

MINUTE ITEM

This Calendar Item No. C15  
was approved as Minute Item  
No. 15 by the State Lands  
Commission by a vote of 3  
to 0 at its 4/24/80  
meeting.

CALENDAR ITEM  
C15.

4/80  
WP 1830  
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AMENDMENT OF PUBLIC AGENCY PERMIT NO. PRC  
1830.9 (RIGHT OF WAY, WESTERLY APPROACH,  
DUMBARTON BRIDGE, RAVENSWOOD SLOUGH,  
STATE ROUTE 84, SAN MATEO COUNTY)

APPLICANT: Department of Transportation  
1120 N Street  
Sacramento, California 95814

AREA, USE, TYPE AND LOCATION:  
14.14 acres, tide and submerged lands in  
Ravenswood Slough, San Mateo County.

LAND USE: Access road construction, and reconstruction  
and extension of tidal gates.

BACKGROUND SUMMARY

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.

PURPOSE: Bridge Construction.

TERMS OF FIRST AMENDMENT:

Period: Indefinite period from  
November 21, 1974.

CONSIDERATION:

As stated above.

PURPOSE: Bridge Relocation, to new site.

TERM OF SECOND AMENDMENT:

Period: Indefinite period from  
August 23, 1979.

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CONSIDERATION: As stated above.

PURPOSE: Drainage Easement, Newark Slough, Alameda County.

TERMS OF PROPOSED THIRD AMENDMENT:

Period: Indefinite period from April 24, 1980.

CONSIDERATION: As set forth above, the applicant is required to deposit an amount representing the value of the right-of-way in the General Fund for credit to the Resources Protection Account.

PURPOSE: For access road & tidal gate construction.

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. The second amendment, to incorporate a drainage easement for the new structure at Newark Slough, in Alameda County, was approved by the Commission on August 23, 1979 (Minute Item No. 14).
3. The third amendment concerns State lands required for the westbound lanes of the Dumbarton Bridge access road and reconstruction and extension of the tidal gates and undercrossing of the existing Dumbarton Bridge Highway.

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Currently there are two 24-inch pipes under Dumbarton Bridge Road controlled by tidal gates. The pipes are subject to extensive silting, become inoperative, and lead to flooding of lands south of the Highway. Highway construction provides for redesign, and rebuilt pipes, to provide for tidal action.

4. The parcels of State property needed for this project are shown on Map R-71.40 (Exhibit A Attached). Said map shows Parcels 8840-1, 8840-2 and 8840-3 as those lands required for the applicant's use.
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.
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. Ravenswood 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 "C", which authorizes Multiple Use.

Staff has coordinated this project with those agencies and organizations which 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:

