NOTICE OF PREPARATION
ENVIRONMENTAL IMPACT REPORT
CITY OF WALNUT CREEK

DATE: January 20, 2009 WORK ORDER NO.: Y05-027

PROJECT TITLE: Walnut Creek BART Station Transit Village

SUBJECT: NOTICE OF PREPARATION - ENVIRONMENTAL IMPACT REPORT

Pursuant to the California Environmental Quality Act (CEQA, Public Resources Code section 21000 et seq) and CEQA Guidelines (California Code of Regulations section 15000 et seq), the City of Walnut Creek will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project described in this notice.

Lead Agency
City of Walnut Creek, Community Development Department
1666 North Main Street, Second Floor
Walnut Creek, CA 94596
Attn: Steven Buckley, Senior Planner
Phone: (925) 943-5899 x359
Fax: (925) 256-3500
e-mail: buckley@walnut-creek.org

Project Applicant
Walnut Creek Transit Lifestyle Associates, LLC
BRE Properties Incorporated
5815 Shellmound Way, Suite A
Emeryville, CA 94608

To Responsible Agencies
We need to know your views as to the scope and content of the environmental information that is germane to your agency's statutory responsibility in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project. Please also send us the name of a contact person in your agency.

To Citizens
The EIR will disclose the potential significant environmental effects of the project and suggest mitigation measures and project alternatives to reduce those impacts to an acceptable level. We need to know your views on the environmental issues and range of alternatives you believe should be addressed.

Responding to this Notice
Due to the time limits mandated by state law, your response must be sent at the earliest possible date but no later than 30 days after receipt of this notice. Please send your response to the contact person at the address listed above under Lead Agency.
I. Project Description

Site and Location: The project would be located in the City of Walnut Creek, California in the County of Contra Costa. The regional and local locations of the project site are shown in Figures 1 and 2, respectively. The project site is located at 200 Ygnacio Valley Road, which is the Walnut Creek Station of the San Francisco Bay Area Rapid Transit District (BART). The site is bounded by Ygnacio Valley Road, North California Boulevard, Pringle Avenue, and I-680.

The site currently is developed with the BART station and its elevated platform and tracks, a bus transfer station, and parking for 2,126 vehicles, nearly all of which are for BART patrons including 1,275 within a multi-level parking structure and 851 spaces on surface lots, as well as 20 parking spaces for BART employees and service vehicles. The existing BART station and parking garage would be maintained, and the surface parking lots and the bus transfer area would be developed as further described below.

The total developable acreage is approximately twelve acres (excluding the existing parking garage and BART station that are to remain). The site has sloping topography with a high point at the rear of the BART parking garage nearest the I-680 boundary, relatively flat parking lots, and slopes down to grade level at each of the street frontages, with the lowest point being at the intersection of Ygnacio Valley Road and North California Boulevard.

Proposed Development: The proposed project includes a phased master plan with a total of 596 residential units, 12,785 square feet of retail/commercial area, 30,000 square feet of office area, and flex space for 28 of the ground floor units to be converted to commercial storefront uses.

Parking for the residential space would be provided in subterranean garages. All of the existing BART parking would be replaced in a new multi-story above-grade garage for BART customers and 60 additional spaces would be provided for commercial tenants and customers. A Central Contra Costa Transit Authority (CCCTA) bus station would be incorporated into the ground floor of the new garage. Vehicle access to the site will be reconfigured on each of the frontages and within the site to serve the new development.

The proposed project would involve three construction phases. Figures 3, 4 and 5 show the location of uses within the construction phases. The plans show three levels: (1) the Garage Level, (2) the Podium Level, and (3) the Upper Levels. The Garage Levels are below and partially below grade; the Podium Levels are considered at-grade and include most of the plaza areas, ground floor retail and residential uses, and vehicle and pedestrian access to the site. Three Upper Levels of residential units would be above the Podium Levels.

