



Association of Bay Area Governments

CEQA Environmental Review Log

Issue No: 344 Sunday, April 01, 2012

A listing from the Association of Bay Area Governments of Projects Affecting The Nine-County San Francisco Bay Area

Guide to Listing: Project applications shown in the Newsletter are received and published monthly to notify local governments and other parties about programs requiring intergovernmental review and projects of special significance. For more information, call either the ABAG Clearinghouse at (510) 464-7993 or the contact person.

Documents Received On Or After Monday, April 30, 2012

Due Date	County	Impact Area	Document Type	Document Title	Lead Agency	Contact	Phone
	Multi-County		Form 424	Peninsula Rides Implementation and Development - New Freedom Program grant application	San Mateo County Transit District	Joel Slavitt	(650) 508-6476
Peninsula Rides Implementation and Development							
	Multi-County		Form 424	Public Transit Research Grant Application	Peninsula Joint Powers Board (Caltrain)	Joel Slavitt	(650) 508-6476
Expansion and enhancement of the existing functionality and capabilities of the Caltrain Transit Asset Management System							
5/21/2012	MULTI-COUNTY		NOP	Recology Green Rail project and Ostrom Road Landfill Permit Amendments DEIR	Yuba County Planning Department	Wendy Hartman	
The project has two primary components: (1) the Recology Green Rail project, and (2) modifications to the Conditional Use Permit ("CUP") and Solid Waste Facility Permit ("SWFP") for the Recology Ostrom Road Landfill ("Landfill") to clarify that the waste tonnage intake and truck trip limits apply only to waste disposed of in the Landfill and not to beneficial re-use material ("BRM," one type of which is Alternative Daily Cover, also known as "ADC")							
5/28/2012	Multi-County		Notice	North Santa Rosa Station Area - EIR	City of Santa Rosa Community Development Department	Jessica Jones, City PI	
The North Santa Rosa Station is one of 14 stations being planned by Sonoma Marin Area Rail Transit (SMART) for a commuter rail service along the Northwest Pacific rail corridor. The City of Santa Rosa Community Development Department is preparing a Specific Plan, which, if adopted, would guide future development of approximately 987 acres surrounding the SMART station. The North Santa Rosa Station Area Specific Plan addresses: potential land uses; financing implementation strategies; and design guidelines to encourage transit-oriented development within the project area. If adopted, the Specific Plan will guide all new development in the Specific Plan area.							
5/4/2012	Multi-County		Notice	Bay Area to Central Valley High-Speed Train- EIR	California High Speed Rail Authority		(916) 324-1541
The California High-Speed rail Authority (Authority) and the Federal Railroad Administration (FRA), completed a Final Program EIR/EIS for the San Francisco Bay Area to Central Valley in May 2008 that evaluated alternatives--at a programmatic level of analysis--of the proposed high-speed train (HST) system within the broad corridor between and including the Altamont Pass and Pacheco Pass. The Authority and the FRA identified the Pacheco Pass serving San Francisco and San Jose termini as the preferred HST Network Alternative, as well as mitigation strategies, design practices, and further measures to guide the system's development and avoid and minimize potential adverse environmental impacts. The Authority approved the project and issued a California Environmental Quality Act (CEQA) Notice of Determination (NOD) on July 0, 2008. The FRA issued a National Environmental Policy Act (NEPA) Record of Decision (ROD) on December 2, 2008.							
6/2/2012	Contra Costa		DEIR Supp.	Concord Development Code Update	City of Concord Planning Department	Carol Johnson	(925) 671-3152

The Concord Development Code Project includes four major components. These are: (1)

