush and prior to the start of outdoor

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construction, an examination of burrows onsite to determine burrowing owl use, and a protocol survey for clapper rail breeding.

Biological Resources-2: If outdoor construction is necessary during the California clapper rail breeding season of February 1 to August 31, the USFWS Draft Survey Protocol for California clapper rail should be followed. This requires that a proposal of survey area and method first be provided to the USFWS for approval, and that construction be halted for two weeks prior to the start of the survey. The month-long survey must occur between January and April, requires the establishment of listening stations and should be done by an experienced California clapper rail observer. After the results of the survey are compiled and submitted to the USFWS, the USFWS will make a final decision whether construction can occur during the breeding season under federal rules.

Biological Resources-3: The burrowing owl nest survey shall follow DFG survey protocol. The survey shall include mapping and examination of all of the burrows on site to determine if there is sign of active use by burrowing owl. In addition, the site shall be visited on four separate days to observe burrow use. The visits must occur from two hours before sunset to one hour after sunset, or from one hour before sunrise to two hours after sunrise. The surveys shall be completed no more than 30 days prior to ground disturbing activity. If present, owls shall be excluded from the burrows prior to construction that removes the burrows, in coordination with the California Department of Fish and Game. The burrows shall be excavated by hand.

Biological Resources-4: If active nests of common birds are not present, project activities can take place as scheduled. However, if active nests or clapper rail breeding behavior is detected, CDFG should be contacted on how to proceed. Typically, a buffer will be established around the nest of common birds. CDFG usually accepts a 50-foot radius buffer around passerine and non-passerine nests, and up to a 250-foot radius for raptors. Work can continue once nesting is completed for the season. If clapper rail is determined to be breeding near the site, it is possible that CDFG will require a halt to construction until the non-breeding season in order to prevent impacts on this fully-protected species

Replacement of Saltmarsh Harvest Mouse Habitat (SMHM)

Biological Resources-5: An exclusion fence shall be installed around the project site as shown on Figure 4 below. The fence shall be designed and installed to prevent any SMHM in adjacent marshes from entering the work area during vegetation removal and outdoor construction. The areas outside of the exclusion fencing, except for existing roads, parking and other asphalt or concrete areas, shall be off-limits to construction activity and personnel at all times during project construction. The fence shall remain in place until all outdoor construction and landscaping work is completed, and then shall be removed by a qualified biologist approved by the USFWS. The proposed fence design is silt fence with 4 to 6-inch wide flashing at the base that is imbedded into the soil. Fence installation shall avoid pickleweed except in a portion of Area B shown on Figure 4, and shall be completed by a qualified biologist approved by the USFWS.

Biological Resources-6: Grindelia shall be planted outside of the exclusion fence on top of the remaining seawall in areas appropriate for its growth. The purpose is to provide additional upland refuge to SMHM and improve habitat conditions at this site. This shall be done in the fall once the exclusion fence is in place,

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shall be monitored for survival, and shall be maintained at a rate of 70 percent survival rate.

Biological Resources-7: After exclusion fencing is installed, the vegetation within the fence shall be removed by hand prior to construction and under the direction of a biological monitor, who will walk all areas of vegetation immediately prior to removal. Vegetation removal shall be done only with hand tools (trowel, hoe, rake, shovel). No motorized equipment, including weed whips, shall be used to remove the vegetation. All pickleweed will be salvaged, placed in flats, and tended in the nursery near the heron rookery; it is proposed that Save the Bay will do this work. If a mouse of any species is found to occur on the project site, construction shall halt pending consultation with the USFWS and CDFG. This is because it is not feasible to identify the mouse to species without handling it. Unless otherwise authorized, the mouse shall be left alone and allowed to move out of the area on its own. Vegetation shall not be removed when tides are high against the seawall. Construction can start after the vegetation has been removed if no mice are in the construction zone. Once construction is complete, the exclusion fencing shall be relocated so that it excludes mice from the revegetated areas until the revegetation no longer needs hand watering, weeding, or other activities that require people to walk through the pickleweed.

Biological Resources-8: A qualified biologist approved by the USFWS shall be present onsite to monitor for California clapper rails and SMHM during all outdoor work activities, including (but not limited to) exclusion fence installation, vegetation removal, grading, building moving, and landscaping. The biological monitor shall have the authority to stop work if deemed necessary to protect California clapper rail, SMHM or other state or federally protected species, and shall work directly with the project engineer and foreman. Prior to the start of work each day, the monitor shall thoroughly inspect the work area and adjacent habitat areas to determine if California clapper rail or SMHM is present in the area and shall remain onsite through out the day while work activities are occurring. If a California clapper rail or mouse of any species is observed in the work area, then work shall not occur until the rail or mouse leaves the work area on its own, and the USFWS and CDFG shall be notified immediately. The biological monitor onsite shall determine whether construction activities are remote enough from the animal that it will not be harmed or harassed. If the rail or mouse does not leave the construction zone, work shall not start again until after the USFWS and CDFG have provided guidance about how to proceed with construction activities.

