PROJECT DESCRIPTION AND MONITORING PLAN FOR THE CUPID ROW CANAL VEGETATION/SEDIMENT REMOVAL FLOOD CONTROL MAINTENANCE PROJECT

SAN MATEO COUNTY, CALIFORNIA

Prepared for:

County of San Mateo Department of Public Works
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LSA Project No. SNM230

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January 13, 2003

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PROJECT DESCRIPTION

INTRODUCTION

This *Project Description and Monitoring Plan for the Cupid Row Canal Vegetation/Sediment Removal Project* proposes flood control maintenance and biological monitoring procedures for the removal of vegetation and sediment from Cupid Row Canal on the San Francisco International Airport's (SFO) West-of-Bayshore (WOB) property in San Mateo County, California. Figures 1 and 2 show the regional and project site locations, respectively. The purpose of the proposed project is to restore the canal to its original design flow capacity in order to prevent flooding of adjacent areas. This objective will be accomplished through removal of bottom sediments and associated wetland vegetation from Cupid Row Canal. Sediments and vegetation have filled the canal over the past four years and are currently impeding canal flows. If left unchecked, this condition could result in flooding of adjacent urban areas. In addition, removal of excess vegetation and sediment has the potential to substantially enhance the habitat conditions for protected species on the WOB property by increasing open water and removing accumulated thatch of emergent plants. The canal is known to support populations of two species protected under the federal Endangered Species Act: the endangered San Francisco garter snake (*Thamnophis sirtalis tetrataenia*; SFGS) and the threatened California red-legged frog (*Rana aurora draytonii*; CRLF).

Cupid Row Canal was successfully cleared of emergent vegetation and accumulated [illegible] the fall of 1998 while minimizing impacts to SFGS and CRLF. Based on the success of the construction monitoring procedures implemented during the dredging activities in 1998, and input from California Department of Fish and Game (CDFG) and U.S. Fish and Wildlife Service (USFWS) staff, the County of San Mateo (the County) proposes to implement the same procedures for the current [illegible] removal project. The County plans to conduct this project in the Summer/Fall of 2003.

EXISTING CONDITIONS

Cupid Row Canal is an approximately 4,400 foot-long unlined man-made drainage canal. Prior to 1941, drainage from Crystal Springs Channel crossed the saltwater flats in what is now known as the SFO WOB property through a series of meandering drainages. The current alignment of Cupid Row Canal was established and tide gates were added between 1941 and 1950 to provide a clear pathway to the Bay for stormwater runoff from Crystal Springs Channel. The canal modifications in the 1940s did not require a Corps permit. The canal was improved in 1970 under a cooperative funding agreement between the San Mateo County Flood Control District and the City and County of San Francisco to alleviate extensive flooding in the City of San Bruno. Cupid Row Canal extends from Huntington Avenue approximately 1,700 linear feet in an easterly direction; the canal then turns 90 degrees to the north and flows adjacent to US 101 for approximately 2,700 linear feet. The canal terminates where it enters an existing box culvert and crosses under San Bruno Avenue and converges with the Bel Aire culvert where it becomes known as North Channel. The dimensions of the canal vary slightly along its length but were designed as a typical fifteen-foot-wide, flat earthen bottom with associated earthen banks designed to

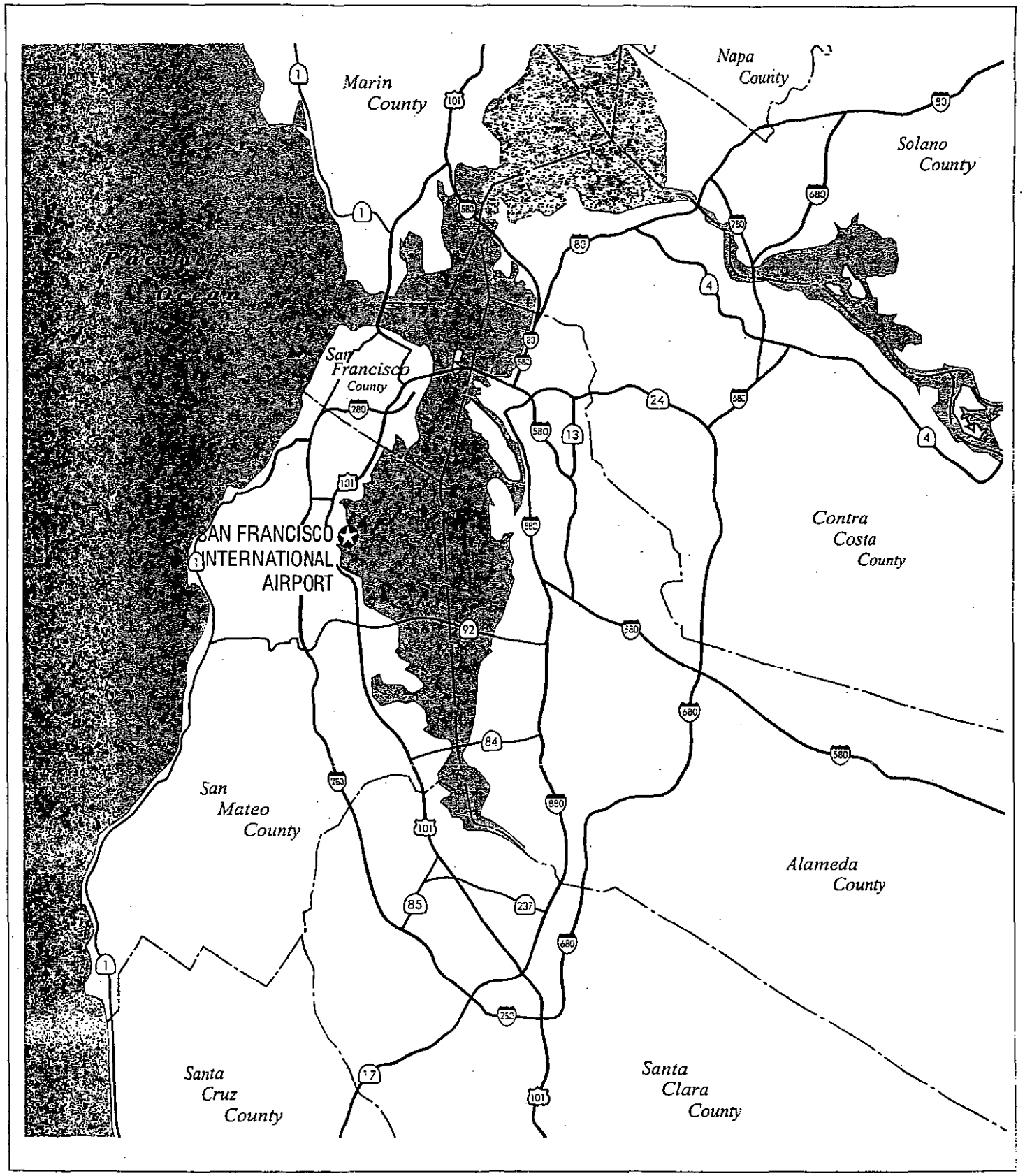

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FIGURE 1

Cupid Row Canal
West -of-Bayshore Property
San Francisco International Airport

Regional Location

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have approximately 2:1 slopes. An existing dirt access/maintenance road along the northern and western sides of the canal will be used to access the canal for removal and off-haul of vegetation and sediment.

A large portion of Cupid Row Canal contains emergent marsh vegetation consisting primarily of cattails (*Typha* sp.) and scattered patches of tules (*Scirpus* sp.). Vegetation on the canal banks generally consists of a mix of annual grasses and other non-native herbaceous species. Several patches of small willows (*Salix* sp.), Himalayan blackberry (*Rubus discolor*), and pampas grass (*Cortederia* sp.) are present along the banks of the canal.

Due to the presence of known populations of two federally-protected species in the immediate project vicinity, the construction procedures and biological monitoring program described below were developed to minimize impacts to SFGS and CRLF resulting from the proposed vegetation and sediment removal maintenance activities.

FLOOD CONTROL MAINTENANCE PROCEDURES AND BIOLOGICAL MONITORING PROGRAM

These procedures and the monitoring program are based on discussions with USFWS and CDFG staff, as well as the procedures and monitoring program that were implemented during the 1998 dredging activities. Detailed procedures for the vegetation/sediment removal and biological monitoring program are described below. If, after commencement of the project, one or more of the procedures detailed below need modification or adjustment, the agencies will be contacted to review and approve any proposed modification(s).

PROJECT SCHEDULE

- The project is currently scheduled to occur from August through October 15, 2003, unless otherwise approved by the agencies to continue later into the year.

BIOLOGICAL MONITORING PROGRAM

- Vegetation and sediment removal activities will require continuous and thorough monitoring by qualified biologists. Knowledgeable, experienced biologists (as described below) will be present during all canal maintenance activities on the WOB property to mitigate potential take of SFGS and CRLF and to minimize disturbance of habitat. Biological monitors will direct and inspect all vegetation and sediment removal activities. At least one monitor with a USFWS Section 10(a)(1)(A) permit for handling SFGS will be present, or available on an on-call basis by telephone, at all times during the flood control maintenance project. All biological monitors for the project will be approved by USFWS and/or CDFG prior to the commencement of work. In [illegible] by the USFWS to handle SFGS provided that the monitors receive training from a Section 10(a)(1)(A) permitted biologist in the proper handling of SFGS prior to project commencement. Specific biological monitoring duties are described in the following sections.

- A "chain of command" for field crews and other on-site personnel will be established prior to commencement of the project. The chain of command will establish biological monitors as the persons responsible for all biological aspects of the project within the WOB property. The specifics of project control will be established at a pre-construction meeting (described below) to be held prior to the commencement of work.

- Biological monitors working on the project will be equipped with two-way radios at all times and at least two cellular phones will be on-site during clearing and excavation activities. The communication equipment will ensure that all biological monitors are in close verbal contact in order to direct, as well as to halt or otherwise control vegetation/sediment removal activities as needed.

