

Draft

environmental impact report
Newbridge Street - Bay Road

Comments and Responses

274
RIS RLO
LH LMK

COUNTY OF SAN MATEO

INTER-DEPARTMENTAL CORRESPONDENCE

DATE Dec. 2, 1976

TO: S. H. Cantwell, Jr.
Director of Public Works

FROM: District Attorney

SUBJECT: Draft EIR for Newbridge Street - Bay Road Improvement

In response to your request of November 24, 1976, we have reviewed the above referenced document and find that it is legally sufficient as to form.

Sincerely,

KEITH C. SORENSON, District Attorney

By Thomas Daniel Daly
THOMAS DANIEL DALY, Deputy

TDD/dej

NO RESPONSE
NECESSARY

DATE RECEIVED

MAR 27 1978

East Palo Alto Municipal Council

RECEIVED
DEPARTMENT OF PUBLIC WORKS
COUNTY OF SAN MATEO

DEC 3 1976



County of San Mateo

Engineering and Road Department

COUNTY GOVERNMENT CENTER
REDWOOD CITY, CALIFORNIA 94063
(415) 364-5600, EXT. 2641

BOARD OF SUPERVISORS
WILLIAM H. ROYER, Chair
EDWARD J. BACCIOCCO,
JEAN FASSLER
JAMES V. FITZGERALD
JOHN M. WARD

S. H. Cantwell, Jr.
County Engineer and Road Commissioner

November 24, 1976

We have reviewed subject project
or report & have no comments at
this time.

[Signature]
Regional Manager
Department of Fish & Game
Region III
Date: DEC 21 1976

Lt. Rick Macedo
State Department of
Fish and Game
411 Burgess Drive
Menlo Park, CA 94025

Gentlemen:

In accord with the procedures set forth for the preparation of Environmental Impact Reports, the San Mateo County Department of Public Works has prepared the following document:

DRAFT ENVIRONMENTAL IMPACT REPORT FOR NEWBRIDGE STREET - BAY ROAD

Please review this document for its completeness and adequacy. The deadline for receiving comments is December 24, 1976. Please send all comments to:

San Mateo County Planning Department
County Government Center
Redwood City, CA 94063

or to the Director of Public Works, San Mateo County.

If your organization needs additional information regarding the proposed project, please do not hesitate to contact this office.

NO RESPONSE
NECESSARY

Very truly yours,

[Signature]
S. H. CANTWELL, JR.
DIRECTOR OF PUBLIC WORKS

SHC:DJM:edd
Enclosure

RECEIVED
DEPARTMENT OF PUBLIC WORKS
COUNTY OF SAN MATEO

DEC 28 1976

JAMES W. CALLOWAY
MAYOR

ROBERT J. STEPHENS
MAYOR PRO TEM

JENNIFER BIGELOW
COUNCILMEMBER

JAMES L. BLOCH
COUNCILMEMBER

IRA E. BONDE
COUNCILMEMBER



CIVIC CENTER / MENLO PARK, CALIFORNIA 94025 / TELEPHONE (415) 325-3211

December 23, 1976

Romon Gankin, Senior Environmental Planner
San Mateo County Planning Department
County of San Mateo
County Government Center
Redwood City, California 94063

Attn: Steve Kiehl

Subject: Draft EIR for Newbridge Street-Bay Road

Dear Mr. Kiehl:

We appreciate the opportunity to comment on this Draft EIR. In reviewing the EIR it became apparent that extensive hearings and deliberations have been held during the planning and alternative selection process. Our only criticism regarding this project development process is that we were not consulted as to the traffic impacts at the Willow Road-Newbridge Street intersection. The Final EIR definitely should include some discussion concerning these impacts and the proposed mitigation.

The Belle Haven community will also want to be consulted regarding all aspects of the project, and if you haven't already done so, it is recommended that you contact the Belle Haven Advisory Committee. The Chairperson is Mrs. Onetta Harris, 341 Terminal Avenue, Menlo Park.