Biological Resources-9: A final measurement of pickleweed removed shall be completed during the removal process. The current estimate of pickleweed loss is approximately 1,742 square feet (0.04 acre). Of the 1,742 square feet, 828 square feet is estimated to have 50 percent cover of pickleweed, 600 square feet is estimated to have 20% cover of pickleweed, and 312 square feet is estimated to have 5% cover of pickleweed. Therefore, an area of approximately 550 square feet (0.01 acre) of 100% cover of pickleweed will be lost. If this amount is found to be more than the estimate upon actual removal and the landscaping plan no longer meets the proposed replacement ratio of 1.5:1 (i.e. one and a half acre replaced for every acre removed), the project shall restore additional areas immediately surrounding the project by planting and maintaining pickleweed wetland habitat until the replacement ratio has been met and the pickleweed habitat is successfully established.

Biological Resources-10: Project construction shall occur outside of tide conditions that may force SMHM into the project site. These tide conditions result in little freeboard

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along the seawall. High tides occur twice daily, usually in the very early morning and the afternoon. The tides of concern are 8-ft tides, however, field conditions should be monitored prior to construction to determine the tides to avoid.

Biological Resources-11: A qualified biologist approved by USFWS shall conduct a tail-gate training session to all construction personnel regarding protected species and habitats in the construction area, the limitations on areas that can be accessed on foot or with equipment, and the legal consequences of take of protected species or habitat. The training shall be conducted whenever new personnel start work at the site. A sample training sheet is attached in Appendix C. Dogs shall be prohibited from the work site.

Biological Resources-12: Construction equipment and materials shall be staged in an already paved area near the project site.

Biological Resources-13: The project shall incorporate Best Management Practices (BMPs) as recommended or required by the State or Regional Water Quality Control Board and the City of Palo Alto to protect water quality. These BMPs shall include the following:

- a. a moratorium on grading during a rain event (SWRCB BMP 1-01);
- b. a requirement that erosion and sediment control measures be installed prior to unseasonable rain storms (SWRCB BMP 1-01); the exclusion fence for SMHM may provide erosion control, but if it does not, any additional erosion control measures shall be limited to the area inside the exclusion fence, and no erosion or sediment control measures shall be placed in vegetated areas.
- c. limiting the area of disturbed soil area to the amount of acreage that can be protected prior to a forecasted rain event and to the minimum amount needed to complete the project (SWRCB BMP 1-01);
- d. delineation and protection of environmentally sensitive areas to prevent construction impacts (SWRCB BMP 1-01);
- e. install fiber rolls as appropriate to control sediment and erosion (SWRCB BMP 1-03);
- f. material delivery and storage (SWRCB BMP 2-01);
- g. material use (SWRCB BMP 2-02);
- h. spill control (SWRCB BMP 2-03);
- i. litter control (SWRCB BMP 2-04);
- j. control of fuels and other hazardous materials (SWRCB BMP 2-05);
- k. management of temporary sewage facilities to prevent water quality impacts (SWRCB BMP 2-07);
- l. liquid waste management (SWRCB BMP 2-08);
- m. correct paving operations (SWRCB BMP-3-02);
- n. no vehicle cleaning onsite (SWRCB BMP 3-03);
- o. no vehicle fueling onsite (SWRCB BMP 3-04);
- p. preservation of existing vegetation whenever possible (SWRCB BMP 4-01).

Biological Resources-14: A landscaping/restoration plan shall be prepared. The plan shall include provisions for planting schedule, source material, planting densities, measures of success, and remedial measures. It is recommended that the landscaping/restoration be planted as soon as feasible after construction is complete, and that locally grown pickleweed be planted at the site. If not enough local pickleweed is available to cover the area in the first planting, subsequent planting is recommended as pickleweed becomes available. In

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addition, because the site will be re-opened to tidal action the planted pickleweed may naturally fill in. The site should be hand weeded periodically (at least once per season and prior to weed seed set), to eliminate non-native plant species, particularly invasive weeds. This should be done until the wetland is self-sustaining. The exclusion fencing for SMHM shall be moved after the initial construction so that it excludes SMHM from the areas that are being actively managed for landscaping until they are no longer actively managed (i.e., people need to walk in the pickleweed for weeding, watering, etc.).

Biological Resources-15: Additional grindelia shall be planted along the edge of the bay, replacing some of the pickleweed shown in the landscape plan, Figure 5.

Biological Resources-16: The pickleweed marsh restoration shall be monitored for five years. The monitoring report should be filed at the EcoCenter and will be available to any agency upon request. Monitoring should consist of:

- a. Identifying species present and percent cover of each species;
- b. Whether mitigation goals are being met;
- c. Whether weeding was necessary and was successfully completed; and
- d. Remedial measures necessary.

Biological Resources-17: Visitors shall be encouraged to remain on trails and not step on pickleweed habitat. An educational sign is recommended.

Protection of Significant Historic Resource

Cultural Resources 1: The project shall comply with the Secretary of the Interior's Standards and Guidelines for Rehabilitation.

Project Planner

Date

Director of Planning and Community Environment

Date