Due Date	County	Impact Area	Documant Type	Document Title	Lead Agency	Contact	Phone
<p>amendments to the 2030 Concord General Plan Map; (2) amendments to the General Plan text; (3), a new Development Code; and (4) a new Zoning Map. Each project component is discussed in detail in Section 2, Project Description.</p> <p>The objectives of the proposed project are to:</p> <ul style="list-style-type: none"> • Improve clarity and accuracy of General Plan policies as they relate to the new Development Code. • Amend the General Plan Map to better reflect existing land uses and respond to economic and market changes since 2007. • Allow the City to provide excellent customer service, facilitate economic growth, and support new development through the creation of new development regulations. • Remove a major impediment to developers, property owners, and residents by creating consistency between the 2030 General Plan and the zoning ordinance and zoning map. • Streamline the development review process through a current, comprehensive, and internally consistent set of development regulations. 							
	Marin		Plan	Tiburon 2012 Adopted Housing Element	Town of Tiburon Community Development	Scott Anderson, Direc	(415) 435-7392
<p>This Housing Element builds upon the goals, policies and implementing programs contained in the Town's 2005 Housing Element, which was adopted as part of a comprehensive update of the Town's General Plan and certified by the California Department of Housing and Community Development (HCD). As with the 2005 Housing Element, this element recognizes there are limitations as to what the Town can do about these problems due to the limited availability of developable land. The Town is currently at just about total build-out. With the exception of infill and mixed-use areas, most other available residential sites are limited to small or steep sites with limitations due to access problems, soil stability, drainage, parking, etc.</p>							
5/16/2012	Marin		Neg. Dec.	South Lock Repairs & Storm Water Improvements Project	Bel Marin Keys Community Services District	Madeline Thomas	
<p>The BMKCS D is planning to stabilize the South Navigation Lock from settling which has been occurring since the lock was constructed in 1985. The settlement is generally a result of foundation piles, which were not driven to the appropriate depth with adequate tie backs. The purpose of this project is to stabilize the South Lock, the flood control and navigational access for residential homes within the South Lagoon to the Novato Creek. The conceptual design includes the installation of 40 proposed 12-inch micropiles and pile caps to stabilize the South Lock and wing wall stabilization. Construction is estimated to begin in September of 2012. Equipment use would include a track mounted drill (drilling component), a small excavator Cat 315 (to set the crane mats for the drill rig and transfer material and logistics to the floor to the lock), a vac truck (to remove sediment being augured and concrete slurry from the micro pile installation to an off-site designated facility). The site is accessed from the Bel Marin Keys Boulevard.</p>							
4/30/2012	Napa		Neg. Dec.	State Route 121 Sarco Creek Bridge Replacement Project	Department of Transportation	Yolanda Rivas, Branc	(510) 286-6216
<p>The Sarco Creek Bridge Replacement Project is located on State Route 121 (Silverado Trail) in the city of Napa and unincorporated Napa County between Hagen Road [postmile (PM) 8.9] and the Monticello Road/Trancas Street intersection (PM 9.4).</p> <p>The Department proposes to remove the existing 35.5-foot (ft) wide, 31-foot long, two-lane, two-span Sarco Creek Bridge (Bridge # 21-0008) and replace it with a 46-foot long, 44-foot wide, two-lane, single-span bridge. The bridge replacement would be completed as part of a bridge rehabilitation project that includes roadway widening, embankment work, and construction of a fish passage downstream of the bridge. The roadway widening of the new structure deck width would provide two 12-foot wide lanes of traffic and two 8-foot wide shoulders, which is wider than the two 4-foot wide shoulders on the existing bridge. This widening would not increase roadway capacity.</p>							
	NAPA COUNTY		Form 424	Napa Berryessa Resort Improvement District - Water and Wastewater Program Loans	Napa Berryessa Resort Improvement District	Kevin L. Berryhill, PE	(707) 253-4351

Water and Wastewater public infrastructure projects as mandated by the Central Valley Regional Water Quality Control Board and to make other improvements

Due Date	County	Impact Area	Documant Type	Document Title	Lead Agency	Contact	Phone
	San Francisco City and County		Notice	Disposal and Reuse of Hunters Point Naval Shipyard - Final Supplemental EIR	Department of the Navy,DoD	Ronald Bochenek	(619) 532-0906

Alternative 1, Stadium Plan Alternative - Sould redevelop HPS with a wide range of uses including a mixed-use community with 2,650 residential units, retail, research and development and parks and recreational open space. A major component would include a new 69,000-seat football stadium. This alternative would also include a 300-slip marina, improvements to stabilize the shoreline, and a new bridge over Yosemite Slough. New infrastructure would serve the development as necessary. Alternative 1A, Stadium Plan/No Bridge Alternative - includes the disposal of HPS by the Nave and its reuse with the same level, land use types, and density of development as Alternative 1, except that the Yosemite Slough bridge would not be constructed. Alternative 2 (Non-Stadium Plan/Additional R&D Alternative) includes many7 of the same components as Alternative 1 including residential units, retail, community services, and parks and recreational open space, a 300-slip marina, improvements to stabililze the shoreline, and a new bridge over Yosemite Slough. Under this alternative, a new football stadium would not be constructed. Instead, an additional 2.5 million square feet, for a total of 5 million square feet of R&D space would be developed. Alternative 2A (Nonj-Stadium Plan/Housing and R&D Alternative) includes a mix of uses including 4,276 residential units, retail, R&D, community services, and parks and recreational open space. This alternative would also include a 300-slip marina, improvements to stabilize the shoreline, and a new bridge over Yosemite Slough. No new football stadium would be constructed. Alternative 3 (Non-Stadium Plan/Additional Housing Alternative) does not include a new stadium, but is comprised of a mixe of land uses including 4,000 residential units, retail, R&D, community services and parks and recreational open space. The alternative also includes a 300-slip marina, improvements to stabilize the shoreline, and a new bridge over Yosemite Slough. Alternative 4 (Non-Stadium Plan/Reduced Development Alternative) includes a reduced density of development. Development proposed under this alternative includes 1,855 residential units, 43tail (87,500 sq ft), R&D (1.75 million s f), and parks and recreational open space (245 acres). This alternative does not include a new stadium, a bridge over Yosemite Slough, a marina, or shoreline stabilization. The NO ACTION Alternative is required by NEPA and evaluates the impacts at HPS in the event that the property is not disposed. Under this alternative the property would be retained by the Navy in caretaker status. Existing leases would continue until they expire or are terminate, and no new leases would be entered into. No reuse or redevelopment would occur under this alternative.

