

MINUTE ITEM

This Calendar Item No. C14  
was approved as Minute Item  
No. 14 by the State Lands  
Commission by a vote of 2  
to 0 at its 1-22-79  
meeting.

CALENDAR ITEM  
C14.

8/79  
WP 1830  
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AMENDMENT OF LEASE PRC 1830.9  
(ADDITION OF DRAINAGE EASEMENT AND RIGHT OF WAY  
FOR EASTERLY BRIDGE APPROACH-DUMBARTON BRIDGE  
ALAMEDA COUNTY)

PRC 1830

APPLICANT: Department of Transportation

AREA, USE, TYPE AND LOCATION:  
Those lands in Alameda County described  
as:

1. Tide and submerged lands; 0.073 acre parcel in Newark Slough - Drainage Easement.
2. Any interest the State may have in those lands, lying northerly of Newark Slough, as needed for approach ramps per map R-71.39.

LAND USE: A drainage easement, portion of Newark Slough.

TERMS OF ORIGINAL LEASE:  
Period: Indefinite period, from November 28, 1956.

CONSIDERATION: As set forth by Section 101.5, Streets and Highways Code & the public use and benefit.

BASIS FOR CONSIDERATION:  
Chapter 1052, Statutes of 1969.

TERMS OF PROPOSED AMENDMENT:  
Period: Indefinite period from August 23, 1979.

Consideration: As set forth by Section 101.5, Streets and Highways Code. Public use and benefit. The Division of Highways is required to deposit an amount

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representing the value  
of the right-of-way in  
the General Fund for  
credit to the Resources  
Protection Account.

STATUTORY AND OTHER REFERENCES:

- A. P.R.C.: Div. 6, Parts 1 & 2.
- B. Cal. Adm. Code: Title 2, Div. 3.
- C. Streets and Highways Code: Section 101.5.

OTHER PERTINENT INFORMATION:

1. The Department of Transportation ("Transportation") operated a bridge under permit PRC 1830.9, issued for an indefinite period from November 28, 1956. This was replaced by a new, adjacent structure which the Commission approved in 1974 (Minute Item 41, November 21, 1974).
2. Transportation has recently submitted an application to the staff relative to the bridge approach ramps for the new structure. A drainage easement has been requested to handle water runoffs into Newark Slough (Parcel No. 8839, as shown on map R-71.39). The drainage will pass through a 16' open channel cut into said slough, and there is no construction anticipated therein.
3. Staff has conducted a title study of the new alignment of the Dumbarton Bridge from the Alameda County line to the Nimitz Freeway, Highway 17. A preliminary analysis indicates the possibility of Commission interest in other lands shown as map R-71.39 which are required for ramp approach purposes, but a conclusive determination has not been made as to Commission interests therein.

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4. Commission approval of Transportation's request will authorize written consent to utilize Parcel No. 8839 for a drainage easement, and such consent will permit highway uses of any other land in which the Commission has an interest, as such lands are shown on transportation map R-71.39.
5. The approval by the Commission for the new bridge, on November 21, 1974, included environmental findings based on Transportation's final EIR dated October 15, 1973; this EIR was certified on November 27, 1973 by James Moe, then the State Director of Public Works. Part of the findings concerned mitigation measures (Finding No. 3 of Minute Item 41). The project presently under consideration, the proposed approach ramps, is a mitigation measure. This new easterly approach will minimize the impact of increased traffic as related to Highway State Route 17.
6. A copy of the EIR summary is attached for informational purposes only. The environmental findings made in 1974 need no revision, and there is no necessity for the Commission to make any other environmental determination, except as discussed below.
7. Newark Slough is situated on State land identified as possessing significant environment values pursuant to P.R.C. 6370.1, and is classified in a use category, Class "A", which authorizes Restricted Use.

Staff has coordinated this project with those agencies and organizations who nominated the site as containing significant values. They have found this project to be compatible with their nomination.

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APPROVALS OBTAINED:

United States Corps of Engineers, San Francisco  
Bay Conservation and Development Commission  
and the United States Coast Guard.

FURTHER APPROVALS REQUIRED:

None.

EXHIBITS:

- A. 101.5 Plat.      B. Site Map.  
C. EIR Summary.