Phase 1 would take place on the southwestern portion of the site that is bordered by I-680, Ygnacio Valley Road, the BART station, and the existing BART parking structure. Phase 1 includes a 30,000 square-foot, 4-story commercial building with frontage on Ygnacio Valley Road, attached to a new 6-story BART parking structure adjacent to the existing BART parking structure. The new BART parking garage will contain 1,030 parking spaces to replace all of the existing surface parking at the site and add 119 BART parking stalls and 60 retail/commercial stalls. A covered CCCTA bus station with 15 bus bays and a 1,500 square foot CCCTA office
will also be provided in this phase. A 2,000 square foot BART police station also would be located in this area.

Phase 2 would take place between the existing BART parking structure and Riviera and Pringle Avenues to the north. This phase will include two 4-story buildings with 7,435 square feet of retail space on the ground floor and 358 residential units at the ground level and on three stories above. Private patios, common recreation areas, lobby and hallways would be included in a total floor area of approximately 273,762 square feet. The commercial and residential parking would be located in subterranean levels, with vehicle access from Pringle Avenue. Taxi pick-up/drop-off and “kiss-n-ride” areas are also included in this phase adjacent to the existing BART parking garage and BART station.

Phase 3 would take place on the triangular parcel bordered by Ygnacio Valley Road, North California Boulevard, and the BART station, elevated platform and BART tracks. Phase 3 includes two 4- and 5-story mixed-use buildings with 5,350 square feet of retail/commercial area on the ground floor, and 238 residential units among the four residential stories. Private patios, common recreation areas, lobby and hallways would be included in a total floor area of approximately 213,234 square feet. As shown in Figure 4, the retail/commercial uses will be located adjacent to both plaza areas at the BART fare gates and the corner of Ygnacio Valley Road and North California Boulevard. These areas will be connected by a landscaped pedestrian path bordered by the commercial flex space that could accommodate either exclusively living space or a combination of commercial and living space.

Requested Project Approvals: The applicant is requesting a General Plan Amendment to designate the site for residential and commercial mixed use development and transit serving uses. The applicant is also requesting to rezone the property to Planned Development to allow the specific uses and site configuration proposed at the site. The property may also be subdivided by Parcel Map to create the development areas indicated in the phasing plan. The development phases would be subject to Design Review, and the applicant is requesting a Development Agreement to assure entitlements over time, in exchange for certain public benefits that will be determined during the permit review process. Site Development Permits, Encroachment Permits, Building Permits and other permits to construct the project would also be required.

II. Environmental Impacts and Alternatives

The City has not completed an Initial Study for the project, but has determined the general scope of work for the EIR analysis and has contracted with a consultant to prepare the EIR.

The environmental effects of the project and/or the issues the EIR will address include:

- Aesthetics
- Air Quality (including Greenhouse Gas Emissions)
- Cultural Resources
- Geology / Soils
- Hazards & Hazardous Materials
- Hydrology / Water Quality
- Land Use / Planning
- Noise
- Population / Housing
- Public Services
- Transportation / Traffic
- Utilities / Service Systems
- Mandatory Findings of Significance.

The City believes the project will not have an impact on (and the EIR will not address):
- Agricultural Resources
- Biological Resources
- Mineral Resources.

Alternatives to be considered in the EIR include:
- No Project (development allowed under existing land use designations)
- Modified Land Use Project (some alternative combination of land uses at the site)
- Modified Site Plan Project (some alternative to the proposed site plan).

For further information please contact Steven Buckley, Senior Planner, at (925) 943-5899 x359
or via email at buckley@walnut-creek.org.

SANDRA MEYER, INTERIM DIRECTOR
Community Development Department

Attachments
Figure 1: Regional Location
Figure 2: Project Location
Figure 3: Site Plan – Garage Level
Figure 4: Site Plan – Podium Level
Figure 5: Site Plan – Upper Level
FIGURE 1
REGIONAL LOCATION
FIGURE 2

PROJECT LOCATION
FIGURE 5
SITE PLAN - UPPER LEVELS

Source: MVE & Partners, Inc.
Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

Project Title: Walnut Creek BART Station Transit Village

Lead Agency: Walnut Creek Planning Department
Mailing Address: 1666 N. Main Street
City: Walnut Creek
ZIP: 94596
County: Contra Costa

Project Location: County: Contra Costa
City/Nearest Community: Walnut Creek
Cross Streets: Ygnacio Valley Road / N. California Blvd. / Pringle Avenue / I-680
Zip Code: 94596