- If crews or any personnel are not complying with the provisions outlined in this document and/or conditions in any agreement with USFWS and/or CDFG, biological monitors will notify the on-site superintendent, who will stop all work. Said biological monitors will not be liable or otherwise held responsible for work delay and/or any additional costs of work which may be related to their directions regarding the work.

PRE-CONSTRUCTION MEETING AND PERSONNEL EDUCATION PROGRAM

- A pre-construction meeting will be held immediately prior to project commencement for all persons directly involved with project implementation. The conditions included in any agreement with USFWS and/or CDFG and procedures outlined in this plan will be reviewed and discussed. All personnel directly involved in project implementation will be provided a copy of any agreement documents. As part of the pre-construction meeting, a site visit will be held to address and clarify any outstanding issues pertaining to project implementation. Subsequent field meetings will be held as needed to properly implement any and all items described above.

- An education session will be conducted for all construction personnel and truck drivers regarding the sensitivity of the SFGS, CRLF, and their habitats, as well as the penalties for unauthorized take. The training will include visual materials on identification of these species, instructions on procedures to follow when encountering any snake or frog species in the work area, and all work restrictions within the WOB property. In addition, pocket photo-cards with photographs of SFGS and CRLF individuals will be distributed to all on-site personnel. The education session will also involve a snake identification program specifically for truck drivers that will be held in the field to assist them with the identification of snakes that could be encountered along access roads.

VEHICLE/EQUIPMENT PROCEDURES AND OPERATIONS

- Operation of all vehicles and equipment on the WOB property will be limited to the existing access roadway as depicted on the Vehicle Access Plan (see Figure 3). The Vehicle Access Plan shows all access points from residential streets and existing access roads. To minimize overall ground disturbance, access points closest to the vegetation/sediment removal activity will be used by all vehicles.

- [illegible] work, the access road (where haul trucks and the Gradall excavator will operate) will be manually cleared of all vegetation (using non-power hand tools only). In a total of three separate locations totalling approximately 600 linear feet, side slope vegetation has grown to a height which will impede the vision of the Gradall operator, as well as the biological monitor, to remove materials and communicate with hand signals. This overgrown vegetation consists primarily of small willows, blackberry thickets and pampas grass. This vegetation and any other which develops in the interim will be manually cleared to not less than three feet in height using non-power hand tools only. In addition, the 90 degree turns in the access road will be delineated with 3-foot orange plastic delineators on either side to establish defined corridors and prevent any off-road travel. The access road will be typically cleared 10 to 12 foot wide and widened an additional 5 to 10 feet in the vicinity of the pump station entry point to allow haul trucks to negotiate this area.

- Due to limited width of the existing access road along its length, and the fact that haul trucks will not have room to pass the excavator on the access road, haul trucks will back up along the access road to reach the point where excavation work is being conducted. Once trucks reach the work area, they will be loaded by the Gradall. Upon completion of loading, trucks will return using the same route used to enter the site. Because truck drivers will not have a clear view of the access road at all times while backing, a designated work crew member will walk behind each truck as it is backing to ensure no SFGS or CRLF are in its path.

- If precipitation precludes safe vehicle travel on the access road during project implementation, coarse aggregate rock may be placed on the roadway to improve access conditions. The placement of aggregate will be conducted under the direct oversight of the biological monitor(s).

- To maintain safety and limit any chance of take or habitat disturbance on the project site, a simple system of hand signals will be established for the monitors, truck drivers, equipment operators, and field personnel to use during vegetation and sediment removal activities.

- All contracts for trucking and hauling of excavated material will be established on a time and materials basis. This contract structure will eliminate a typical incentive for truck drivers to haul material as expeditiously as possible, allowing careful and unhurried removal of material from the project site.

- All vehicles travelling within the WOB property on existing roads will not exceed 10 miles per hour. No travel outside of existing access roads will be allowed, except at the five to ten foot widened area at the pump station access road entry gate.

- Vegetation and sediment removal activities will start at the terminal western end of the canal and move eastward along the east/west reach. For this portion of the work, trucks will access the site at SFO Gate I adjacent to the 4-H club, and SFO Gate N which is reached via the Airport Sub-station access road at the end of Angus Avenue. Canal clearing activities will continue in a northerly direction from the canal bend where trucks will access from SFO Gate N and SFO Gate M in the vicinity of the intersection of 7th Avenue and San Bruno Avenue.

VEGETATION AND SEDIMENT REMOVAL PROCEDURES

General Overview

- As described previously, Cupid Row Canal was originally designed to have a typical 15-foot-wide flat bottom at invert elevation. The canal clearing activities will involve the excavation of emergent vegetation and sediment from the canal bottom using a Gradall excavator (see Figure 4). the Gradall will move along the access road immediately adjacent to the canal, removing vegetation and sediment and placing excavated material directly into haul trucks. Haul trucks may simultaneously back up along the access roads to the point of excavation from more than one entry point. During excavation, a 1 to 3-foot band of existing vegetation and associated sediment will be left undisturbed on the opposite side of the canal to serve as escape cover for SFGS and/or CRLF during excavation activities. The canal clearing will result in the restoration of a 12 to 14-foot-wide flat bottomed channel with an approximate 2:1 side slope on the near side of the canal. Simple survey control will be used to re-establish the original design elevations and near-bank contours along the length of the canal. The excavated material will be hauled directly to an agency-approved upland site outside of agency jurisdiction.

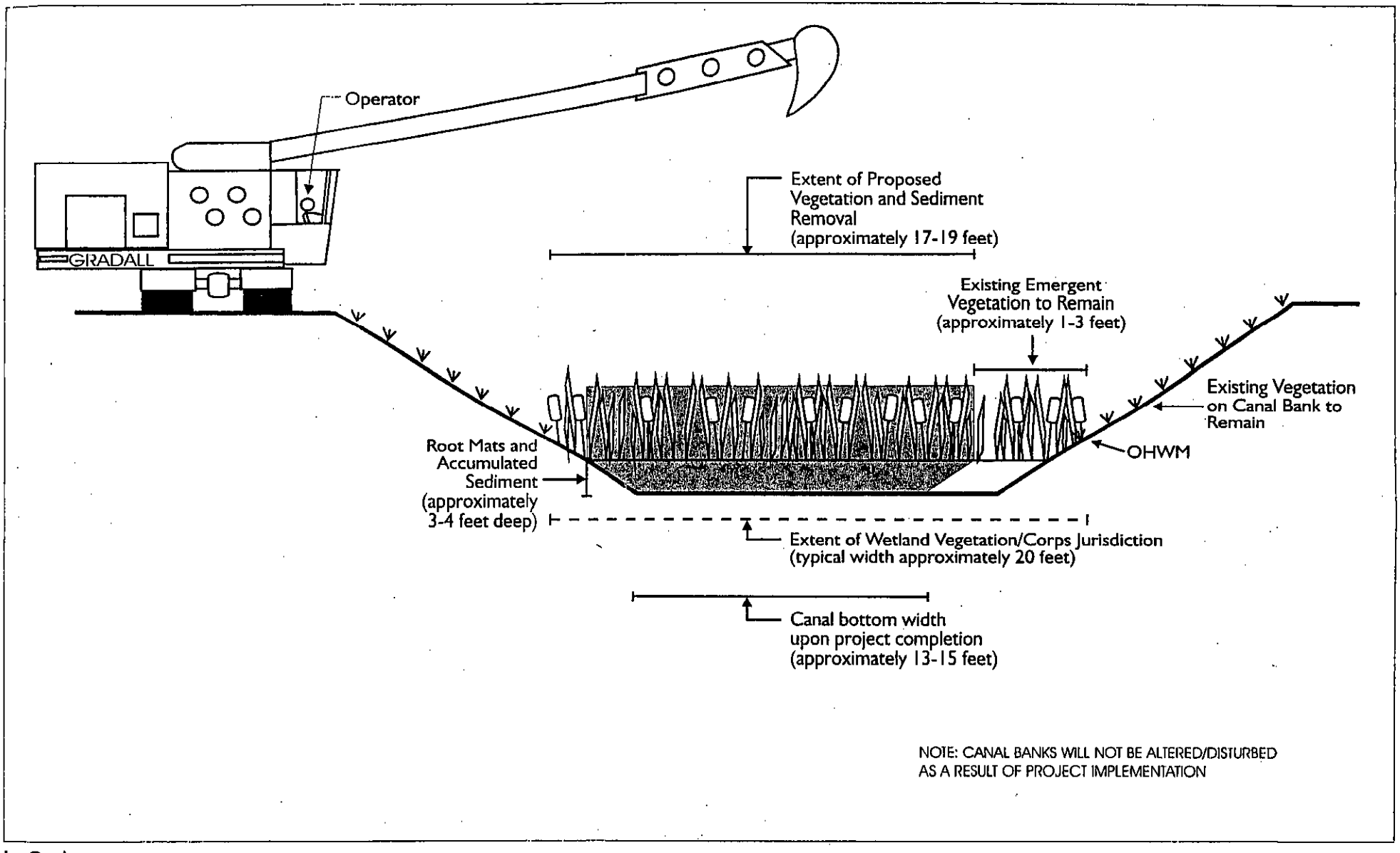
- The only mechanized equipment to be used for the vegetation and sediment removal is the specially modified Gradall XL 5200 excavator owned by SFO FOM. For the duration of this project, an agency-approved FOM employee will be the only operator permitted to operate the Gradall excavator.

- Prior to vegetation removal in the canal, a monitoring biologist will thoroughly survey the immediate area for the presence of SFGS and CRLF using a probing stick and/or bare hands. Once the monitor determines that the area is not occupied by SFGS, CRLF, or any other wildlife, the existing vegetation will be mechanically removed using the Gradall excavator under the close supervision of the biological monitor in the canal. Each bucket of vegetation that is removed will be thoroughly inspected by an additional biological monitor at the top of bank prior to placement in a haul truck. One final inspection for CRLF and SFGS will be conducted by a biological monitor in the haul unloaded. The sediment removal will occur immediately following the vegetation removal, under the direct supervision of the biological monitors.