IT IS RECOMMENDED THAT THE COMMISSION:

1. FIND THAT ITS ACTION ON NOVEMBER 21, 1974 (MINUTE ITEM NO. 41) RELATIVE TO THE ENVIRONMENTAL IMPACTS OF THE BRIDGE PROJECT ADEQUATELY COVERS THE IMPACTS OF THIS PROJECT AND THAT ADDITIONAL ENVIRONMENTAL DOCUMENTATION IS NOT REQUIRED.
2. DETERMINE THAT THE USE APPLIED FOR IS COMPATIBLE WITH AND NOT ADVERSE TO THE ENVIRONMENTAL VALUES IN NEWARK SLOUGH.
3. AUTHORIZE THE RESERVATION TO THE DEPARTMENT OF TRANSPORTATION, PURSUANT TO SECTION 101.5 OF THE STREETS AND HIGHWAYS CODE, BY AMENDMENT TO PERMIT PRC 1830.9, OF THE RIGHT, TITLE, AND INTEREST OF THE STATE OF CALIFORNIA IN ALL TIDELANDS AND SUBMERGED LANDS WITHIN THE PARCEL OF LAND SHOWN AND DESCRIBED ON DEPARTMENT OF TRANSPORTATION MAP R-71.39 ON FILE IN THE OFFICE OF THE STATE LANDS COMMISSION AND BY REFERENCE MADE A PART HEREOF, AND APPROVE SAID MAP, THE SAME TO BE TRANSMITTED TO SAID DEPARTMENT.

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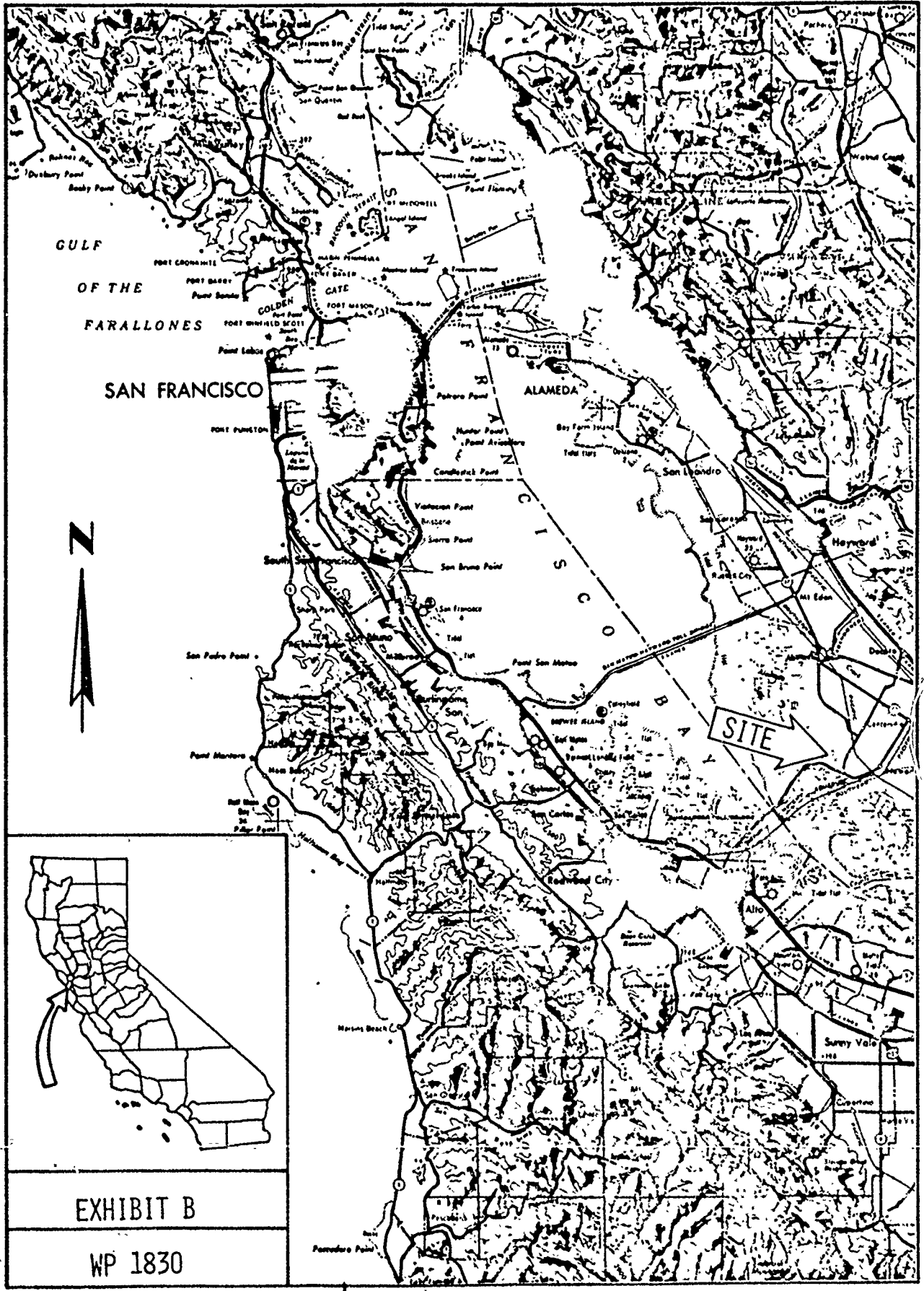