Particular comments we have are as follows:

1. Page 28, 2nd paragraph, the word "preclude" may be more clear than the word "exclude" in reference to future construction.
2. Page 90, 2nd paragraph, we know of no immediate plans for the expansion of the Kavanaugh Industrial Park. Sanitary sewer capacity restrictions may delay any development in the Kavanaugh area.

3. Page 91, 3rd paragraph, the City's Master Plan (which is entitled the "Comprehensive Plan, Toward 2000") does not call for industrial use of the lands currently zoned "flood plain" in that particular area.

4. Page 93, 1st paragraph, the Kavanaugh Industrial Park is located in the City of Menlo Park (including the vacant 55 acres).

If you have any questions regarding our comments or have information regarding the project's impacts on the City, please call.

Very truly yours,

Lauren E. Mercer
Lauren E. Mercer
City Engineer

LEM:pn
cc: Leon Pirofalo



COMMENT:

"We appreciate the opportunity to comment on this Draft EIR. In reviewing the EIR it became apparent that extensive hearings and deliberations have been held during the planning and alternative selection process. Our only criticism regarding this project development process is that we were not consulted as to the traffic impacts at the Willow Road-Newbridge Street intersection. The Final EIR definitely should include some discussion concerning these impacts and the proposed mitigation".

RESPONSE:

Traffic at the intersection of Willow and Newbridge was discussed in the Report for its improvement, which was completed in 1975. The City of Menlo Park, San Mateo County and the State participated in a project for channelization of the intersection. To summarize that Report, the improvement was needed to alleviate traffic congestion at peak hour periods,

The EIR for the Dumbarton Bridge also discusses traffic conditions for Willow Road. One of the primary objectives of that project was to alleviate and minimize traffic congestion by constructing additional access routes to the Bridge. At this time, Willow Road (State Highway 84) is the only access to the Bridge. Construction of the additional

RESPONSE:
(Continued)

feeder routes will diminish traffic on Willow by amounts up to 45%.

With this information, the County's Traffic Department computed the net effect on the intersection:

*Currently it is at 92% of capacity.

*Completion of the feeder routes would lower that figure to approximately 61% of capacity.

*Assuming a traffic growth rate of 3%, the intersection would be at 95% capacity in 1997.

Phase I of the project is intended to be on Bay, between University and Pulgas, with the completion of all phases about 4 years later. At that time, the feeder routes to the Dumbarton Bridge could be handling some of the traffic and alleviating traffic on Willow Road.

RISK
LHL - uph

COUNTY OF SAN MATEO

INTER-DEPARTMENTAL CORRESPONDENCE

DATE December 23, 1976

TO: Sid Cantwell, Director of Public Works

FROM: East Palo Alto Municipal Council

SUBJECT: COMMENTS ON NEWBRIDGE-BAY WIDENING PROJECT EIR

At the regular Council meeting of December 20, 1976, the Municipal Council reviewed the subject draft EIR and recommended that the final EIR should address the following concerns voiced by the public:

1. Design and rendering of the roadway should be made available for public review.
2. A set of reimbursement options should be developed for owners whose properties will be purchased.
3. Analyze in greater detail the specific lots affected, the total number of substandard lots which will remain, and the total number of houses with less than standard-sized lots which will remain and the impact thereon.
4. Analyze in greater detail the impact of the project on the community tax base during the period when the affected properties are in public ownership.
5. Analyze in greater detail the impact of the project on Kavanaugh Oak School.

These concerns should be addressed in the final EIR.

By Charles Eckford
Charles Eckford, Planner

EPAMC

cc Gordon Shriver, Acting Administrative Officer, EPAMC
East Palo Alto Council Members
Mark Hahn, Environmental Planning

RECEIVED
DEPARTMENT OF PUBLIC WORKS
COUNTY OF SAN MATEO

DEC 23 1976

COMMENT #1:

"Design and rendering of the roadway should be made available for public review".