RELOCATION AND HANDLING OF SFGS AND CRLF

- Immediately prior to project commencement, a SFGS trapping program will be implemented. Details of this program are described in Appendix A.

- All SFGS collected during the course of the trapping program will be transported to Coyote Point Museum, as approved by USFWS and CDFG. SFO presently has a verbal agreement with Coyote Point Museum to handle and care for SFGS collected during project implementation. SFO is currently in the process of negotiating a formal agreement with Coyote Point and, prior to project commencement, formal documentation including Letters of Agreement from Coyote Point Museum will be provided to USFWS and CDFG acknowledging the acceptance and care of collected SFGS individuals.



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Not to scale

FIGURE 4

Cupid Row Canal
West-of-Bayshore Property
San Francisco International Airport

Typical Cross-section
Vegetation/Sediment Removal Project

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- All SFGS collected during project implementation will be immediately transported to Coyote Point Museum.

- All CRLF collected during project implementation will be held on-site in an appropriate container and released upstream of the work area (*i.e.*, cleared channel) at the end of the day. The biological monitor will wet his/her hands with water before handling CRLF.

- Only the biological monitor(s) specifically authorized by USFWS to handle SFGS or CRLF will be allowed to handle, monitor in captivity, transport, and/or relocate animals.

- Any CRLF found in the material removed from the canal will be monitored in captivity for at least 24 hours before being released back onto the WOB property. Both USFWS and CDFG will be notified immediately if any SFGS or CRLF are injured or killed during the course of the project. All other incidental observations will be reported in the daily monitoring forms.

GENERAL PROVISIONS/RESTRICTIONS

- Daily field monitoring forms will be maintained by on-site biological monitors to adequately document project implementation. These monitoring forms will describe progress of the work, any difficulties encountered, observations of SFGS or CRLF, and any other pertinent information regarding project implementation. These forms will be submitted to the agencies for review on a weekly basis.

- All gates used for construction access to the WOB property will be locked during non-construction hours.

- Only the Gradall excavator may be left on-site overnight. No other equipment or vehicles are to remain on-site overnight.

- For the duration of this project, the Gradall will use a vegetable based equipment oil to prevent the incidental release of standard equipment oil onto the WOB property.

- All project related parking and staging will be located off of the WOB property. The only vehicles allowed on-site will be the Gradall excavator, haul trucks, and other necessary equipment maintenance vehicles.

- Smoking will not be permitted on the WOB property.

- All project related trash and debris will be removed from the site on a daily basis.

- Hard hats will be required at all times for all personnel when working on the project site.

- All vehicles entering the property must carry a functional fire extinguisher.

- All construction equipment will be maintained to prevent oil/fuel leaks.

- Refueling of equipment will be conducted using care not to spill any fuel on the WOB property. Containment tarps will be set up under the equipment and maintenance vehicles prior to each refueling to catch any spillage. Maintenance vehicles within the WOB property will also be parked on a tarp. Steps will be taken to ensure that all fluids will be contained and disposed of off-site.

- Biological monitors will check for any reptiles or amphibians under vehicles and equipment parked for more than half an hour.

- All bullfrogs (*Rana catesbiana*) collected during project implementation will be dispatched by a biological monitor in possession of a valid State of California fishing license.

- No pesticides or burrow fumigants may be used on or adjacent to the WOB property.

- No stockpiling of material will be allowed on site. All excavated material must be hauled off-site and disposed of properly.

- SFO will provide to CDFG and USFWS a post-maintenance compliance report within 30 days of completing the project.

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USFWS. 1996. Formal Consultation on the San Francisco International Airport Master Plan, San Mateo County, California. #1-1-96-F-147. Sacramento Field Office. Biological Opinion.

APPENDIX A

SFGS TRAPPING PROGRAM

- Trapping of Cupid Row Canal for SFGS will begin prior to the planned commencement of [illegible] removal activities. Traplines will be placed on the banks of the canal depending on site specific habitat conditions; both standard and array type traplines may be used. Array type traplines will be used in some areas. Traplines will be installed following accepted methodology approved by USFWS and CDFG.

- The specific type and design of traps to be used will be approved by USFWS and CDFG prior to commencement of the trapping program. Each trap will be shaded with an elevated sun-shade trap cover.

- Due to the presence of CRLF in the immediate trapping area, precautions to prevent injury or mortality to this species will be taken. Each trap will be equipped with a water source such as a thick wet sponge with a depression, a wet cloth, or a water dish. Traps will be checked twice daily, once in the early morning and once in the late afternoon. Each [illegible] the sponge or cloth will be rewetted or water dish filled, if needed.

- Each time the traps are checked, a survey data form will be completed. The survey data form will include information on the animals captured in the traps (*e.g.*, sex, measurements, marks, etc.), weather conditions, and locations of any incidental observations of SFGS and CRLF activity. Larsen (1994) marked 192 SFGS on WOB during surveys conducted in 1990 and 1991. SFGS were marked in these surveys by clipping the edge of a specific ventral(s) anterior to the anal scale with small scissors. All SFGS captured during the trapping effort will be carefully inspected for these marks. If any old marks are found, their sequence (*i.e.*, right 4, left 3, etc.) will be compared to sequences used by Larsen (1994) to potentially gather life history information on longevity, home range, and growth.

- All SFGS captured will be transported to Coyote Point Museum or other agency-approved facility. Each SFGS will be kept separate during captivity to reduce the potential for spread of disease and parasites.

- All healthy SFGS will be released at the approximate point of capture when the project is completed. Only Section 10(a)(1)(A) permitted biologist(s) or those persons specifically named in the Biological Opinion who have had training under a Section [illegible] will assist with the monitoring of traplines and handling of SFGS.

MITIGATED NEGATIVE DECLARATION

San Mateo County
Environmental Coordination and Review

Pursuant to Section 21000 et. seq. of the Public Resources Code and San Mateo County Environmental Impact Review Guidelines and Procedures, a Negative Declaration is hereby granted for the following project.

1. **Project Name:** Cupid Row Canal Vegetation/Sediment Removal Project

2. **Location and Description:** The proposed project is located on San Francisco Interntional Airport's West of Bayshore property, adjacent to U.S. Highway 101 in northeastern San Mateo County, Calfiornia. APN #092-020-150 and APN #092-020-080.

   The San Mateo County Department of Public Works proposes to remove vegetation and accumulated sediment from Cupid Row Canal as part of on-going canal flood control maintenance activities. The purpose of the proposed project is to restore the canal to its original design flow capacity in order to prevent flooding of adjacent areas. This objective will be accomplished through removal of [illegible] and associated wetland vegetation from the canal.

3. **Project Sponsor:** San Mateo County Department of Public Works

4. **Finding:**

Based on the attached Initial Study and without a public hearing, it is my judgement that:

☐ The project will not have a significant effect on the environment.

X The significant effects of the project noted in the Initial Study attached have been mitigated by modifications to the project so [illegible] the potential adverse effects are reduced to a point where no significant effects would occur.

Environmental Coordinator

Date: JUNE 12, 2003

Based on the attached Initial Study and the testimony received at a duly noticed public hearing, a Negative Declaration is granted.

Chairperson, Board of Supervisors

Date: _____

5. **Mitigation Measures:**

☐ No potential adverse impacts were identified, therefore, no mitigation measures are required.

X Please refer

☐ The potential adverse impacts have been found to be mitigable as noted under the following factors in the

(List Initial Study Sections and Mitigation/Monitoring)

All of the mitigation measures for the above effects have been incorporated into the project and are embodied in conditions of approval recommended by the San Mateo County Department of Public Works.

Other conditions of approval in support of these measures may also be advanced.

6. **Preparation:**

This Negative Declaration was prepared by the San Mateo County Department of Public Works. Copies may be obtained at the address listed below.

Robert Frame, Senior Engineer
San Mateo County Department of Public Works
555 County Center, 5th Floor
Redwood City, CA 94063
(650) 363-4100

INITIAL STUDY
CUPID ROW CANAL VEGETATION/SEDIMENT REMOVAL PROJECT
Flood Control Maintenance on the West of Bayshore Property

I. BACKGROUND

A. Project Sponsor's Name and Address: San Mateo County
555 County Center
Redwood City, CA 94063

B. Lead Agency Name and Address: San Mateo County Department of Public Works
555 County Center, 5th Floor
Redwood City, CA 94063-1665

C. Contact Person and Phone Number: Robert Frame
Senior Engineer
(650) 363-4100

II. PROJECT DESCRIPTION

A. Project Title: Cupid Row Canal [illegible]

B. Type of Application(s): Flood Control Maintenance on the West of Bayshore Property

C. Project Location: The project site is located on San Francisco International Airport's (SFO) West of Bayshore (WOB) property in northeastern San Mateo County, California. Cupid Row Canal is located partially in the un-sectioned portion of Township 3 South, Range 5 West of the San Francisco South 7.5 minute USGS quadrangle, as well as partially in the un-sectioned portion of Township 4 South, Range 5 West of the Montara Mountain quadrangle. Figures 1 and 2 illustrate the regional location and project site location, respectively.
APN #092-020-150
APN #092-020-080

D. General Plan Designation: The project site is located within an Urban Community/ Special Urban Area as designated by the San Mateo County General Plan (1986). Special Urban Unincorporated Areas are urban areas, which are devoted primarily, but not necessarily or exclusively, to non-residential or special uses. The project site lies within the San Francisco International Airport Special Urban Area. Land uses allowed in this area include air transportation and related terminal transfer, maintenance and landing area facilities. Land use objectives for the San Francisco International Airport area are to "maintain current uses and to allow redevelopment and expansion if compatible with adjacent land uses and other General Plan policies."