Longitude/Latitude (degrees, minutes and seconds): 37°54'22"N -122°4'6"W Total Acres: 16
Assessor's Parcel No.: 174-190-037, 174-180-001
Section: 33
Twp.: 1N
Range: 2W
Base: Mt. Diablo

Within 2 Miles: State Hwy #: I-680, SR24
Waterways: 
Airports: 
Railways: 
Schools: 

Document Type:
CEQA: 
- NOP
- Early Cons
- Neg Dec
- Mit Neg Dec
Draft EIR
Supplement/Subsequent EIR
(Prior SCH No.)
NEPA: 
- NOI
- Joint Document
- Final Document
- Other:
- EA
- Draft EIS
- FONSI

Local Action Type:
- General Plan Update
- Specific Plan
- Rezone
- Annexation
- General Plan Amendment
- Master Plan
- Redevelopment
- General Plan Element
- Planned Unit Development
- Prezone
- Coastal Permit
- Community Plan
- Site Plan
- Use Permit
- Other:
- Land Division (Subdivision, etc.)
- Land Division (Subdivision, etc.)

Development Type:
- Residential: Units 596
- Acres
- Employees
- Transportation: Type bus station, kiss-n-ride, taxis
- Commercial: Sq.ft. 30000
- Acres
- Employees
- Mining: Mineral
- Industrial: Sq.ft. 12785
- Acres
- Employees
- Power: Type MW
- Educational: 
- Waste Treatment: Type MGD
- Recreational:
- Hazardous Waste: Type
- Water Facilities: Type MGD
- Other: parking garage (1200 spaces)

Project Issues Discussed in Document:
- Aesthetic/Visual
- Agricultural Land
- Fiscal
- Schools/Universities
- Vegetation
- Air Quality
- Flood Plain/Flooding
- Forest Land/Fire Hazard
- Water Quality
- Archeological/Historical
- Geologic/Seismic
- Septic Systems
- Water Supply/Groundwater
- Biological Resources
- Minerals
- Sewer Capacity
- Wetland/Riparian
- Coastal Zone
- Noise
- Soil Erosion/Compaction/Grading
- Growth Inducement
- Drainage/Absorption
- Population/Housing Balance
- Solid Waste
- Land Use
- Economic/Jobs
- Public Services/Facilities
- Toxic/Hazardous
- Cumulative Effects
- Recreation/Parks
- Traffic/Circulation
- Other:

Present Land Use/Zoning/General Plan Designation:
Public Utility - BART Station, Bus Stops, and Parking Lots.

Project Description: (please use a separate page if necessary)
General Plan Amendment, Rezoning, Subdivision, Design Review, and Development Agreement to allow mixed use development including replacement parking (removing surface lots and developing a multi-story garage), transit center, residential, office and retail uses, plus public indoor and outdoor spaces, and garage parking to support the residential, office and retail uses. The project would be developed in three phases.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2008
Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X". If you have already sent your document to the agency please denote that with an "S".

S     Air Resources Board
      Office of Emergency Services
      Office of Historic Preservation
      Office of Public School Construction
      Parks & Recreation, Department of
      Pesticide Regulation, Department of
      Public Utilities Commission
S     Caltrans District #4
      Regional WQCB #2
      Resources Agency
      S.F. Bay Conservation & Development Comm.
      San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
      San Joaquin River Conservancy
      Santa Monica Mtns. Conservancy
      State Lands Commission
      SWRCB: Clean Water Grants
      SWRCB: Water Quality
      SWRCB: Water Rights
      Tahoe Regional Planning Agency
S     Caltrans Division of Aeronautics
      Toxic Substances Control, Department of
      Water Resources, Department of
S     Caltrans Planning
S     Central Valley Flood Protection Board
      Other: Bay Area Air Quality Management District
S     Coachella Valley Mtns. Conservancy
      Other:
      Coastal Commission
      Conservation, Department of
      Corrections, Department of
      Delta Protection Commission
      Education, Department of
      Energy Commission
      Fish & Game Region #
      Food & Agriculture, Department of
      Forestry and Fire Protection, Department of
      General Services, Department of
      Health Services, Department of
S     Housing & Community Development
      Integrated Waste Management Board
      Other:
S     Native American Heritage Commission