RESPONSE:

The engineering drawings of the project showing the alignment and the effect on the properties were displayed at the Council chambers twice and at the St. Francis of Assisi Rectory once. In all, there have been at least seven public meetings to discuss the project. The display plans are on file with the Director of Public Works and may be reviewed at any time upon request. The display plans will be used as the basis for preparation of final contract plans. Such plans can not be prepared until project approval is given by the Board of Supervisors.

Plates 4.1 through 5 of the D.E.I.R. show the project alignment, existing topography, and existing buildings on a small scale.

See Pages 1, 3, 24 and 25. On Page 24 it stated: "On Monday, December 24, 1975, the East Palo Alto Municipal Council closed the Public Hearing on the Newbridge Street - Bay Road improvements and by policy discussion recommended Alternate 93-NS as the proposed improvement plan -- see Appendix (P-199) for a memo notifying the County Engineer about the E.P.A. Municipal Council public meetings outcome".

COMMENT #2:

"A set of reimbursement options should be developed for owners whose properties will be purchased".

RESPONSE:

Eminent domain laws, the Braithwaite Act and legal precedence from Court decisions all combine to create numerous possibilities for right of way purchase on the project. Widely varying conditions make it difficult to make general statements of reimbursement to property owners whose property would be bought for street improvement projects. The above comment was sent to the Director of Property for his response and it is as follows:

COUNTY OF SAN MATEO
INTER-DEPARTMENTAL CORRESPONDENCE

RECEIVED
DEPARTMENT OF PUBLIC WORKS
COUNTY OF SAN MATEO
FEB 8 1977

DATE February 2, 1977

TO: Director of Public Works
FROM: Director of General Services
SUBJECT: Reimbursement Options-Newbridge/Bay Road Improvement Project

This memo is in response to your request for guidelines concerning reimbursement options mentioned in the December 23, 1976 memo from the East Palo Alto Municipal Council.

One of the primary considerations in ascertaining the options available to owners of improved properties affected by partial acquisitions is whether or not the balance of the property constitutes an uneconomic remainder. As mentioned in item 7C, of our December 29th memo concerning comments on the draft EIR for the above captioned project, this determination can only be made in conjunction with the appraisal.

It is impossible to set a universal formula for arriving at property values or options available to owners. There are too many variables effecting value. Each property must be independently analysed.

However, we offer the following as a rough general guide for determining reimbursement options.

1. In most instances involving single family residences where the proposed right of way line touched or traverses an existing residence, an offer to acquire the whole property will be made to the owner, since severance damages would most likely exceed the value of the remainder. The exception to this rule might be an old residence in such a delapidated condition that it has no remaining economic life. In this situation the owner would probably be offered a nominal amount for the structure based on an interim rental value.
2. If the proposed right of way line falls within the existing set back, the appraiser must determine the effect of the proposed acquisition on the market value of the remainder. This is normally done by an analysis of the before and after value of the property, taking into consideration, among other things the legal permissive use and utility of the property.
 - a. Generally speaking, when the acquisition takes only a few feet off the front of the residential site and the set back is reduced only a few feet, the damages to the remainder are nominal. A variance is usually not necessary for a minimum size lot so long as the existing improvement re-

February 2, 1977

mains and the area reduction does not exceed 15%.

- b. On the other hand, when the acquisition comes to within a few feet of the residence, the damages to the remaining property may be severe. If the cost to acquire a portion of the property together with severance damages exceeds the value of the remainder, the County would offer to buy the entire property. If the improvement is structurally sound enough to be moved, the owner might be given the option of having the improvement moved back, provided the cost of the move, plus the cost to bring it up to code does not exceed the cost to acquire the entire property.
- c. The difficult range of damages to estimate is when the acquisition is between the two extremes mentioned above. For example: if the County acquires 10 feet from the front of the residentially improved property and the house is a reverse plan with the bedrooms in the front, the damages might be more due to an invasion of privacy, than if the livingroom is in the front of the house. Also if the garage is set back an additional 10 feet leaving a 20 foot drive way, damages would be considerably less than if the garage had the same remaining 10 foot set back as the house.