E. Zoning: The proposed project site is located in the Light Industrial (M-1) zoning district. According to Section 6276.1 of the San Mateo County Zoning Ordinance (1999), the purposes of the Light Industrial District are to: provide industrial areas intended primarily for the location of manufacturing land uses that do not create more than moderate impact on the surrounding area and to accommodate a compatible mix of trades and services, transportation, communication, [illegible] and institutional land uses. The Cupid Row Channel is a

public utility maintained for the purpose of flood control; it is not in conflict with the M-1 zoning designation.

F. Description of Project: The San Mateo County Department of Public Works proposes to remove vegetation and accumulated sediment from Cupid Row Canal as part of on-going canal flood control maintenance activities. The purpose of the proposed project is to restore the canal to its original design flow capacity in order to prevent flooding of adjacent areas. This objective will be accomplished through removal of bottom sediments and associated wetland vegetation from the canal. Cupid Row Canal was successfully cleared of emergent vegetation and accumulated sediment in the fall of 1998. The sediment and vegetation have filled the canal over the past four years and are currently impeding canal flows. If left unchecked, this condition could result in flooding adjacent urban areas. For example, as a result of accumulated sediment and vegetation, flows from the early November 2002 rain event overtopped the canal banks and flooded the adjacent 4H garden. In addition, removal of excess vegetation and sediment has the potential to substantially enhance the habitat conditions for protected species on the WOB property by increasing open water and removing accumulated thatch of emergent plants. The canal is known to support populations of two species protected under the federal Endangered Species Act: the endangered San Francisco garter snake (*Thamnophis sirtalis tetrateaenia*; SFGS) and the threatened California red-legged frog (*Rana aurora draytonii*; CRLF). The attached *Project Description and Monitoring Plan for the Cupid Row Canal Vegetation/Sediment Removal Flood Control Maintenance Project* (January 2003) (Monitoring Plan), prepared by LSA Associates, describes flood control maintenance in more detail, as well as biological monitoring procedures for the project.

Cupid Row Canal is an approximately 4,400-foot long unlined, man-made drainage canal. Prior to 1941, drainage from Crystal Springs Channel crossed the saltwater flats in what is now known as the SFO WOB property through a series of meandering drainages. The current alignment of Cupid Row Canal was established and tide gates were added between 1941 and 1950 to provide a clear pathway to the Bay for stormwater runoff from Crystal Springs Channel. The canal modifications in the 1940s did not require a U.S. Army Corps of Engineers (Corps) permit. The canal was improved in 1970 under a cooperative [illegible] agreement between the San Mateo County Flood Control District and the City and County of San Francisco to alleviate extensive flooding in the City of San Bruno. Cupid Row Canal extends from Huntington Avenue approximately 1,700 linear feet in an easterly direction; the canal then turns 90 degrees to the north and flows adjacent to U.S. Highway 101 for approximately 2,700 linear feet. The canal terminates where it enters an existing box culvert and crosses under San Bruno Avenue and converges with the Bel Aire culvert where it becomes known as North Channel. The dimensions of the canal vary slightly along its length but were designed as typical fifteen-foot-wide, flat earthen bottom with associated earthen banks designed to have approximately 2:1 slopes.

A large portion of Cupid Row Canal contains emergent marsh vegetation consisting primarily of cattails (*Typha* sp.) and scattered patches of tules (*Scirpus* sp.). Vegetation on the canal banks generally consists of a mix of annual grasses and other non-native herbaceous species. Several patches of

small willows (*Salix* sp.), Himalayan blackberry (*Rubus discolor*) and pampas grass (*Cortederia* sp.) are present along the banks of the canal.

The project will involve the excavation of approximately 4,400 linear feet of Cupid Row Canal, which includes tidal and non-tidal portions of the canal using a Gradall excavator. Specifically, the Gradall will move along the access road immediately adjacent to the canal, removing vegetation and sediment and placing excavated material directly into haul trucks. Haul trucks may simultaneously back up along the access roads to the point of excavation from more than one entry point (Figure 3). During excavation, a 1 to 3-foot band of existing vegetation and associated sediment will be left undisturbed on the opposite side of the canal to serve as escape cover for SFGS and/or CRLF during excavation activities. The average width of channel excavation will be approximately 17 to 19 feet (measured at Ordinary High Water Mark [OHWM] elevation). The canal clearing will result in the restoration of a 12 to 14-foot-wide flat-bottomed channel with an approximate 2:1 side slope on the near side of the canal. Simple survey control will be used to re-establish the original design elevations and near-bank contours along the length of the canal. A cross-sectional view of the proposed work is shown in Figure 4.

The implementation of the project will result in the excavation of a total of approximately 1.9 acres of waters of the United States subject to the United States Army Corps of Engineers (Corps) jurisdiction. The total volume of accumulated sediment and associated vegetation expected to be excavated as a result of project implementation is approximately 12,000 cubic yards. The excavated material will be hauled directly to a Corps-approved upland site outside of Corps jurisdiction.

Cupid Row Canal was successfully cleared of emergent vegetation and accumulated sediment in the fall of 1998 while minimizing impacts to SFGS and CRLF. Based on the success of the construction monitoring procedures implemented during the dredging activities in 1998 and input from California Department of Fish and Game (CDFG) and U.S. Fish and Wildlife Service (USFWS) staff, the County of San Mateo (County) proposes to implement the same procedures for the current vegetation/sediment removal project. The County plans to conduct this project in the Summer/Fall of 2003.

III. CIRCULATION AND REVIEW

This Initial Study is being circulated to all agencies which have jurisdiction over the subject property or natural resources affected by the project to attest to the completeness and adequacy of the information contained in the Initial Study as it relates to the concerns which are germane to the agency's jurisdictional authority.

(The agencies listed in the section include County departments or divisions which have jurisdictional authority and/or oversight over the project, as well as State, Federal or other jurisdiction-by-law agencies which may use this document in executing their respective permit authority over the project.)

A. San Mateo County Agencies: San Mateo County Department of Public Works

Agency/Division: San Mateo County Department of Public Works
Program and Services Division

Name: Neil R. Cullen, Director of Public Works

The following signature of the agency reviewing officer attests to the completeness and adequacy of the information contained in the Initial Study as it relates to the concerns which are germane to the agency's jurisdictional authority.

Signature of Reviewing Officer

June 12, 2003
Date

B. Responsible Agencies: *(agencies whose approval is required and permits needed)*

- United States Army Corps of Engineers

C. Trustee Agencies: *(State agencies who have jurisdiction by law over natural resources affected by project)*

- California Department of Fish and Game
- Regional Water Quality Control Board

D. Other Jurisdiction-By-Law Agencies: *(other agencies which have permit authority over the project)*

- United States Fish and Wildlife Service

IV. EVALUATION OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Pursuant to Section 15063 of the State CEQA Guidelines, and the County EIR Guidelines, San Mateo County Department of Public Works (SMC DPW) will prepare an Initial Study for all projects not categorically exempt from the requirements of CEQA. The Initial Study evaluation is a preliminary analysis of a project, which provides the SMC DPW with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration. The points enumerated below describe the primary procedural steps undertaken by the SMC DPW in completing an Initial Study checklist evaluation and, in particular, the manner in which significant environmental effects of the project are made and recorded.

A. The determination of significant environmental effect is to be based on substantial evidence contained in the administrative record and the County's environmental data base consisting of factual information regarding environmental resources and environmental goals and policies relevant to San Mateo County. As a procedural device for reducing the size of the Initial Study document, relevant information sources cited and discussed in topical sections of the checklist evaluation are incorporated by reference into the checklist (e.g. general plans, zoning ordinances). Each of these information sources has been assigned a number which is shown in parenthesis following each topical question and which corresponds to a number on the data base source list provided herein as Attachment 1. See the sample question below. Other sources used or individuals contacted may also be cited in the discussion of topical issues where appropriate.

B. In general, a Negative Declaration shall be prepared for a project subject to CEQA when either the Initial Study demonstrates that there is no substantial evidence that the project may have one or more significant effects on the environment. A Negative Declaration shall also be prepared if the Initial Study identifies potentially significant effects, but revisions to the project made by or agreed to by the applicant prior to release of the Negative Declaration for public review would avoid or reduce such effects to a level of less than significance, and there is no substantial evidence before the Lead County Department that the project as revised will have a significant effect on the environment. A signature block is provided in Section VII of this Initial Study to verify that the project sponsor has agreed to incorporate mitigation measures into the project in conformance with this requirement.

C. All answers to the topical questions must take into account the whole of the 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. Significant unavoidable cumulative impacts shall be identified in Section VI of this Initial Study (Mandatory Findings of Significance).

D. A brief explanation shall be given for all answers except "Not Applicable" answers that are adequately supported by the information sources the Lead County Department cites in the parenthesis following each question. A "Not Applicable" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "Not Applicable" answer shall be discussed where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

E. "Less Than Significant Impact" is appropriate if an effect is found to be less than significant based on the project as proposed and without the incorporation of mitigation measures recommended in the Initial Study.

F. "Potentially Significant Unless Mitigated" applies where the incorporation of recommended mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The Lead County Department must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section V, "Earlier Analyses", may be cross-referenced).

G. "Significant Impact" is appropriate if an effect is significant or potentially significant, or if the Lead County Department lacks information to make a finding that the effect is less than significant. If there are one or more effects which have been determined to be significant and unavoidable, an EIR shall be required for the project.

V. ISSUES (and Supporting Information Sources):

1. LAND SUITABILITY AND GEOLOGY. *Would the proposal:*

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
a)	**Involve a unique landform or biological area such as beaches, sand dunes, marshes, tidelands, or San Francisco Bay? (source #(s): 5, 12)**	[ ]	[ ]	[X]	[ ]

The proposed project would involve the excavation of approximately 4,400 linear feet of Cupid Row Canal, which includes tidal and non-tidal portions of the canal. The canal is known to support populations of two species protected under the federal Endangered Species Act: the endangered SFGS and the threatened CRLF. However, removal of excess vegetation and sediment has the potential to substantially enhance the habitat conditions for protected species on the WOB property by increasing open water and removing accumulated thatch of emergent plants.