Local Public Review Period (to be filled in by lead agency)

Starting Date: January 20, 2009
Ending Date: February 20, 2009

Lead Agency (Complete if applicable):

Consulting Firm: Design, Community & Environment
Address: 1625 Shattuck Avenue, Suite 300
City/State/Zip: Berkeley, CA 94709
Contact: Ted Heyd, Associate
Phone: (510) 848-3815

Applicant: Walnut Creek Transit Lifestyle Associates LLC
Address: c/o BRE, 5815 Shellmound Way Suite A
City/State/Zip: Emeryville, CA 94608
Phone: (510) 597-5322

Signature of Lead Agency Representative: __________________________ Date: 1/20/09

February 13, 2009

Steven Buckley, Senior Planner
City of Walnut Creek
Community Development Department
1666 North Main Street, 2nd Floor
Walnut Creek, CA, 94596

Re: Notice of Preparation of a Draft Environmental Impact Report - Walnut Creek
BART Station Transit Village

Dear Mr. Buckley:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Notice of Preparation of an Environmental Impact Report for the Walnut Creek
BART Station Transit Village located at 200 Ygnacio Valley Road, Walnut Creek. EBMUD has the following comments.

WATER SERVICE

Pursuant to Section 15155 of the California Environmental Quality Act Guidelines, and Section 10910-10915 of the California Water Code, a Water Supply Assessment (WSA) will be required, as the project would demand an amount of water equivalent to or greater than the amount of water required by a 500-dwelling unit project. Please submit a written request to EBMUD to prepare a WSA. Preparation of the WSA will require that EBMUD contact the project sponsor to gather data and estimates of future water demands for the project area. Please be aware that the WSA can take up to 90 days to complete from the day the request was received.

EBMUD’s Leland Pressure Zone, with a service elevation between 50 to 250 feet, will serve the proposed development. A main extension, at the project sponsor’s expense, may be required to serve the proposed development depending on EBMUD’s metering requirements and fire flow requirements set by the local fire department. When the development plans are finalized, the project sponsor should contact EBMUD’s New Business Office and request a water service estimate to determine costs and conditions for providing water service to the proposed development. Engineering and installation of water mains and services requires substantial lead-time, which should be provided for in the project sponsor’s development schedule.
WATER RECYCLING

The proposed project is not a likely candidate for recycled water due to minimal irrigation demands and the cost to provide recycled water to the project site may be cost prohibitive due to the long length of pipeline required to get to the site. However, EBMUD requests that the project applicant contact and coordinate with EBMUD during the planning of the project to confirm the feasibility of using recycled water at the project site.

WATER CONSERVATION

The proposed project presents an opportunity to incorporate water conservation measures. EBMUD requests that the City of Walnut Creek include in its conditions of approval a requirement that the project sponsor comply with the Assembly Bill 325, "Model Water Efficient Landscape Ordinance," (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490 through 495). EBMUD staff would appreciate the opportunity to meet with the project sponsor to discuss water conservation programs and best management practices applicable to the project area. A key objective of this discussion will be to explore timely opportunities to expand conservation via early consideration of EBMUD’s conservation programs and best management practices applicable to the project.

If you have any questions concerning this response, please contact David J. Rehnstrom, Senior Civil Engineer, Water Service Planning at (510) 287-1365.

Sincerely,

[Signature]

William R. Kirkpatrick
Manager of Water Distribution Planning

WRK:OA:H:sb
sb09_023.doc

cc: Walnut Creek Transit Lifestyle Association, LLC
BRE Properties Incorporated
5815 Shellmound Way, Suite A
Emeryville, CA 94608
February 18, 2009

Mr. Steven Buckley  
City of Walnut Creek  
1666 North Main Street  
Walnut Creek, CA 94596

Dear Mr. Buckley:

**Walnut Creek BART Station Transit Village (Y05-027) – Notice of Preparation**

Thank you for including the California Department of Transportation (Department) in the early stages of the environmental review process for the Walnut Creek BART Station Transit Village (Y05-027) project. The following comments are based on the Notice of Preparation (NOP). As the lead agency, the City of Walnut Creek is responsible for all project mitigation, including any needed improvements to State highways. The project’s fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. The Department will not issue a permit until our concerns are adequately addressed. We strongly recommend that the City of Walnut Creek work with both the applicant and the Department to ensure that our concerns are resolved during the CEQA process, and, in any case, prior to submittal of a permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