EXHIBIT B

WP 1830

## ENVIRONMENTAL IMPACT REPORT SUMMARY

I. Introduction

The following is a summary of an EIR submitted by the California Department of Transportation for the Dumbarton Bridge Replacement Project, Alameda and San Mateo Counties.

II. Project Description

The proposed project consists of the improvement of Route 84 between Route 17 in Alameda County and Route 101 in San Mateo County by replacing the existing two-lane, low level lift span bridge with a four-lane, high level bridge.

III. Environmental Setting

The portions of the proposed project that utilize lands under Commission jurisdiction will pass primarily through undeveloped Bay lands used predominantly for salt evaporation and open waters of San Francisco Bay. The existing roadway will be retained for use as a frontage road to serve the salt-making operations of Leslie Salt Co. and to provide public access to the Bay shoreline and wildlife refuge areas. A bicycle/pedestrian path will be constructed on one side of the frontage road.

IV. Significant Environmental Impacts

1. Change in transbay traffic patterns.
2. Short-term increases in turbidity of Bay during dredging operations.
3. Minor decline of air quality along the Dumbarton Corridor.
4. Increased noise levels.
5. Fill will result in the loss of fifty to sixty acres of salt ponds.
6. Increased rate of development both residential and industrial.
7. Loss of 76 acres of farmland.

V. Unavoidable Adverse Environmental Effects

1. Increased rate of traffic growth.
2. Temporary resuspension of sediments.
3. Decreased air quality.
4. Increased noise levels.
5. The adverse effects associated with the filling of the salt pond areas include the loss of salt pond habitat and marsh land with accompanying productivity. Turbidity occurring during construction will disturb bird species which use the area for feeding, nesting and resting.
6. Development of residential and industrial land in adjacent areas, and the loss of 76 acres of farmland are considered by many to be an adverse impact.

## VI. Mitigation Measures

1. To minimize the impact of increased traffic a new easterly connection to Route 17 will be constructed, and new and improved westerly connections to Route 101 will be made.
2. A clamshell dredge will be used to perform dredging in order to minimize particle suspension.
3. The contract for construction of the bridge will specify construction measures for the purpose of reducing the total amount of dredging.
4. All dredging and disposal of dredged material will be done in accordance with the policies of the San Francisco Bay Plan, the State Water Resources Control Board, the U. S. Coast Guard, and the U. S. Army Corps of Engineers.
5. Contractors who work on the construction of the bridge will be required to perform their work in a manner which will avoid damage to groundwater.
6. Indirectly air quality will be improved in that the new bridge will provide a shorter route for commuters.
7. The division of traffic should be a beneficial mitigation measure with respect to noise.
8. The adverse effects of filling the salt ponds can be mitigated by (a) restoration of tidal marshlands of at least equal acreage to that displaced by the project; (b) a channel should be constructed along the north edge of the new fill; and (c) as much of the new bridge as possible should be constructed on piling, especially at the shoreline.

## VII. Alternatives

1. Remove existing bridge - no replacement.
2. Repair and maintain existing bridge.
3. Repair existing bridge and construct new two-lane parallel bridge with lift span and bicycle path.
4. Construct new high level two-lane bridge with shoulders and bicycle path. Remove existing bridge.
5. Provide for future mass transit on new bridge.
6. Construct rail rapid transit crossing in lieu of new vehicular bridge.
7. Alternative locations: moving alignment north or south.
8. No action.
9. Incorporate proposed 230KV PG&E transbay transmission line on new bridge.

