

**ORIGINAL**

Decision 83 05 063 MAY 18 1983

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the City of Redwood )  
City acting through its City Council )  
for an order authorizing the )  
conversion of a private crossing at )  
grade across the Southern Pacific )  
rail tracks parallel to Seaport )  
Boulevard in Redwood City, )  
California. )

Application 83-01-02  
(Filed January 4, 1983)

O P I N I O N

As part of the project for development the Seaport Centre office industrial complex, the City of Redwood City (City) requests authority to construct Chesapeake Drive at grade across the track of Southern Pacific Transportation Company (SPT) in Redwood City, San Mateo County.

City is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA) as amended, Public Resources Code Sections 21000 et seq. After preparation and review of an Environmental Impact Report (EIR), City approved the project. On October 5, 1982, a Notice of Determination was filed with the San Mateo County Clerk which found that "The project will

have a significant effect on the environment." However, no significant impacts were found to be specifically associated with the proposed grade crossing.

The Commission is a responsible Agency for this project under CEQA and has reviewed and considered the lead agency's EIR. The site of the proposed project has been inspected by the Commission staff.

The project located near San Francisco Bay and adjacent to Seaport Boulevard includes development of some 88 acres for light industrial-commercial activities. An existing private grade crossing serves the Leslie Salt Plant located west of the tracks. The proposal is to realign and convert this private crossing to a public crossing (Chesapeake Drive) as an access from Seaport Boulevard into the project.

Major impacts involve loss of a modified wetland habitat that supports the existing wildlife, increases in noise, air pollution, traffic and utility service needs. Mitigation measures include restoration of off-sight tidal salt marsh areas, planting of marsh vegetation on new levees, proper garbage and trash disposal, movement of the drainage pond to the outer edge of the site to make it more accessible to wildlife, widening Seaport

Boulevard to four lanes, providing shuttle bus service to downtown Redwood City and Southern Pacific Train Station and providing a resource recovery system.

Notice of the application was published in the Commission's Daily Calendar on January 6, 1983. No protests have been received. A public hearing is not necessary.

Findings Of Fact

1. City requests authority under Public Utilities (PU) Code Sections 1201-1205 to construct Chesapeake Drive at grade across the tracks of SPT in Redwood City, San Mateo County.

2. Construction of the crossing is required to provide public access to the industrial-commercial complex known as Seaport Centre.

3. Public convenience, necessity and safety require construction of the proposed railroad-highway crossing.

4. Public safety requires that protection at the crossing be three Standard No. 9 automatic gate-type signals (General Order 75-C).

5. Applicant is the lead agency for this project under CEQA, as amended.

6. The Commission is a responsible agency for this project and has reviewed and considered the lead agency's EIR.

7. The Seaport Centre project will have a significant impact on the environment; however, the adopted mitigation measures will either eliminate or reduce the severity of the adverse impacts to acceptable levels.

8. The EIR identifies no significant environmental impact that will be caused by construction of this grade crossing.

Conclusion of Law

The application should be granted as set forth in the following order.

O R D E R

IT IS ORDERED that:

1. The City of Redwood City (City) is authorized to construct Chesapeake Drive at grade across the tracks of the Southern Pacific Transportation Company (SPT) in Redwood City, San Mateo County, at the location and substantially as shown by plans attached to the application, to be identified as crossing EA-27.80-C.

2. Construction of the crossing shall be equal or superior to Standard No. 1 of General Order 72-B.

3. Clearances shall conform to General Order 26-D. Walkways shall conform to General Order 118.

4. Protection at the crossing shall be three Standard No. 9 automatic gate-type signals (General Order 75-C).

5. Construction expense of the crossing and installation cost of the automatic protection shall be borne by City.

6. Maintenance of the crossing shall conform to General Order 72-B. Maintenance cost of the automatic protection shall be borne by City under PU Code Section 1202.2.

7. Construction plans of the crossing, approved by SPT, together with a copy of the agreement entered into between the parties, shall be filed with the Commission prior to commencing construction.

8. Within 30 days after completion of the work under this order, City shall notify the Commission in writing of the completion of the work authorized.

A.83-01-02 T/TEE/BW/WPSC

This authorization shall expire if not exercised within two years unless time is extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

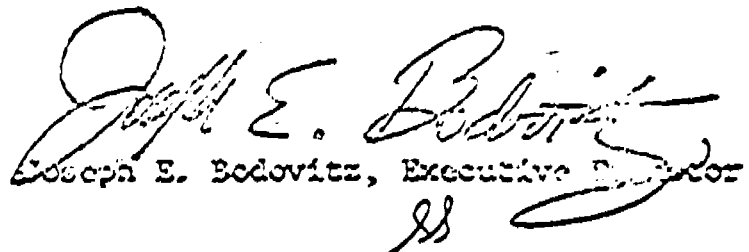
This order is effective 30 days from today.

Dated MAY 18 1983, at San Francisco, California.

LEONARD M. GRIMES, JR.  
President

VICTOR CALVO  
PRISCILLA C. GREW  
DONALD VIAL  
Commissioners

I CERTIFY THAT THIS DECISION  
WAS APPROVED BY THE ABOVE  
COMMISSIONERS TODAY.

  
Joseph E. Bodovitz, Executive Director