5/31/2012	San Francisco City and County		Draft EIR	Chinese Hospital Replacement Project 835-845 Jackson Street	San Francisco Planning Department	Environmental Revie	(415) 558-6377
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The existing Chinese Hospital campus, located in San Francisco's Chinatown neighborhood at Jackson Street between Stockton and Powell Streets, consists of the approx 43,368-gsf Chinese Hospital at 845 Jackson Street, built in 1979; the approx 29,973-gsf Medical Administration Building (MAB) at 835 Jackson Street (the original Chinese Hospital), built in 1925; and the approx 15,000-gsf Chinese Hospital Parking Garage built in 1992, and located directly behind the MAB.

6/11/2012	San Mateo		Notice	494 Forbes Boulevard - Partial Recirculated Draft EIR	City of Sounth San Francisco Department of Economic and Community Development Planning Division	Linda Ajello	(650) 877-8535
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The approximately 7.48-acre project site is located on the southwest corner of the intersection of Forbes Boulevard and Allerton Avenue. The relatively flat site is located east of Highway 101, north of San FranciscoInternational Airport (SFO), southeast of San Bruno Mountain State Park, and west of the San Francisco Bay. The proposed project involves the development of the project site with two new office/research and development buildings, totaling 326,020 square feet and parking for a total of 978 automobiles, including a three-level parking structure, surface parking and parking reserve area. Major landscape improvements would also be included.

5/12/2012	San Mateo		Draft EIR	San Bruno Transit Corridors Plan	City of San Bruno Community Development Department	Mark Sullivan	(650) 616-7074
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The City of San Bruno is proposing to adopt the San Bruno Transit Corridors Plan with the intent to set forth a transformative new vision for the City's Transit Corridors Area. The designated Transit Corridors Area includes downtown San Bruno, historically focused on San Mateo Avenue, as well as adjacent principal streets, including El Camino Real, San Bruno Avenue, and Huntington Avenue. The Transit Corridors Plan objective is to facilitate future improvement of the Transit Corridors Area by establishing a clear vision and development framework, associated development standards and design guidelines for public and private realm improvements, and a combination of related transportation and infrastructure improvements and other implementation strategies.

Due Date	County	Impact Area	Documant Type	Document Title	Lead Agency	Contact	Phone
6/1/2012	Solano		Neg. Dec.	Suisun Marsh Local Protection Program Solano County Component 2012 Amendment and Suisun Marsh and Collinsville Area Rezoning	Solano County Planning Services Division	Harry Englebright	(707) 784-6765

To complete the Local Protection Program 2012 Amendment, the project will include the following actions:

Amendments to the 2008 Solano County General Plan;
 Amendments to County Policy Regulating Sewage Disposal Systems in the Suisun Marsh;
 Amendments to Chapter 28, Zoning of the Solano County Code including: Definitions, Limited Agricultural Districts, Residential Traditional Community Districts, Commercial Districts, Manufacturing and Industrial District, Marsh Preservation District, Land Use Regulations, Marsh Development Permits;
 Amendments to Chapter 31, Grading, Drainage, Land Leveling, and Erosion Control, of the Solano County Code;
 Amendments to County findings of consistency between provisions of the Suisun Marsh Protection Act and existing County Policy;
 Rezoning in Collinsville area of the Suisun Marsh from Water Dependent Industrial (I-WD) and Agriculture (A-20) to Marsh Preservation (MP), Suisun Marsh Agricultural (A-SM), Residential Traditional Community (R-TC-4) and Commercial Recreation – Limited (CR-L);
 Rezoning in the Parish Road areas of the Suisun Marsh from Agriculture (A-20) and Marsh Preservation (MP) Suisun Marsh Agricultural (A-SM) and Marsh Preservation (MP); and
 Rezoning to rename the Limited Agricultural District (A-L) to Suisun Marsh Agricultural (A-SM) District;

SONOMA COUNTY

Form 424

River to Coast Children's Services

River to Coast Children;s Services

Jynx Lopez, Exec. Dir (707) 869-3613

This is a child care project that would enhance our services to the low income children we serve. We would like to purchase materials that would bring up our providers environmental rating scores, provide literacy to our children, extend our Kindergym program, and provide technical assistance conference and workshop access.