## VIII. Short-term v. Long-term

The existing use of the environment for this project is similar for both the short-term and in the long-term. The proposed project will replace an existing highway facility. The long-term productivity of the area's wildlife habitat would not be affected if mitigation measures are undertaken as described in Section VI.

## IX. Growth-Inducing Impact

The probable growth-inducing aspects of this project are twofold: (1) an increase in the rate of development of residential areas in the East Bay communities of Newark, Fremont, and Union City and (2) an increase in the rate of development of industrially zoned land in the West Bay communities of East Palo Alto and east Menlo Park. A new bridge would not change the type of development but may be expected to increase the rate of development as pressures are brought upon the cities to accelerate planning and subsequent development in the residential areas adjacent to the bridge approaches.



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2. The present Dumbarton Bridge is covered by State Lands Commission Lease PRC 1830.9, issued for an indefinite period from November 28, 1956. The Department of Transportation has applied to the State Lands Commission for an amendment to the lease in conjunction with the Dumbarton Bridge Replacement project.
3. An environmental impact report covering this project was prepared and circulated by the Toll Bridge Administration of the Department of Transportation in accordance with the requirements of the Environmental Quality Act of 1970, as amended, and the Resources Agency Guidelines. The Director of Transportation determined that the bridge replacement project would have a significant effect on the environment, that the adverse environmental impact had been considered and that the project, as proposed was so designed as to mitigate adverse environmental impact to the maximum extent possible. Based on all the data available, the Director of Transportation approved the project.
4. The environmental impact report prepared for this project was reviewed and certified by the San Francisco Bay Conservation and Development Commission.
5. Pursuant to current Commission regulations (2 Cal. Adm Code Section 2910), reservations of State lands for highway purposes under Streets and Highways Code Section 101.5 have been determined to be exempt from the provisions of CEQA, as amended, as ministerial projects.
6. The Division has been advised that a final plan for the bridge replacement project has not yet been approved; however, regardless of the final approved plan, the right-of-way needed across State lands will remain the same.

EXHIBITS:

- A. Right-of-Way Map.      B. Location Map.

IT IS RECOMMENDED THAT THE COMMISSION:

1. DETERMINE THAT ITS ACTION RELATING TO THIS PROJECT IS EXEMPT FROM THE PROVISIONS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT OF 1970, AS AMENDED, UNDER PRC 21080; 14 CAL. ADM. CODE 15073; AND 2 CAL. ADM. CODE 2910.
2. AUTHORIZE THE RESERVATION TO THE DEPARTMENT OF TRANSPORTATION, TOLL BRIDGE ADMINISTRATION, PURSUANT TO SECTION 101.5 OF THE STREETS AND HIGHWAYS CODE, BY AMENDMENT TO LEASE PRC 1830.9, OF THE RIGHT, TITLE AND INTEREST OF THE STATE OF CALIFORNIA IN ALL TIDELANDS AND SUBMERGED LANDS WITHIN THE PARCEL OF LAND SHOWN AND DESCRIBED ON DEPARTMENT OF TRANSPORTATION MAP R/M 6000-2 ON FILE IN THE OFFICE OF THE STATE LANDS COMMISSION AND BY REFERENCE MADE A PART HEREOF, AND APPROVE SAID MAP, AND THE SAME BE TRANSMITTED TO SAID DEPARTMENT.

U.S. GEOLOGICAL SURVEY  
 WATER RESOURCES DIVISION  
 BRIDGE AND TOWER DESIGN SECTION

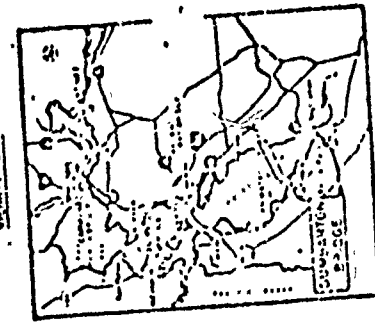
**FRANKLIN BAY**

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F R E E W O R D

S E N I C

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STATION	DATE	TIME	WIND	WAVE	SWELL	SEA	STATE
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