**Traffic Impact Study (TIS)**

Please include the information detailed below in the TIS to ensure that project-related impacts to State roadway facilities are thoroughly assessed. We encourage the City to coordinate preparation of the study with our office, and we would appreciate the opportunity to review the scope of work. The Department’s "Guide for the Preparation of Traffic Impact Studies" should be reviewed prior to initiating any traffic analysis for the project; it is available at the following website:


“Caltrans improves mobility across California”
The Traffic Study should include:
1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby State roadways. Ingress and egress for all project components should be clearly identified. State right of way (ROW) should be clearly identified.

2. The maps should also include project driveways, local roads and intersections, parking, and transit facilities.

3. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.

4. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all significantly affected roadways, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. The analysis should clearly identify the project’s contribution to area traffic and degradation to existing and cumulative levels of service. Lastly, the Department’s LOS threshold, which is the transition between LOS C and D, and is explained in detail in the Guide for Traffic Studies, should be applied to all State facilities.

5. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.

6. The project’s consistency with both the Circulation Element of the General Plan and the Contra Costa County Congestion Management Agency’s Congestion Management Plan should be evaluated.

7. Mitigation should be identified for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic.

8. Special attention should be given to the following trip-reducing measures:
   - Encouraging mixed-use,
   - Maximizing density through offering bonuses and/or credits,
   - Coordinating with Central Contra Costa Transit Agency, to increase transit use by expanding routes and emphasizing express service to regional rail stations, and by providing bus shelters with seating at any future bus pullouts,
   - Providing transit information to all future project employees and patrons, and
   - Encouraging bicycle- and pedestrian-friendly design.

"Caltrans improves mobility across California"
Please forward three hard copies and three CD’s of the environmental document, along with the Traffic Study, including Technical Appendices, and staff report to the address below as soon as they are available.

Luis Melendez, Associate Transportation Planner
Community Planning Office, Mail Station 10D
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Community Planning
The Department encourages you to locate any needed housing, jobs and neighborhood services near major mass transit nodes, and connect these nodes with streets configured to encourage walking and bicycling, as a means of reducing regional vehicle miles traveled and traffic impacts on the State highways. We also recommend modeling pedestrian, bicycle, and transit trips in order that project generated impacts can be quantified. Mitigation measures resulting from this analysis should improve pedestrian and bicycle access to transit, thereby reducing traffic impacts on state highways.

Additionally, please provide a discussion and analysis on the secondary impacts to pedestrians and bicyclists that may result from traffic impact mitigation measures. Describe any pedestrian and bicycle mitigation measures that would be needed to maintain and improve access to transit and reduce traffic impacts on the State highway system.

Traffic Impact Fees
Please identify traffic impact fees. Development plans should require traffic impact fees based on projected traffic and/or based on associated cost estimates for public transportation facilities necessitated by development. Please refer to the California Office of Planning and Research (OPR) 2003 General Plan Guidelines, page 163, which can be accessed on-line at the following website: http://www.opr.ca.gov/index.php?a=planning/gpg.html

Scheduling and costs associated with planned improvements on Departmental ROW should be listed, in addition to identifying viable funding sources correlated to the pace of improvements for roadway improvements, if any. Please refer to the state OPR’s 2003 General Plan Guidelines, page 106.

Encroachment Permit
Please be advised that any work or traffic control that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information. http://www.dot.ca.gov/hq/traffops/developserv/permits/

Michael Condie, District Office Chief
Office of Permits
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

“Caltrans improves mobility across California”
Please feel free to call or email Luis Melendez of my staff at (510) 286-5606 or Luis_Melendez@dot.ca.gov with any questions regarding this letter.