Cupid Row Canal was successfully cleared of emergent vegetation and accumulated sediment in the fall of 1998 while minimizing impacts to SFGS and CRL. The attached Monitoring Plan (LSA, 2003) describes proposed flood control maintenance activities, as well as biological monitoring procedures. The monitoring program is based on the success of the procedures implemented during the dredging activities in 1998 and has been developed with input from CDFG and USFWS staff to minimize potential impacts to SFGS and CRLF. Specifically, LSA has had discussions with Valary Bloom (USFWS) and Dave Johnston (CDFG) regarding the project, and has arranged a site visit with both agency representatives to further address potential impacts of the proposed project on special-status species. Compliance with the attached Monitoring Plan (LSA, 2003) and [illegible] of any additional [illegible] measures contained in the Biological Opinion to be issued by the USFWS would ensure the proposed maintenance activities would have no significant impact on SFGS or CRLF habitat.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
b)	**Involve construction on slopes of 15% or greater? (source #(s):)**	[ ]	[ ]	[ ]	[X]

The proposed project would not involve construction on slopes of 15% or greater. The proposed project location is an existing unlined, man-made drainage canal constructed to direct flow from the Crystal Springs Channel and to prevent flooding of adjacent areas. Project implementation involves the excavation of accumulated vegetation and sediment within the existing channel. An existing dirt access/maintenance road along the northern and western sides of the canal will be used to access the canal for removal and off-haul of vegetation and sediment

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
c)	**Be located in an area of soil instability (subsidence, landslide or severe erosion? (source #(s): 9, 11, 13)**	[ ]	[ ]	[X]	[ ]

The proposed project would be located in an area of soil instability. The proposed project location is an existing unlined, man-made drainage canal on the WOB property along U.S. Highway 101 in northeastern San Mateo County. Soils in the vicinity of the project area consist of Urban land-Orthents, reclaimed complex (0 to 2 percent slopes). Soils of this type occur in areas that were once part of San Francisco Bay and adjacent tidal flats. The properties and characteristics of these soils are highly variable because of the

difference in the kind and amount of fill material used. Some areas have a high water table (30 to 60 inches deep) due to fluctuating tides. Runoff is slow and the hazard of water erosion is low, however, these soils are susceptible to subsidence. To reduce the potential threat of soil instabilty to less than significant, all construction activities would be performed consistent with San Mateo County Watershed Protection Standards Best Management Practices (BMPs).

d)	**Be located on, or adjacent to a known earthquake fault? (source #(s): 13)**	**Significant Impact**	**Potentially Significant Unless Mitigated**	**Less Than Significant Impact**	**Not Applicable**
		[ ]	[ ]	[ ]	[X]

The proposed project would not be located on or adjacent to a known earthquake fault. According to the San Mateo County Planning Natural Hazards Map (1986), the proposed project is not located in a geotechnical hazard area.

e)	**Involve Class I or Class II Agricultural Soils and Class III Soils rated good or very good for artichokes or Brussels sprouts? (source #(s): 9)**	**Significant Impact**	**Potentially Significant Unless Mitigated**	**Less Than Significant Impact**	**Not Applicable**
		[ ]	[ ]	[ ]	[X]

The proposed project would not involve Class I or Class II Agricultural Soils or Class III Soils rated good or very good for artichokes or Brussels sprouts. ... . _ to the Soil Survey of the San Mateo County, Eastern Par, and San Francisco County, California (Soil Conservation Service, 1985), the proposed project is located on Urban land-Orthents, reclaimed complex (0 to 2 percent slopes). This soil is rated Class VIII and is used for residential, urban and recreational development.

f)	**Cause erosion or siltation? (source #(s): 9, 11)**	**Significant Impact**	**Potentially Significant Unless Mitigated**	**Less Than Significant Impact**	**Not Applicable**
		[ ]	[ ]	[X]	[ ]

The proposed project would not cause erosion or siltation. As outlined in the project description, the purpose of the proposed project is to remove vegetation and accumulated sediment from Cupid Row Canal as part of on-going flood control maintenance activities. Implementation of the proposed project would restore the canal to its original design flow capacity in order to prevent flooding of adjacent areas through removal of bottom sediments and associated wetland vegetation from the canal. Furthermore, runoff from soils in the project vicinity is slow and the hazard of water erosion is low. Proper erosion control would be maintained on all construction activities during project construction. All construction activities would be performed consistent with San Mateo County Watershed Protection Standards Best Management Practices (BMPs) as outlined in the project description.

g)	**Result in damage to soil capability or loss of agricultural land? (source #(s): 9)**	**Significant Impact**	**Potentially Significant Unless Mitigated**	**Less Than Significant Impact**	**Not Applicable**
		[ ]	[ ]	[ ]	[X]

The proposed project would not result in damage to soil capability or loss of agricultural land. Soils on the project site consist of Urban land-Orthents, reclaimed complex (0 to 2 percent slopes). These soils are not well-suited for agricultural use. The proposed project location is an existing unlined, man-made drainage

canal constructed to direct flow from the Crystal Springs Channel and to prevent flooding of adjacent areas. No agricultural use presently occurs on the site.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
h)	**Be located within a flood hazard area?** (source #(s): 13)	[ ]	[ ]	[X]	[ ]

The proposed project would not be located within a flood hazard area. According to the San Mateo County General Plan Natural Hazards map (1986), no natural hazards occur on the project site. However, the purpose of the proposed project is to remove vegetation and accumulated sediment from Cupid Row Canal as part of on-going flood control maintenance activities. Implementation of the proposed project would restore the canal to its original design flow capacity in order to prevent [illegible] of adjacent areas through removal of bottom sediments and associated wetland vegetation from the canal.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
i)	**Be located in an area where a high water table may adversely affect land use?** (source #(s): 9, 13)	[ ]	[ ]	[X]	[ ]

The proposed project would be located in an area where a high water table may adversely affect land use. As described in Section 1.c) above, soils in the vicinity of the project area consist of Urban land-Orthents, reclaimed complex (0 to 2 percent slopes). Some areas containing these soils have a high water table (30 to 60 inches deep) due to fluctuating tides. However, implementation of the proposed project would restore the canal to its original design flow capacity and prevent flooding of adjacent areas, thereby, reducing the negative [illegible] of the high water table on adjacent development.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
j)	**Affect a natural drainage channel or streambed or watercourse?** (source #(s):)	[ ]	[ ]	[ ]	[X]

The proposed project would not affect a natural drainage channel, streambed or watercourse. The proposed project location is an existing unlined, man-made drainage canal constructed to direct flow from the Crystal Springs Channel and to prevent flooding of adjacent areas. Project implementation involves the excavation of accumulated vegetation and sediment within the existing channel.

2. VEGETATION AND WILDLIFE. *Would the proposal:*

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
a)	**Affect federal or state listed rare or endangered species of plant life in the project area?** (source #(s): 5)	[ ]	[ ]	[ ]	[X]

The proposed project would not affect federal or state listed rare or endangered species of plant life in the project area. A large portion of Cupid Row Canal contains emergent marsh vegetation consisting primarily of cattails (*Typha* sp.) and scattered patches of tules (*Scirpus* sp.). Vegetation on the canal banks generally

consists of a mix of annual grasses and other non-native herbaceous species. Several patches of small willows (*Salix* sp.), Himalayan blackberry (*Rubus discolor*) and pampas grass (*Cortederia* sp.) are present along the banks of the canal. No federal or State listed rare or endangered species of plant life are known to occur in the project area.

b)	**Involve cutting of heritage or significant trees as defined in the County Heritage Tree and Significant Tree Ordinance? (source #(s): 8)**	Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
		[ ]	[ ]	[ ]	[X]

The proposed project would not involve the cutting of heritage or significant trees as defined in the County Heritage Tree and Significant Tree Ordinance. No tree cutting would be required for the proposed project.

c)	**Be adjacent to or include a habitat or food source, water source, nesting place or breeding place for a federal or state listed rare or endangered wildlife species? (source #(s): 5, 6)**	Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
		[ ]	[X]	[ ]	[ ]

The proposed project would be adjacent to or include a habitat or food source, water source, nesting place or breeding place for a federal or State listed rare or endangered wildlife species. The canal is known to support populations of two species protected under the federal Endangered Species Act: the endangered SFGS and the threatened CRLF. However, removal of excess vegetation and sediment has the potential to substantially enhance the habitat conditions for protected species on the WOB property by increasing open water and removing accumulated thatch of emergent plants.

Cupid Row Canal was successfully cleared of emergent vegetation and accumulated sediment in the fall of 1998 while minimizing impacts to SFGS and CRL. The attached Monitoring Plan (LSA, 2003) describes proposed flood control maintenance activities, as well as biological monitoring procedures. The monitoring program is based on the success of the procedures implemented during the dredging activities in 1998 and has been developed with input from CDFG and USFWS staff to minimize potential impacts to SFGS and CRLF. Specifically, LSA has had discussions with Valary Bloom (USFWS) and Dave Johnston (CDFG) regarding the project, and has arranged a site visit with both agency representatives to further address potential impacts of the proposed project on special-status species. Compliance with the attached Monitoring Plan (LSA, 2003) and implementation of any additional mitigation measures contained in the Biological Opinion to be issued by the USFWS would ensure the proposed maintenance activities would have no significant impact on SFGS or CRLF habitat.

d)	**Significantly affect fish, wildlife, reptiles, or plant life? (source #(s): 5, 6)**	Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
		[ ]	[ ]	[X]	[ ]

Based on the analysis of the proposed Cupid Row project, it is determined that project activities, in the absence of proper mitigation and monitoring measures, could adversely affect fish, wildlife, reptiles or plant life in the project vicinity. As described in Section 2.c) above, Cupid Row is known to support populations of both the endangered SFGS and the threatened CRLF, as well as Pacific tree frog (*Hyla regilia*), bull frog (*Rana catesbeiana*), mosquitofish (*Gambusia affinis*), and three-spined stickleback (*Gasterosteus aculeatus*). However, removal of excess vegetation and sediment has the potential to

substantially enhance the habitat conditions for protected species on the WOB property by increasing open water and removing accumulated thatch of emergent plants.