In any event, the end result of the process is a reimbursement to the property owner for the diminution in value to this property. We hope that this helps you in understanding the options which might be available to the property owners on the Newbridge/Bay Road Project.

HENRY P. TARRATT

By 
Robert E. Friday
Real Property Manager

HPT:EW:ec

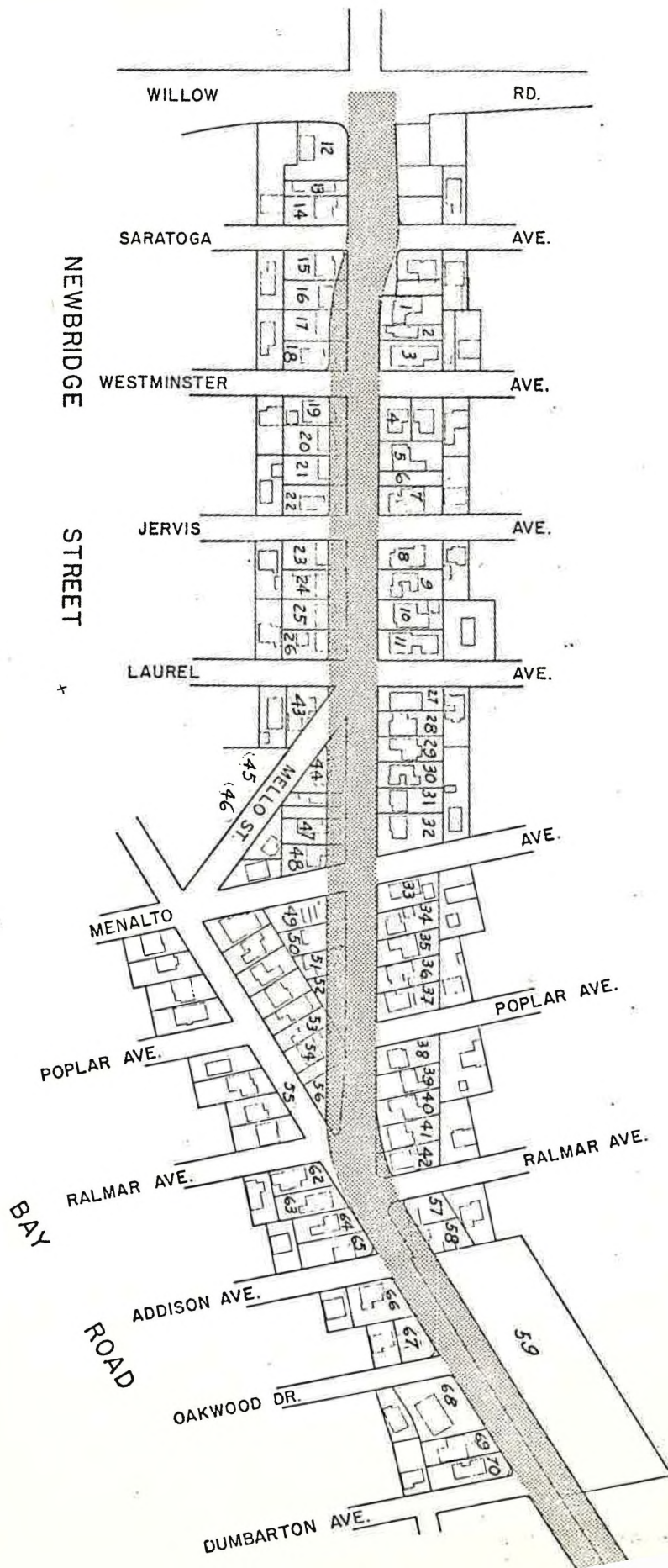
COMMENT #3:

"Analyze in greater detail the specific lots affected, the total number of substandard lots which will remain, and the total number of houses with less than standard-sized lots which will remain and the impact thereon".