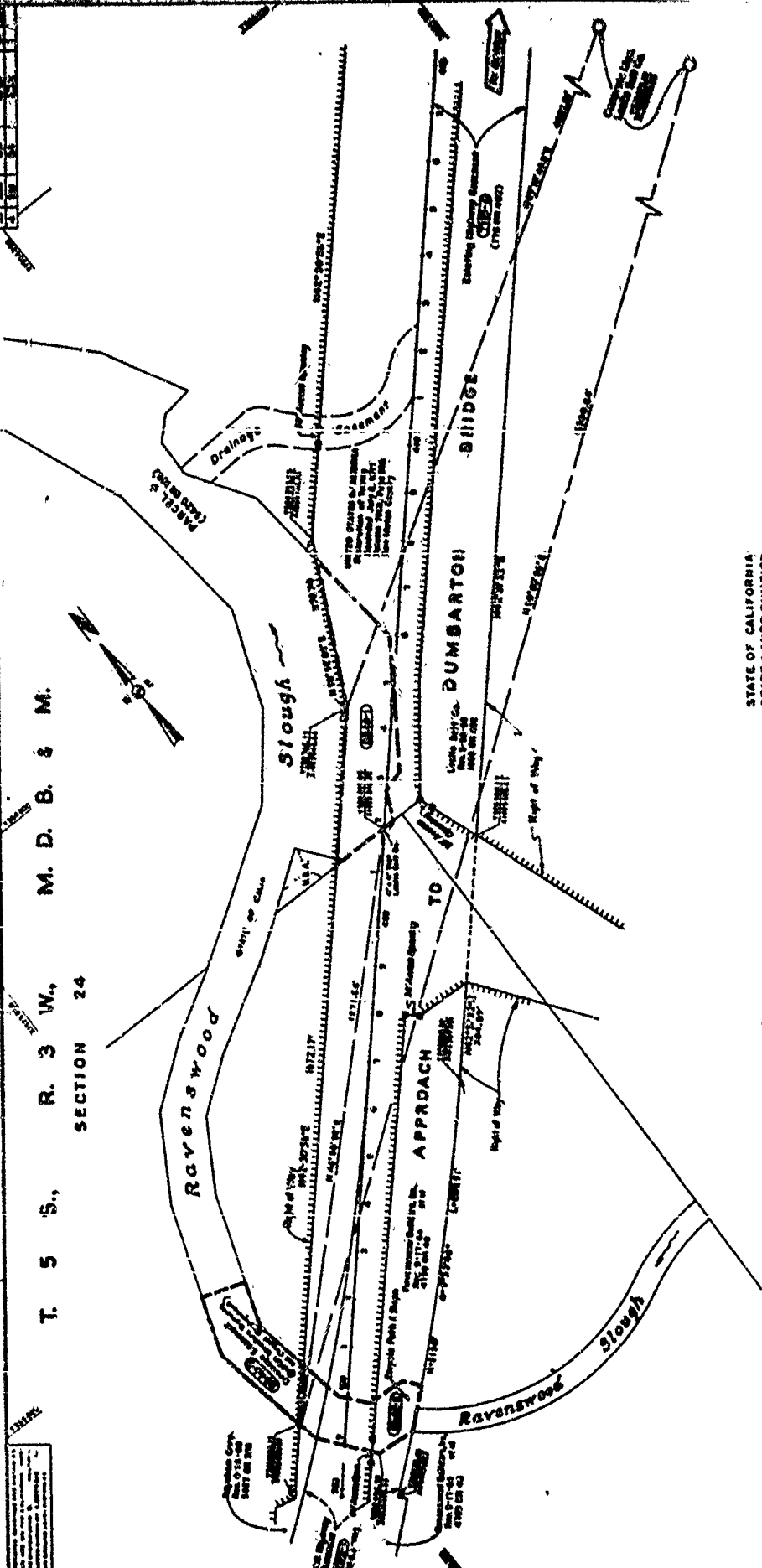
A. 101.5 Plat. B. Site Map.  
C. EIR Summary.

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 RAVENSWOOD 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-71.4C ON FILE IN THE OFFICE OF THE STATE LANDS COMMISSION AND BY REFERENCE MADE A PART HEREOF, AND APPROVE SAID MAP.

EXHIBIT "A"

T. 5 S., R. 3 W., M. D. B. & M.  
SECTION 24



**ENGINEER'S STATEMENT**  
 This map was prepared by me or under my direct supervision in accordance with the provisions of the State Lands Commission Act and the provisions of the State Lands Commission as they may be amended and approved by the State Lands Commission.  
 I am a duly Licensed Professional Engineer, State of California, License No. 10727.  
 Department Civil Engineer, No. 14

**STATE OF CALIFORNIA**  
**STATE LANDS DIVISION**  
 This map is hereby approved and filed for record with the Division of State Lands pursuant to the provisions of the State Lands Commission Act and the provisions of the State Lands Commission as they may be amended and approved by the State Lands Commission.  
 APPROVED: Dated at \_\_\_\_\_ 19\_\_  
 STATE LANDS COMMISSIONER  
 Leslie Wilson, Deputy Chief  
 Bureau of Land Management and Settlement

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SCALE IN FEET  
 0 10 20 30 40 50 60 70 80 90 100