As outlined in Section 2.c) above, a Monitoring Plan (LSA, 2003) has been prepared for the Cupid Row vegetation/sediment removal project. Compliance with the attached Monitoring Plan (LSA, 2003) and implementation of any additional mitigation measures contained in the Biological Opinion to be issued by the USFWS would eliminate any potential negative effects to fish, wildlife, reptiles and plant life in the vicinity of the project site.

e)	**Be [illegible] or within 200 feet of a marine or wildlife reserve? (source #(s): 1, 2)**	Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
		[ ]	[ ]	[ ]	[X]

The proposed project would not be located inside or within 200 feet of a marine or a wildlife reserve. The proposed project is located on the West of Bayshore (WOB) property located along U.S. Highway 101, west of San Francisco International Airport.

f)	**Infringe on any sensitive habitats? (source #(s): 5, 12)**	Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
		[ ]	[ ]	[X]	[ ]

As described in Section 2.c) above, the proposed project, in the absence of proper mitigation and monitoring measures, could adversely affect sensitive habitat. However, removal of excess vegetation and sediment has the potential to substantially enhance the habitat conditions for protected species on the WOB property by increasing open water and removing accumulated thatch of emergent plants.

As outlined in Section 2.c) above, a Monitoring Plan (LSA, 2003) has been prepared for the Cupid Row vegetation/sediment removal project. Compliance with the attached Monitoring Plan (LSA, 2003) and implementation of any additional mitigation measures contained in the Biological Opinion to be issued by the USFWS would eliminate any potential negative effects to sensitive habitat in the vicinity of the project site.

g)	**Involve clearing land that is 5,000 sq. ft. or greater (1,000 sq. ft. within a County Scenic Corridor) that has slopes greater than 20% or that is in a sensitive habitat or buffer zone? (source #(s): 5, 12)**	Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
		[ ]	[ ]	[X]	[ ]

The proposed project would involve clearing land that is in a sensitive habitat. The proposed project location lies within an area designated by the San Mateo County General Plan (1986) as sensitive habitat for reptiles and amphibians. The proposed project would involve the excavation of approximately 4,400 linear feet of Cupid Row Canal, which includes tidal and non-tidal portions of the canal. The implementation of the project would result in the excavation of a total of approximately 1.9 acres (82,764 sq ft) of waters of the United States subject to the United States Army Corps of Engineers (Corps) jurisdiction. The total volume of accumulated sediment and associated vegetation expected to be excavated as a result of project implementation is approximately 12,000 cubic yards.

As described in Section 2.c) above, the proposed project, in the absence of proper mitigation and monitoring measures, could adversely affect sensitive habitat. However, removal of excess vegetation and sediment has the potential to substantially enhance the habitat conditions for protected species on the WOB property by increasing open water and removing accumulated thatch of emergent plants. A Monitoring Plan (LSA, 2003) has been prepared for the Cupid Row vegetation/sediment removal project. Compliance with the attached Monitoring Plan (LSA, 2003) and implementation of any additional mitigation measures contained in the Biological Opinion to be issued by the USFWS would eliminate any potential negative effects to sensitive habitat in the vicinity of the project site.

3. PHYSICAL RESOURCES. *Would the proposal:*

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
a)	**Result in the removal of a natural resource for commercial purposes (including rock, sand, gravel, oil, trees, minerals or topsoil? (source #(s):)**	[ ]	[ ]	[ ]	[X]

The proposed project would not result in the removal of a natural resource, such as rock or sand, for commercial purposes.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
b)	**Involve grading in excess of 150 cubic yards? (source #(s): 5, 6)**	[ ]	[ ]	[X]	[ ]

The proposed project would involve grading in excess of 150 cubic yards, however, proposed excavation activities would restore the canal to its original design flow capacity in order to prevent flooding of adjacent areas. The proposed project would involve the excavation of approximately 4,400 linear feet of Cupid Row Canal, which includes tidal and non-tidal portions of the canal. The implementation of the project would result in the excavation of a total of approximately 1.9 acres of waters of the United States subject to the Corps jurisdiction. The total volume of accumulated [illegible] and associated vegetation expected to be excavated as a result of project implementation is approximately 12,000 cubic yards. As described in the Corps permit application, all dredged material will be placed in an upland site and proper siltation controls will be used. Specifically, all dredge material will be disposed of at a Corps-approved upland disposal site outside of Corps jurisdiction.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
c)	**Involve lands currently protected under the Williamson Act (agricultural preserve) or an Open Space Easement? (source #(s):)**	[ ]	[ ]	[ ]	[X]

The proposed project would not involved lands currently protected under the Williamson Act (agricultural preserve) or an Open Space Easement. The proposed project is located on the WOB property currently owned by the San Francisco International Airport and used by SMC DPW for the [illegible]

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
d)	**Affect any existing or potential agricultural uses?** (source #(s):)	[ ]	[ ]	[ ]	[X]

The proposed project would not affect any existing or potential agricultural uses. The proposed project is located on the WOB property currently owned by the San Francisco International Airport and used by SMC DPW for the purpose of flood control.

4. AIR QUALITY, WATER QUALITY, SONIC.

Would the proposal:

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
a)	**Generate pollutants (hydrocarbon, thermal odor, dust or smoke particulates, radiation, etc.) that will violate existing standards of air quality on site or in the surrounding area?** (source #(s): 15)	[ ]	[ ]	[X]	[ ]

The proposed project would not generate pollutants that would violate existing standards of air quality on site or in the surrounding area, however, implementation of the proposed project could produce temporary air pollutant emissions. According to the Bay Area Air Quality Management District's (BAAQMD) CEQA guidelines (BAAQMD, 1999), construction-related emissions can cause substantial increases in localized concentrations of fine particulate matter (PM_{10}). Emissions can result from a variety of activities, including excavation, grading, demolition, vehicle travel on paved and unpaved surfaces, and vehicle and equipment exhaust. Construction emissions of PM_{10} can vary greatly depending on the level of activity, the specific operations taking place, the equipment being operated, local soils, weather conditions and other factors, however, BAAQMD has identified feasible control measures to significantly reduce PM_{10} emissions due to construction activities. Compliance with the attached control measures (Source #15, pp. 15) would ensure air pollutant emissions from construction activities would be considered less than significant.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
b)	**Involve the burning of any material, including brush, trees and construction materials?** (source #(s):)	[ ]	[ ]	[ ]	[X]

The proposed project would not involve the burning of any material, including brush, trees and construction materials.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
c)	**Be expected to result in the generation of noise levels in excess of those currently existing in the area, after construction?** (source #(s):)	[ ]	[ ]	[X]	[ ]

After construction, the proposed project would not be expected to result in the generation of noise levels in excess of those currently existing in the area.

d)	**Involve the application, use, or disposal of potentially hazardous materials, including pesticides, herbicides or other toxic substances, or radioactive materials? (source #(s): 5)**	Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
		[ ]	[ ]	[X]	[ ]

Implementation of the proposed project could result in the temporary discharge of potentially hazardous materials. Impacts associated with proposed maintenance activities might include fuel or oil leakage from the Gradall excavator and other heavy equipment used on the project site. The attached Monitoring Plan (LSA, 2003) contains the following General Provision/Restrictions:

- For the duration of the project, the Gradall will use a vegetable based equipment oil to prevent the incidental release of standard equipment oil onto the WOB property.
- All project related parking and staging will be located off of the WOB property. The only vehicles allowed on-site will be the Gradall excavator, haul trucks, and other necessary equipment maintenance vehicles.
- All construction equipment will be maintained to prevent oil/fuel leaks.
- Refueling of equipment will be conducted using care not to [illegible] any fuel on the WOB property. Containment tarps will be set up under the equipment and maintenance vehicles prior to each refueling to catch any spillage. Maintenance vehicles within the WOB property will also be parked on a tarp. Steps will be taken to ensure that all fluids will be contained and disposed of off-site.
- No pesticides or burrow fumigants would be used on or adjacent to the WOB property.

Compliance with the Monitoring Plan (LSA, 2003) and implementation of any additional mitigation measures contained in the Biological Opinion to be issued by the USFWS would reduce potential impacts related to the application, use, or disposal of potentially hazardous materials to less than significant.

e)	**Be subject to noise levels in excess of levels determined appropriate according to the County Noise Ordinance or other standard? (source #(s): 8, 10)**	Significant Impact	Potentially [illegible] Unless Mitigated	Less Than Significant Impact	Not Applicable
		[ ]	[ ]	[ ]	[X]

The proposed project would not be subject to noise levels in excess of levels determined appropriate according to the County Noise Ordinance or other standard.

f)	**Generate noise levels in excess of levels determined appropriate according to the County Noise Ordinance standard? (source #(s): 8, 10)**	Significant Impact	Potentially [illegible] Unless Mitigated	Less Than Significant Impact	Not Applicable
		[ ]	[ ]	[X]	[ ]

The proposed project would not generate noise levels in excess of levels determined appropriate according to the County Noise Ordinance (2002) standards, however maintenance activities could cause a temporary increase in ambient noise levels in the area around the project site. Under Section 4.88.360 of the San Mateo County Ordinance (2002), construction activities shall be exempted from the provisions of the County noise standard: "Noise sources associated with demolition, construction, repair, remodeling, or grading of any real property, provided said activities do not take place between the hours of 6:00 P.M. and 7:00 A.M weekdays, 5:00 P.M. and 9:00 A.M. on Saturdays or at any time on Sundays, Thanksgiving and Christmas.". Implementation of the proposed project would proceed in accordance with the guidelines set forth in the San Mateo County Municipal Code (2002). Construction of the proposed project would be

limited to the hours designated by the San Mateo County Noise Ordinance (2002) standard. These limitations would include the use of machinery, power tools, or hammering. The type of construction, site location, and noise-sensitivity of nearby land uses would determine hours of construction. Compliance with the San Mateo County Noise Ordinance (2002) standard would reduce impacts associated with project implementation to less than significant.