RESPONSE:

Following are three studies which should provide the desired additional information. The studies consist of: (1) Projected Building Proximity to Proposed Right of Way, (2) Property from Which Right of Way is Required and Other Effects of the Project, and (3) List of Affected Buildings and Their Potential Disposition.

Also included are three sheets showing the project alignment, existing streets and property lines. The properties are numbered and correspond to the numbers on the lists. Thus, interested parties may correlate properties with owners' names and the effect that the project may have. Note that the actual disposition of the property can vary from the projections shown here since the factors which affect the final determination cannot be ascertained at this time.



DUMBARTON AVE.

PALO VERDE AVE.

GLEN WAY

BAY

ROAD

UNIVERSITY

59

60

61

80

81

82

83

84

GLORIA WAY

85

86

AVE.

105

106

FORDHAM ST.

108

109

GONZAGA ST.

110

111

ILLINOIS ST.

68

69

70

71

72

73

74

75

76

77

78

79

87

88

89

90

91

92

93

94

95

96

97

98

99

100

101

102

103

104

112

113

114

115

116

117

118

119

120

121

122

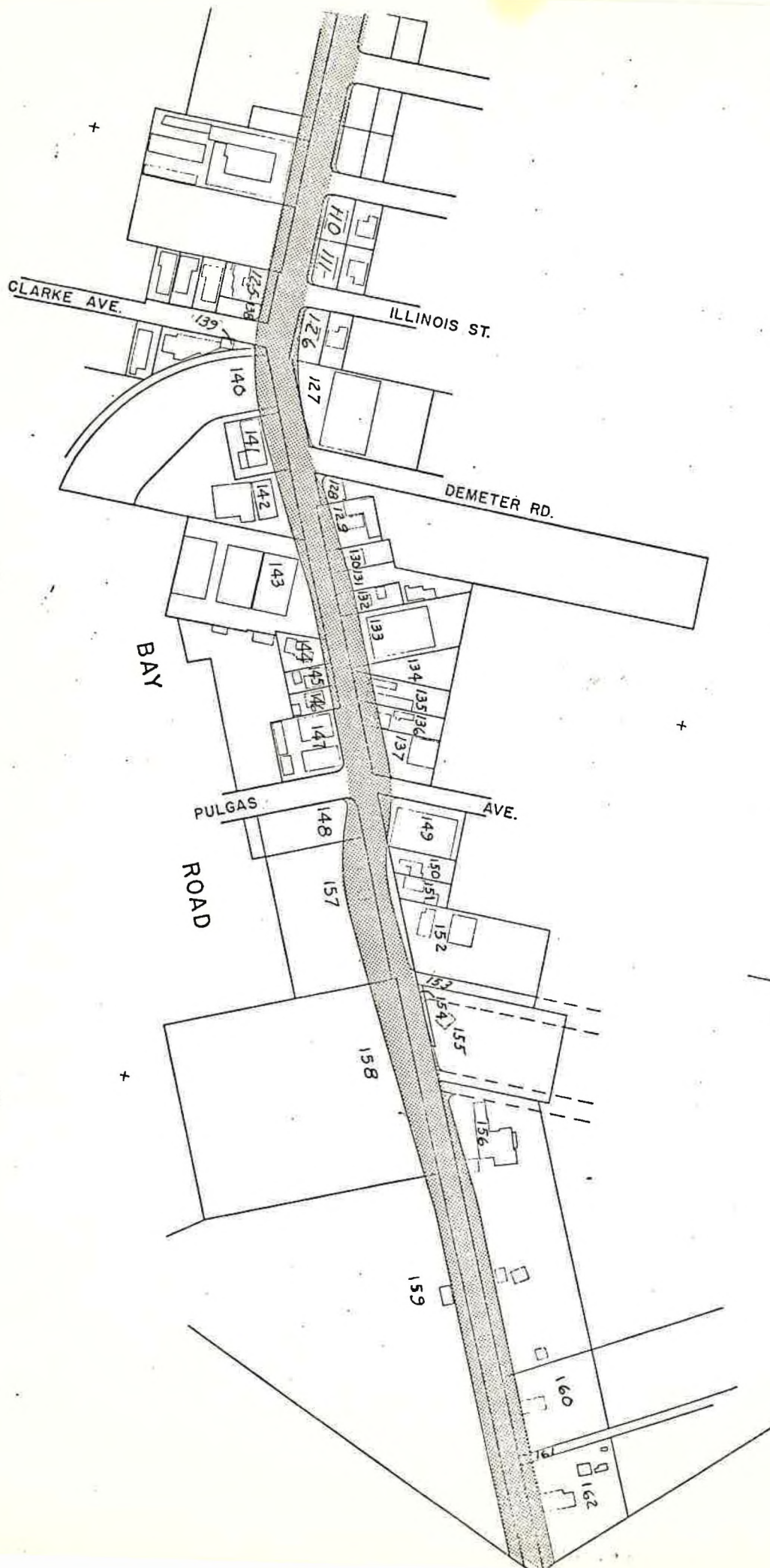
123

124

125