Sincerely,

LISA CARBONI
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse
Mr. Steven Buckley  
City of Walnut Creek  
Community Development Department  
P.O. Box 8039  
Walnut Creek, CA 94596

Subject:  
Walnut Creek BART Station Transit Village Environmental Impact Report (EIR)  
200-220 Ygnacio Valley Road, Walnut Creek  
CCCFPD Project No. 104970-EIR

We have reviewed the Notice of Preparation of an Environment Impact Report to establish a mixed-use development consisting of 596 residential units, 12,785 square feet of retail/commercial space, 30,000 square feet of office space and three levels of parking at the subject location.

Due to the impact that the proposed Transit Station will have on the Fire District, the approval of this development is subject to the following conditions for mitigation:

- Impact fees shall be paid to the Fire District in the amount of $285 per residential dwelling unit, $376 per 1,000 square feet of office space, and $329 per 1,000 square feet of retail/commercial space.

Additionally, the following requirements are requisite for Fire District approval in accordance with the Health and Safety Code, the 2007 California Fire Code (CFC), and the 2007 California Building Code (CBC):

1. The developer shall provide access roadways with an all-weather driving surface of not less than 20-feet unobstructed width, and not less than 13 feet six inches of vertical clearance, to within 150 feet of travel distance to all portions of the exterior walls of every building. Access roadways shall have a minimum outside turning radius of 45 feet, and must be capable of supporting the imposed fire apparatus loading of 37 tons. (503) CFC

2. Access roadways of less than 28-feet unobstructed width shall have NO PARKING – FIRE LANE signs posted or curbs painted red with the words NO PARKING – FIRE LANE clearly marked. 22500.1 CVC, (503.3) CFC

3. The developer shall provide an adequate and reliable water supply for fire protection as set forth in the California Fire Code. (508.1) CFC.

4. The developer shall provide hydrants of the East Bay type. Hydrant quantities and locations will be determined by this office. (C103.1) CFC
5. The developer shall submit three copies of a tentative map or site plan for placement of fire hydrants, determination of required fire flow and review of access in order to assure compliance with minimum requirements as set forth in the California Fire Code. (501.3) CFC

6. Emergency apparatus access roadways and hydrants shall be installed, in service, and inspected by the Fire District prior to construction or combustible storage on site. (501.4) CFC

Note: The first lift of asphalt concrete paving shall be installed as the minimum subbase material and capable of supporting the designated gross vehicle weight specified above.

7. The developer shall provide traffic signal pre-emption systems (Opticom) on any new or modified traffic signals installed with this development. (21351) CVC

8. Approved premises identification shall be provided. Such numbers shall contrast with their background and be a minimum of six inches high with one-inch stroke or larger as required to be readily visible from the street. (505.1) CFC, (501.2) CBC

9. All buildings as proposed shall be protected with an approved automatic fire sprinkler system. Submit three sets of plans to this office for review and approval prior to installation. (903.2) CFC

10. The developer shall submit three complete sets of plans and specifications, including any required built-in fire protection systems for review and approval prior to construction to insure compliance with minimum requirements related to fire and life safety. (901.2) CFC, (108.4.1) CBC

If you have any questions regarding the above requirements, please contact our office at (925) 941-3547.

Sincerely,

Ted Leach
Fire Prevention Technician
tleac@cccfpd.org

TL/mm

c: Chief Rich Grace
   CCCFPD

File: 104970EIR.ltr
3/26/09

Mr. Steve Buckley
Senior Planner
City of Walnut Creek, Community Development Department
1666 North Main Street, 2nd Floor
Walnut Creek, California 94596

WALNUT CREEK BART STATION TRANSIT VILLAGE

Dear Mr. Buckley:

Thank you for the opportunity to review the Notice of Preparation (NOP) for the subject project. We regret that our comments are not timely. We hope nonetheless that they will be useful to you as you advance preparation of the Environmental Impact Report (EIR) for this project. The Department of Toxic Substances Control (DTSC) is a state agency responsible for regulation of hazardous waste management and cleanup of hazardous substances releases.

We wish to suggest that any hazardous substances investigation and remediation activities that are necessary to advance this project be included and reviewed fully in the EIR, so that DTSC may use the EIR for our approval purposes.

We look forward to reviewing the EIR and precedent scoping documents. If you have any questions, please contact me at (510) 540-3772.