g)	**Generate polluted or increased surface water runoff or affect groundwater resources? (source #(s): 5, 11)**	**Significant Impact**	**Potentially Significant Unless Mitigated**	**Less Than Significant Impact**	**Not Applicable**
		[ ]	[ ]	[X]	[ ]

The proposed project would not generate polluted or increased surface water runoff or affect groundwater resources. As outlined in the project description, the purpose of the proposed project is to remove vegetation and accumulated sediment from Cupid Row Canal as part of on-going flood control maintenance activities. Implementation of the proposed project would restore the canal to its original design flow capacity in order to prevent flooding of adjacent areas through removal of bottom sediments and associated wetland vegetation from the canal. Furthermore, runoff from soils in the project vicinity is slow and the hazard of water erosion is low. However, proper erosion control would be maintained on all construction activities during project construction. All construction activities would be performed consistent with San Mateo County Watershed Protection Standards Best Management Practices (BMPs) as outlined in the project description. Furthermore, compliance with the attached Monitoring Plan (LSA, 2003) and implementation of any additional mitigation measures contained in the Biological Opinion to be issued by the USFWS would reduce potential impacts to surface and [illegible] resources to less than significant.

h)	**Require installation of a septic tank/leachfield sewage disposal system or require hookup to an existing collection system which is at or over capacity? (source #(s):)**	**Significant Impact**	**Potentially Significant Unless Mitigated**	**Less Than Significant Impact**	**Not Applicable**
		[ ]	[ ]	[ ]	[X]

The proposed project would not require installation of a septic tank/leachfield sewage disposal system or require hookup to an existing collection system that is at or over capacity.

5. TRANSPORTATION. *Would the proposal:*

a)	**Affect access to commercial establishments, schools, parks, etc.? (source #(s):)**	**Significant Impact**	**Potentially Significant Unless Mitigated**	**Less Than Significant Impact**	**Not Applicable**
		[ ]	[ ]	[ ]	[X]

The proposed project would not affect access to commercial establishments, schools or parks.

b)	**Cause noticeable increase in pedestrian traffic or a change in pedestrian patterns? (source #(s):)**	**Significant Impact**	**Potentially Significant Unless Mitigated**	**Less Than Significant Impact**	**Not Applicable**
		[ ]	[ ]	[ ]	[X]

The proposed project would cause neither an increase in pedestrian traffic nor change pedestrian patterns.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
c)	**Result in noticeable changes in vehicular traffic patterns or volumes (including bicycles)?** (source #(s): 5)	[ ]	[ ]	[X]	[ ]

The proposed project would not result in noticeable changes in vehicular traffic patterns or volumes, however, maintenance activities could cause a temporary increase in truck traffic in the area around the project site. As outlined in the project description, the project would involve the excavation of approximately 4,400 linear feet of Cupid Row Canal using a Gradall excavator. The Gradall would move along the access road immediately adjacent to the canal, removing vegetation and sediment and placing excavated material directly into haul trucks. Haul trucks may simultaneously back up along the access roads to the point of excavation from more than one entry point. Operation of all vehicles and equipment on the WOB property would be limited to the existing access roadway as depicted on the Vehicle Access Plan (Figure 3). The Vehicle Access Plan shows all access points from residential streets and existing access roads. To minimize overall ground disturbance, access points closest to the vegetation/sediment removal activity would be used by all vehicles.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
d)	**Involve the use of off-road vehicles of any kind (such as trail bikes)?** (source #(s): 5)	[ ]	[ ]	[ ]	[X]

The proposed project would not involve the use of off-road vehicles of any kind. As outlined in the project description, maintenance activities would require the use of a Gradall excavator and associated construction vehicles. These vehicles would access the project site using an existing access road and would be removed from the site upon completion of project construction.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
e)	**Result in increase traffic hazards?** (source #(s):)	[ ]	[ ]	[ ]	[X]

The proposed project would not result in increased traffic hazards.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
f)	**Provide for alternative transportation amenities such as bike racks?** (source #(s):)	[ ]	[ ]	[ ]	[X]

The proposed project does not provide for alternative transportation amenities.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
g)	**Generate traffic which will adversely affect the traffic carrying capacity of any roadway?** (source #(s):)	[ ]	[ ]	[ ]	[X]

The proposed project would not generate additional traffic, therefore it will have no impact on the traffic carrying capacity of any roadway.

6. **LAND USE AND GENERAL PLANS.** *Would the proposal:*

a) **Result in the congregating of more than 50 people on a regular basis?** (source #(s):)	**Significant Impact**	**Potentially Significant Unless Mitigated**	**Less Than Significant Impact**	**Not Applicable**
	[ ]	[ ]	[ ]	[X]

The proposed project would not result in the congregating of more than 50 people on a regular basis.

b) ***Result in the introduction of activities not currently found*** **community?** (source #(s):)	***Significant*** **Impact**	***Potentially*** **Significant Unless Mitigated**	***Less Than*** **Significant Impact**	***Not*** **Applicable**
	[ ]	[ ]	[ ]	[X]

The proposed project would not result in the introduction of activities not currently found in the community; it would maintain the present and future use of the site for flood control purposes. Implementation of the proposed project would restore the canal to its original design flow capacity in order to prevent flooding of adjacent areas through removal of sediments and associated wetland vegetation from the canal.

c) **Employ equipment, which could interfere with existing communication and/or defense systems?** (source #(s):)	**Significant Impact**	**Potentially Significant Unless Mitigated**	**Less Than Significant Impact**	**Not Applicable**
	[ ]	[ ]	[ ]	[X]

The proposed project would not employ equipment that could interfere with existing communication and/or defense systems.

d) **Result in any changes in land use, either on or off the project site?** (source #(s):)	**Significant Impact**	**Potentially Significant Unless Mitigated**	**Less Than Significant Impact**	**Not Applicable**
	[ ]	[ ]	[ ]	[X]

The proposed project would not result in any changes in land use, either on or off the project site. The proposed project location is an existing unlined, man-made drainage canal constructed to direct flow from the Crystal Springs Channel and to prevent flooding of adjacent areas. Project implementation involves the excavation of accumulated vegetation and sediment within the existing channel; it would maintain the present and future use of the site for flood control purposes.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
e)	**Serve to encourage off-site development of presently undeveloped areas or increase development intensity of already developed areas (examples include the introduction of new or expanded public utilities, new industry, commercial facilities, or recreation activities)?** (source #(s):)	[ ]	[ ]	[ ]	[X]

The proposed project would not serve to encourage off-site development of presently undeveloped areas or increase development intensity of already developed areas. Implementation of the proposed project would restore the canal to its original design flow capacity in order to prevent flooding of adjacent areas; it would not provide increased capacity for additional development.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
f)	**Adversely affect the capacity of any public facilities (streets, highways, freeways, public transit, schools, parks, police, fire, hospitals), public utilities (electrical, water and gas supply lines, sewage and storm drain discharge lines, sanitary landfills) or public works serving the site?** (source #(s):)	[ ]	[ ]	[ ]	[X]

The proposed project would not adversely affect the capacity of any public facilities, public utilities, or public works serving the site. Implementation of the proposed project would restore the canal to its original design flow capacity in order to prevent flooding of adjacent areas.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
g)	**Generate any demands that will cause a public facility or utility to reach or exceed its capacity?** (source #(s):)	[ ]	[ ]	[ ]	[X]

The proposed project would not generate demands that would cause a public facility or [illegible] to reach or exceed its capacity. Implementation of the proposed project would restore the canal to its original design flow capacity in order to prevent flooding of adjacent areas.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
h)	**Be adjacent to or within 500 feet of an existing or planned public facility?** (source #(s): 1, 2, 5)	[ ]	[ ]	[X]	[ ]

The proposed project location is an existing unlined, man-made drainage canal constructed to direct flow from the Crystal Springs Channel and to prevent flooding of adjacent areas. Project implementation involves the excavation of accumulated [illegible] within the existing channel.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
i)	**Create significant amounts of solid waste or litter?** (source #(s): 5, 6)	[ ]	[ ]	[X]	[ ]

The proposed project would create significant amounts of solid waste or litter. Implementation of the project would result in the excavation of a total of approximately 1.9 acres of waters of the United States. The total volume of accumulated sediment and associated vegetation expected to be excavated as a result of project implementation is approximately 12,000 cubic yards. As described in the Corps permit application, dredge material will be disposed of at an approved upland disposal site outside of agency jurisdiction. As described in the Monitoring Plan (LSA, 2003), all project-related trash and debris would be removed from the site on a daily basis. Compliance with the Monitoring Plan (LSA, 2003), the conditions of the Corps permit and any additional mitigation measures outlined in the Biological Opinion to be issued by the USFWS would reduce potential impacts associated with waste material to less than significant.

j) **Substantially increase fossil fuel consumption (electricity, oil, natural gas, coal, etc.)? (source #(s):)**	**Significant Impact**	**Potentially Significant Unless Mitigated**	**Less Than Significant Impact**	**Not Applicable**
	[ ]	[ ]	[ ]	[X]

The proposed project would not substantially increase fossil fuel consumption.

k) **Require an amendment to or exception from adopted general plans, specific plans, or community policies or goals? (source #(s): 7, 10)**	**Significant Impact**	**Potentially Significant Unless Mitigated**	**Less Than Significant Impact**	**Not Applicable**
	[ ]	[ ]	[ ]	[X]

The proposed project would not require an amendment to or exception from adopted general plans, specific plans or community policies and goals. The project site lies within the San Francisco International Airport Special Urban Area as designated by the San Mateo County General Plan (1986). Land use objectives for the San Francisco International Airport area are to "maintain current uses and to allow redevelopment and expansion if compatible with adjacent land uses and other General Plan policies." The proposed project would maintain the current and future use of the site for flood control. Implementation of the proposed project would help achieve Goal 15.45 Abatement of Flooding Hazards of the San Mateo County General Plan (1986). Goal 15.45 states, "Support measures for the abatement of flooding hazards, including but not limited to: (1) removal or relocation of development from flood hazard areas; (2) construction of impoundments or channel diversions provided that adequate mitigation of [illegible] impacts can be demonstrated; and (3) debris clearance and silt removal programs conducted in a manner so as not to disrupt existing riparian communities."