126





NEWBRIDGE STREET - BAY ROAD
IMPROVEMENT PROJECT

PROJECTED BUILDING PROXIMITY TO PROPOSED R/W

ALTERNATE	0' TO 10'		10' TO 20'	
93-NS	15, 42, 53, 54, 88, 93, 95, 96, 97, 100, 102, 107, 108, 109, 110, 111, 80 - Rectory	83, 85, 104, 116 - Apt., 117 - Apt., 118 - Apt., 123 - Apt., 129, 141, 143, 147, 149	1, 41, 82, 87, 94, 98, 99, 113, 115	127, 133, 142, 144, 145, 146, 159
TOTALS	17	12	9	7

PROPERTY FROM WHICH R/W IS REQUIRED

93-NS

<u>Lot #</u>	<u>Remaining Lot Size + Or - S.F.</u>	<u>Remainder Large Enough For Exist. Bldg.</u>	<u>Building Relocatable</u>	<u>Bldg. Within 0' - 10' Of R/W</u>	<u>Bldg. Within 10' - 20' Of R/W</u>	<u>Type Bldg.</u>
* 1	6550	Yes	Yes		X	Res.
* 15	6206	"	"	X		"
16	5046	"	"			"
17	4640	"	"			"
18	5046	"	"			"
19	5046	"	"			"
20	5046	"	"			"
21	5046	"	No			"
22	5046	"	Yes			"
23	5046	"	"			"
24	5046	"	"			"
25	5046	"	"			"
26	5046	"	"			"
44	3700	No	"			"
45	2100	No	No			"
46	2175	Vacant	-	-	-	-
47	4350	Yes	No			Res.
48	4350	"	Yes			"
49	5650	"	"			"
50	4150	"	"			"
51	2700	No	"			"
52	1460	No	No			"
* 53	3950	Yes		X		"
* 54	4000	"		X		"
55	1500	Vacant	-	-	-	-
56	2125	"	-	-	-	-
* 40	6150	Yes	Not Nec.	-	-	Res.
* 41	5750	"	Yes		X	"
* 42	5150	"	No	X		"
57	4400	"	Yes			"
58	4400	"	"			"