Sincerely,

Daniel Murphy, P.E.
Unit Chief
Brownfields & Environmental Remediation Program
Notice of Preparation

January 22, 2009

To: Reviewing Agencies

Re: Walnut Creek BART Station Transit Village
    SCH# 2009012054

Attached for your review and comment is the Notice of Preparation (NOP) for the Walnut Creek BART Station Transit Village draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Steven Buckley
City of Walnut Creek
Planning Department
1666 N. Main Street
Walnut Creek, CA 94596

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Assistant Deputy Director & Senior Planner, State Clearinghouse

Attachments
cc: Lead Agency
**Document Details Report**  
**State Clearinghouse Data Base**

<table>
<thead>
<tr>
<th>SCH#</th>
<th>2009012054</th>
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</thead>
<tbody>
<tr>
<td>Project Title</td>
<td>Walnut Creek BART Station Transit Village</td>
</tr>
<tr>
<td>Lead Agency</td>
<td>Walnut Creek, City of</td>
</tr>
<tr>
<td>Type</td>
<td>NOP Notice of Preparation</td>
</tr>
<tr>
<td>Description</td>
<td>General Plan Amendment, Rezoning, Subdivision, Design Review, and Development Agreement to allow mixed use development including replacement parking (removing surface lots and developing a multi-storage garage), transit center, residential, office and retail uses, plus public indoor and outdoor spaces, and garage parking to support the residential, office and retail uses. The project would be developed in three phases.</td>
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**Lead Agency Contact**

<table>
<thead>
<tr>
<th>Name</th>
<th>Steven Buckley</th>
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<tbody>
<tr>
<td>Agency</td>
<td>City of Walnut Creek</td>
</tr>
<tr>
<td>Phone</td>
<td>925-943-5899 x 359</td>
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<td>Email</td>
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<tr>
<td>Address</td>
<td>Planning Department 1666 N. Main Street</td>
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<tr>
<td>City</td>
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<tr>
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**Project Location**

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<tr>
<th>County</th>
<th>Contra Costa</th>
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<tr>
<td>City</td>
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<tr>
<td>Region</td>
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<td>Lat / Long</td>
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**Proximity to:**

- Highways I-680, SR-24
- Airports
- Railways
- Waterways
- Schools
- Land Use Public Utility - BART Station, Bus Stops, and Parking Lots.

**Project Issues**

- Reviewing Agencies
  - Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 3; Native American Heritage Commission; Caltrans, Division of Transportation Planning; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 4; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 5 (Sacramento)

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### County: Contra Costa

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<table>
<thead>
<tr>
<th>Business, Trans &amp; Housing</th>
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<td>Dan Kopulsky</td>
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Last Updated on 01/07/2009
Walnut Creek BART Station Transit Village

SCH Number: 2009012054
Type: NOP - Notice of Preparation

Project Description
General Plan Amendment, Rezoning, Subdivision, Design Review, and Development Agreement to allow mixed use development including replacement parking (removing surface lots and developing a multi-storage garage), transit center, residential, office and retail uses, plus public indoor and outdoor spaces, and garage parking to support the residential, office and retail uses. The project would be developed in three phases.

Project Lead Agency
Walnut Creek, City of

Contact Information
Primary Contact:
Steven Buckley
City of Walnut Creek
925-943-5899 x 359
Planning Department
1666 N. Main Street
Walnut Creek, CA 94596

Project Location
County: Contra Costa
City: Walnut Creek
Region:
Cross Streets: Ygnacio Valley Road / N. California Blvd / Pringle Avenue / I-680
Parcel No: 174-190-037, 174-180-001
Township: 1N
Range: 2W
Section: 33
Base: MDB&M
Other Location Info:

Proximity To
Highways: I-680, SR-24
Airports:
Railways:
Waterways:
Schools:
Land Use: Public Utility - BART Station, Bus Stops, and Parking Lots.

Development Type
Residential, Office, Commercial, Transportation. Other, Other

Local Action
General Plan Amendment, Planned Unit Development, Rezone

Project Issues

Reviewing Agencies ( Agencies in Bold Type submitted comment letters to the State Clearinghouse)
Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 3; Native American Heritage Commission; Caltrans, Division of Transportation Planning, California Highway Patrol, Department of Housing and Community Development; Caltrans, District 4; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 5 (Sacramento)

02/26/2009