R-714A

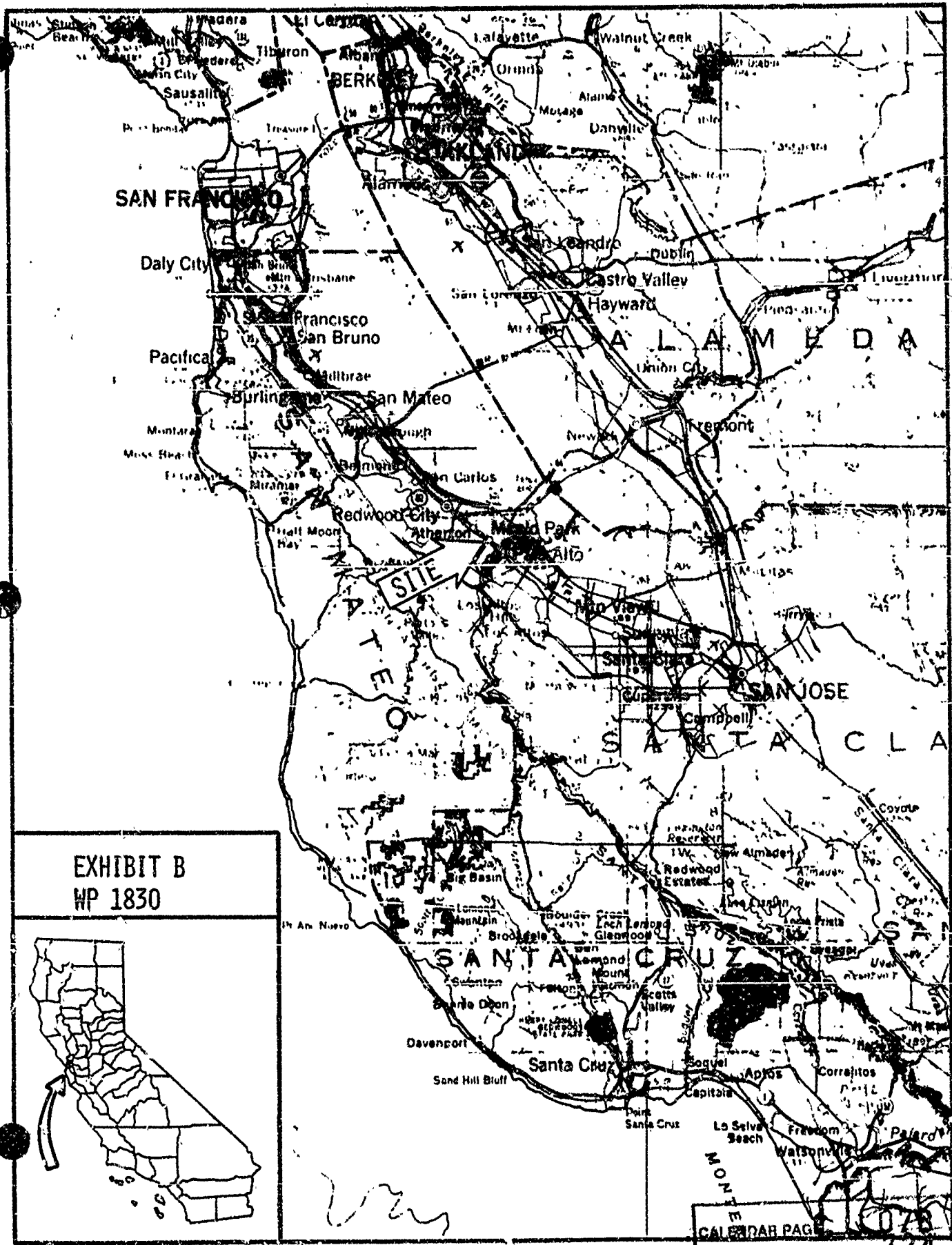


EXHIBIT B  
WP 1830



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## 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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