<u>Lot #</u>	<u>Remaining Lot Size + Or - S.F.</u>	<u>Remainder Large Enough For Exist. Bldg.</u>	<u>Building Relocatable</u>	<u>Bldg. Within 0' - 10' Of R/W</u>	<u>Bldg. Within 10' - 20' Of R/W</u>	<u>Type Bldg.</u>
59	86,350	Vacant	-	-	-	-
* 60	42,000	Yes	Not Nec.	-	-	Church
* 61	-	"	" "	-	-	"
* 80	28,000	"	-	X	-	"
* 81	5,100	"	-	-	X	Res.
* 82	4850	"	Yes	-	X	"
* 83	4650	" -	"	X	-	Office
84	4440	Vacant	-	-	-	-
85	-	Yes	No	X	-	Office
79	6400	"	Not Nec.	-	-	Res.
87	6400	"	Yes	-	X	"
88	4800	"	"	X	-	"
89	3650	No	"	-	-	"
90	8400	Yes	"	-	-	"
91	13,550	"	"	-	-	"
92	3750	Vacant	-	-	-	-
93	5550	Yes	Yes	X	-	Res.
94	5250	"	"	-	X	"
95	6000	"	"	X	-	"
96	5500	"	"	X	-	"
97	5500	"	"	X	-	"
98	5500	"	"	-	X	"
99	5500	"	"	-	X	"
100	5500	"	"	X	-	"
101	7650	"	-	-	-	"
102	11,200	"	Yes	X	-	"
103	6800	-	-	-	-	-
104	6750	Yes	Metal	X	-	Comm.
105		"	"	-	-	"
106	Parking Lot	-	-	-	-	"
*107		Yes	No	X	-	Res.
*108		"	"	X	-	"
*109		"	"	X	-	"
*110		"	"	X	-	"
*111		"	"	X	-	"
112		Vacant	-	-	-	-
*113		Yes	Yes	-	X	Res.
114		Vacant	-	-	-	-
*115		Yes	Yes	-	X	Res.
*116				X	-	Apt.
*117				X	-	"
*118				X	-	"
*119						"
120		Vacant	-	-	-	-
121		Yes	Yes	-	-	Res.
122		"	"	-	-	"
*123				X	-	Apt.
124		Vacant	-	-	-	-

Lot #	Remaining Lot Size + Or - S.F.	Remainder Large Enough For Exist. Bldg.	Building Relocatable	Bldg. Within 0' - 10' Of R/W	Bldg. Within 10' - 20' Of R/W	Type Bldg.
*125						Res.
126		No	No			"
*127		Yes	"		X	Comm.
128		"	"			"
*129		"	Yes	X		"
130		"	"			Res.
131		Vacant	-	-	-	-
132						Res.
*133			No		X	Comm.
134			No Bldg.			"
135			Yes			"
136		Yes	"			Res.
*137		"	-	-	-	Comm.
*138		Vacant	-	-	-	-
139		Yes	-			Comm.
140		Vacant	-	-	-	-
*141		Yes		X		Comm.
*142		"			X	"
*143		"	No	X		"
*144		"			X	"
*145		"	Yes		X	"
*146		"	"		X	"
*147				X		"
148		No Bldg.				"
*149				X		"
154		Yes	Yes			"
155		"	"			"
156		"	"			"
157		"	"			"
158		Vacant	-			"
*159					X	"
160		Yes	Yes			"
161		Vacant				"
162		Yes	Yes			"

* Bldg. Outside Proposed R/W

93-NS

Residences & Bldgs.
Which May Be Moved Back
On Same Property

16 - Harris, R.
17 - Hooker, F. C.
18 - Bowens, R. M.
19 - Johnson, E.
20 - Ellzey, O.
22 - Bouldin, L.
23 - Johnson, A. S.
24 - Bradford, E.
25 - Tate, S.
26 - Branch, L. S.
44 - Campbell, E.
48 - Wilkerson, L.
49 - Ketchens, J.
50 - Jordan, S.
57 - Valley Title Co.
58 - Ward, S.
83 - Wenzel, R.
121 - Mayers, V.
122 - Stanley, P.
130 - Hinson, E.
132 - Dabovich, A.
135 - Beer, D.
136 - Knight, A.
155 - Rogge, R.
157 - Duca & Hanley
160 - Bramel, L.
162 - Dellamaggiore, A.