As outlined in the project description, Cupid Row Canal was successfully cleared of emergent vegetation and accumulated sediment in the fall of 1998 while minimizing impacts to SFGS and CRLF. Based on the success of the construction monitoring procedures implemented during the dredging activities in 1998 and input from California Department of Fish and Game (CDFG) and U.S. Fish and Wildlife Service (USFWS) staff, the County of San Mateo (County) proposes to implement the same [illegible] for the current vegetation/sediment removal project.

l) **Involve a change of zoning? (source #(s): 10)**	**Significant Impact**	**Potentially Significant Unless Mitigated**	**Less Than Significant Impact**	**Not Applicable**
	[ ]	[ ]	[ ]	[X]

The proposed project would not involve a change of zoning. The proposed project site is located in the Light Industrial (M-1) zoning district. According to Section 6276.1 of the San Mateo County [illegible] Ordinance (1999), the purposes of the Light Industrial District are to: provide industrial areas intended

primarily for the location of manufacturing land uses that do not create more than moderate impact on the surrounding area and to accommodate a compatible mix of trades and services, transportation, communication, utility and institutional land uses. The Cupid Row Channel is a public utility maintained for the purpose of flood control; it is not in conflict with the M-1 zoning designation.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
m)	**Require the relocation of people or businesses?** (source #(s):)	[ ]	[ ]	[ ]	[X]

The proposed project would not require the relocation of people or businesses.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
n)	**Reduce the supply of low-income housing?** (source #(s):)	[ ]	[ ]	[ ]	[X]

The proposed project would not reduce the supply of low-income housing.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
o)	**Result in possible interference with an emergency response plan or emergency evacuation plan?** (source #(s):)	[ ]	[ ]	[ ]	[X]

The proposed project would not result in possible interference with an emergency response plan or emergency evacuation plan.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
p)	**Result in creation of or exposure to a potential health hazard?** (source #(s):)	[ ]	[ ]	[ ]	[X]

The proposed project would not result in creation of or exposure to a potential health hazard. Implementation of the proposed project would restore the canal to its original design flow capacity in order to prevent flooding of adjacent areas.

7. AESTHETIC, CULTURAL AND HISTORIC. *Would the proposal:*

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
a)	**Be adjacent to a designated Scenic Highway or within a State or County Scenic Corridor?** (sources #(s): 1, 2, 7)	[ ]	[ ]	[ ]	[X]

The proposed project would not be located adjacent to a designated Scenic Highway or a State or County Scenic Corridor. The proposed project would be located adjacent to U.S. Highway 101 just west of the San Francisco International Airport. According to the San Mateo County General Plan (1986), U.S Highway 101 is not a designated Scenic Highway nor a State or County Scenic Corridor.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
b)	**Obstruct scenic views from existing residential areas, public lands, public water body, or roads?** (source #(s):)	[ ]	[ ]	[ ]	[X]

The proposed project would not obstruct scenic views from existing residential areas, public lands, public water body or roads. The proposed project location is an unlined, man-made drainage canal adjacent to U.S. Highway 101, just west of the San Francisco International Airport. Project implementation involves the excavation of accumulated vegetation and sediment within the existing channel; it will not obstruct scenic views from adjacent land uses.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
c)	**Involve the construction of buildings or structures in excess of three stories or 36 feet in height?** (source #(s):)	[ ]	[ ]	[ ]	[X]

The proposed project would not involve the construction of buildings or structures in excess of three stories or 36 feet in height.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
d)	**Directly or indirectly affect historical or archaeological resources on or near the site?** (source #(s): **14**)	[ ]	[X]	[ ]	[ ]

The proposed project would not directly or indirectly affect historical or archaeological resources on or near the site. A cultural resources study consisting of background research, an archival records search, and field survey was conducted for the proposed project site. No cultural resources were identified by the research or field survey.

There is a low potential for the presence of buried archaeological deposits at the proposed project location. If deposits of archaeological materials are encountered during project activities, all work within 50 feet of the discovery would be redirected and a qualified archaeologist contacted to evaluate the finds and make recommendations. Prehistoric materials may include flaked-stone tools (e.g. projectile points, knives, choppers) or obsidian, chert, or quartzite toolmaking debris; darkened soil (i.e. midden soil often containing heat affected rock, ash and charcoal, shellfish remains, and cultural materials); and stone milling equipment (e.g. mortars, pestles, handstones). Historical materials may include wood, stone, concrete, or adobe footings, walls and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics or other refuse. Project personnel would not collect or move any cultural material. Compliance with these measures would ensure that any potential impacts to cultural resources would be reduced to less than significant.

		Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	Not Applicable
e)	**Visually intrude into an area having natural scenic qualities?** (source #(s): **1, 2**)	[ ]	[ ]	[ ]	[X]

The proposed project would not visually intrude into an area having natural scenic qualities. The proposed project location is an existing unlined, man-made drainage canal adjacent to U.S. Highway 101, just west

of the San Francisco International Airport. Project implementation involves the excavation of accumulated vegetation and sediment within the existing channel.

VI. **MANDATORY FINDINGS OF SIGNIFICANCE.** Pursuant to Section 15065 of the State EIR Guidelines, a project shall be found to have a significant effect on the environment if any of the following are true: *(Please explain your answer after each question*

		Yes	No	Maybe
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	[ ]	[X]	[ ]

As described in Section V of this Initial Study, any potential environmental impacts from the proposed project would be mitigated to a level of insignificance.

		Yes	No	Maybe
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	[ ]	[X]	[ ]

As described in Section V of this Initial Study, any potential environmental impacts from the proposed project would be mitigated to a level of insignificance.

		Yes	No	Maybe
c)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	[ ]	[X]	[ ]

As described in Section V of this Initial Study, any potential environmental impacts from the proposed project would be mitigated to a level of insignificance.

		Yes	No	Maybe
d)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	[ ]	[X]	[ ]

As described in Section V of this Initial Study, any potential environmental impacts from the proposed project would be mitigated to a level of insignificance.

VII. **DETERMINATION:** Pursuant to Sections 15081 and 15070 of the State Guidelines, the forgoing Initial Study evaluation, and the entire administrative record for the project:

[ ] I find that the proposed project WILL NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

[X] 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 the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared.

[ ] I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Signature

JUNE 12, 2003
Date

LISA A. EVERS
Printed Name

For

ATTACHMENT 1: DOCUMENTS INCORPORATED BY REFERENCE

INITIAL STUDY
CUPID ROW CANAL VEGETATION/SEDIMENT REMOVAL PROJECT
Flood Control Maintenance on the West of Bayshore Property

The following is a list of relevant information sources which have been incorporated by reference into the foregoing Initial Study pursuant to Section 15150 of the State CEQA Guidelines. The number assigned to each information source corresponds to the number listed in parenthesis following the incorporating topical question of the Initial Study checklist. These documents are both a matter of public record and available for public inspection at the Hall of Justice & Records, 400 County Center, Redwood City, California, 94063. The information incorporated from these documents shall be considered to be set forth fully in the Initial Study.

1. Figure 1: *Cupid Row Canal, West of Bayshore Property, San Francisco International Airport* – Regional Location

2. Figure 2: *Cupid Row Canal, West of Bayshore Property, San Francisco International Airport* – Project Site Location

3. Figure 3: *Cupid Row Canal* – Vehicle Access Plan Vegetation/Sediment Removal Project, West of Bayshore Property, San Francisco International Airport

4. Figure 4: *Cupid Row Canal, West of Bayshore Property, San Francisco International Airport* – Typical Cross Section, Vegetation/Sediment Removal Project

5. *Project Description and Monitoring Plan for the Cupid Row Canal Vegetation/Sediment Removal Flood Control Maintenance Project.* LSA Associates, Inc.: Pt. Richmond, CA, January 13, 2003.

6. *Request for Authorization under Nationwide Permit 31 for Cupid Row Canal Vegetation/Sediment Removal Flood Control Project, San Francisco International Airport's West of Bayshore Property, San Mateo County, California.* LSA Associates, Inc., January 13, 2003.

7. San Mateo County General Plan, Department of Environmental Management – Planning and Building Division (1986)

8. San Mateo County Ordinance Code, Book Publishing Company, 2002 (accessed via the Internet on 1/15/03 at http://www.ordlink.com/codes/sanmateo/index.htm)

9. Soil Survey San Mateo County, Eastern Part, and San Francisco County, California, United States Department of Agriculture Soil Conservation Service, 1991.

10. San Mateo County Zoning Ordinance, Environmental Services Agency – Planning and Building Division (1999)

11. San Mateo County Watershed Protection Program Maintenance Standards, February 2001.

12. San Mateo County Sensitive Habitats Map

13. San Mateo County Planning Division Hazard Map

14. *A Cultural and Paleontological Resources Study of the Cupid Row Canal and North Channel.* LSA Associates, Inc.: Pt. Richmond, California, June 5, 2003.

15. Excerpt from: *Bay Area Air [illegible] Management District CEQA Guidelines: Assessing the Air Quality Impacts of Projects and Plans*. BAAQMD Planning and Research Division: San Francisco, CA, December 1999.