Bldgs. To Be Moved
To Vacant Lots
Or Dismantled

51 - Decuir, L.
89 - Funabiki, W.

Buildings To
Be Dismantled

21 - Grays, M.
45 - Boyett, T.
47 - Crockett, T.
52 - Boyett, T.
126 - Brown, N.
128 - Demeter, J.

COMMENT #4:

"Analyze in greater detail the impact of the project on the community tax base during the period when the affected properties are in public ownership".

RESPONSE:

The San Mateo County Assistant Assessor, Lloyd Reise, and James Murphy, Senior Real Property Analyst for the East Palo Alto area, were consulted as to the potential effect the project may have on the tax base. In the discussion, the Assessor pointed out that there are two possible valuations on each parcel. One valuation given is that of the land itself based on its use or potential use as a building site or otherwise. The second valuation is that of the improvements which may be placed on the land. For example, a typical single family residential site may be appraised at \$4,500 actual cash value, while the improvement may be assessed at \$16,000 actual cash value, giving a total valuation on the property of \$20,500.

On a typical residential property, this project could have three possible effects in general; (1) A few square feet are purchased by the County, causing little or no change to the property. (2) County purchases a sizeable portion of the property, but leaves an "economic remainder". That is where a home can exist on the parcel whether with or without variances. (3) County purchases so much of the parcel that no residence can exist.

RESPONSE:

(Continued)

38,500

96,000

54,000

\$188,500 Actual Cash Value

This project runs through six tax code areas with a total valuation of over \$72,000,000. Loss in taxable property amounts to $\frac{188,500}{72,000,000} = .0026$ or 0.26%. In

other words, governmental agencies which receive funds from these tax code areas would theoretically receive twenty-six ten thousandths less than their previous years' income. In actual practice, growth and higher assessed valuations on the district in general would more than offset the potential loss.

COMMENT #5:

"Analyze in greater detail the impact of the project on Kavanaugh Oak School".

RESPONSE:

Please see #3 and #4 above.

Potential Fiscal Impact

Theoretically, the school district would receive 26 cents less per 100 dollars of income. As described in #4, this deficit would be more than offset by the normal increase in assessed valuation of remaining property in the district and the schools' income would not decrease.

The County's purchase of 0.42 acres of school property would be paid for at fair market value and would also include reimbursement for relocation of fences, modification to landscaping as necessary and other expenses which may occur as a result of the purchase.

Noise Pollution

Reference is made to the D.E.I.R. and the Noise Report by Charles Salter which is published in the Appendix, P. 200. To ascertain the effect of the project noise on the school, one may refer to the noise contour maps and the report. Measurements made by the noise consultant in the vicinity of the school show the 65 dBA noise contour to be approximately 130 feet from the center of the road. In 1995, the 65 dBA contour is predicted to be 290 feet from that same point. The

RESPONSE:
(Continued)

nearest school building is 450 feet from the edge of the road. Under the acoustical engineer's system of analysis, the 65 dBA contour would be 190 feet from the nearest building.

Using the Federal Aid Highway Program Manual, the maximum recommended noise level outside of schools is 70 dBA. Since this study was made using worst case conditions, it is believed there will be no impact due to noise on the schools.

Air Pollution

See P. 125 of the D.E.I.R. The diversion of traffic onto the project from neighborhood streets would improve air quality in those areas. In accordance with that observation, air quality at the school could improve. The findings of this report indicate there would be no impact due to air pollution because of this project.

Socioeconomic-Demographic

The D.E.I.R. indicates there are 12 school age children in the project area. The manner in which families in the project area may be affected would be in 5 general categories: (see the D.E.I.R. and this supplement regarding relocation) - (1) The building may remain with a diminished setback, (2) The building may be moved back on the same lot. (3) The building may be moved to another site in the project area. (4) The