

miles between Structure 155A and Pump Station 319.

Environmental Quality: The Technical Mediated Plan will preserve the same flood control benefits that justify the original Corps project. The recommended plan will serve other purposes as well: provide additional water supply for the Everglades (and other urban and environmental users) and provide a filtering area to remove excessive nutrients from agricultural runoff before it is discharged into the Everglades. As an incidental, but important benefit, the plan will also reduce harmful freshwater discharges into Lake Worth at the eastern terminus of C-51.

b. Scoping: The scoping process as outlined by the Council on Environmental Quality will be utilized to involve Federal, State, and local agencies; and other interested persons and organizations. A scoping letter will be sent to interested Federal, State, and local agencies requesting their comments and concerns regarding issues they feel should be addressed in the EIS. Interested persons and organizations wishing to participate in the scoping process should contact the Corps of Engineers at the address above. Significant issues anticipated include concern for: local groundwater recharge, water quality, water supply, recreation, wetlands, fish and wildlife, and land use. Public scoping meetings will be held in the near future, the exact location, dates, and times will be announced in public notices and local newspapers.

c. It is estimated that the DEIS will be available to the public in March 1996.

Gregory D. Showalter,

Army Federal Register Liaison Officer.

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Intent To Prepare a Draft Environmental Impact Statement (DEIS) for San Francisco Bay to Stockton, Phase III (John F. Baldwin) Navigation Channel Deepening

AGENCY: U.S. Army Corps of Engineers.

ACTION: Notice of intent.

SUMMARY: John F. Baldwin is part of the San Francisco Bay to Stockton, California Navigation Project authorized by the River and Harbor Act of 1965 as contained in Public Law 89-298, Eighty-Ninth Congress, dated 29 October 1965. The authorization includes improving and deepening existing navigation channels from the San Francisco entrance channel to Port of Stockton. To fulfill the requirements of Section

102(2)(c) of the National Environmental Policy Act, the Corps of Engineers has determined that the proposed action may have significant effect on the quality of the human environment and therefore requires the preparation of an Environmental Impact Statement.

FOR FURTHER INFORMATION CONTACT: For further information about the project and the alternatives, contact Mr. Peter LaCivita, Chief, Environmental Planning Section, Corps of Engineers San Francisco District, 211 Main Street, Rm 918 (CESPN-PE-PP), San Francisco, CA 94105-1905. Phone number (415) 744-3342, fax number (415) 744-3312, internet address placivita@smtp.spd.usace.army.mil

ADDRESSES: Written statements should be mailed no later than June 16, 1995, to the District Engineer, USAED San Francisco, 211 Main Street, San Francisco, California 94105.

SUPPLEMENTARY INFORMATION:

Need for Action

Currently vessels with drafts greater than 35 feet arriving in San Francisco Bay are required to arrive with only a portion of their cargo hulls full, or to off-load a portion of their cargo before proceeding to their respective terminals as far as Point Edith in Suisun Bay. The proposed deepening of the channel will lessen or eliminate this need, reducing transportation costs through increasing fleet efficiency. Safety would improve and environmental risks would decrease due to the inherent reduction in ship traffic.

Summary

San Francisco Bay to Stockton, Phase III (John F. Baldwin) Ship Channel Improvement Project (JFB), starts in San Francisco Bay, extends through San Pablo Bay and Carquinez Strait and into Suisun Bay.

The project consists of dredging four reaches of the channel, three maneuvering areas, one approach area, and one turning basin. The first reach, 3 miles of the West Richmond Channel in central San Francisco Bay through the Richmond-San Rafael Bridge area, is to be deepened from -35 feet to -45 feet MLLW with a bottom width of 600 feet. The second reach to be dredged is the Pinole Shoal Channel, which extends approximately 11 miles across San Pablo Bay and connects the naturally deep waters of San Pablo Bay and Carquinez Strait. This channel will be deepened from -35 MLLW to -45 feet MLLW, and the bottom width reduced from 600 to 520 feet. The first maneuvering area to be dredged is associated with the Pinole Shoal

Channel, in the area near the Unocal wharf at Oleum. This area will be dredged to -45 feet MLLW. The Carquinez Strait Channel is the third reach to be deepened as part of the JFB project. This approximately 3.5-mile long channel will be deepened from -35 feet MLLW, with a width of 600 feet to -45 feet MLLW with a width of 520 feet through the shoal areas of Upper Carquinez Strait in the Martinez-Benicia area, tapering to approximately 300 feet at the Interstate 680 (I-680) and Southern Pacific Railroad bridge. The approach area south of the main Carquinez Strait Channel at Martinez will be deepened to -45 feet MLLW and the maneuvering area will be enlarged to include the naturally deep water to the north. The final reach is Bulls Head Shoal Channel, a distance of approximately 2 miles. This reach will be dredged from the existing -35 feet to -45 feet MLLW and after passing through the narrow straits under the railroad bridge, widened from the existing 350 feet to 520 feet. This newly enlarged channel will continue into a 1500-foot trapezoidal turning basin that will be positioned at the upstream end of the reach with a depth of -35 feet MLLW outside of the channel. After leaving the turning basin the channel will revert to current project dimensions upstream of -35 feet MLLW with a width of 350 feet. The volume of material to be dredged from the project is approximately (9 million cubic yards [mcy]).

Alternatives

Alternatives associated with the JFB projects are the No-Action alternative, in which no disposal site would be used and therefore the project would not be constructed, and combinations of sites for disposal of dredged material. A total of ten sites have been identified for disposal and will be evaluated in the EIS/EIR. The sites include one ocean disposal site (EPA-designated San Francisco Deep Ocean Disposal Site [SF-DODS]), one San Francisco Bay disposal site (the Bay Farm Borrow area), and eight land sites. The SF-DODS is located approximately 50 miles west of the Golden Gate Bridge in over 8,000 feet of water. The Bay Farm Borrow Area (BFBA) is located off Bay Farm Island, Alameda County and is, on average, -31 feet MLLW, encompassing over 400 acres. The first land alternative is Leonard Ranch, located in Sonoma County, south of Highway 37, near Port Sonoma-Marin where material would be dried and used as cover material for landfills. Montezuma Wetlands (Phase I) is located in Solano County on Montezuma Slough north of the

confluence of the Sacramento and San Joaquin Rivers. Dredged material would be used to restore the site to a tidal wetland. Various Department of Water Resources (DWR) Delta Island sites have been identified through the Long Term Management Strategy (LTMS) as potential land sites for material to be used in levee maintenance. Sites with the most potential for use of dredged material in levee maintenance are Twitchell, Jersey, Sherman, Bradford, and Bethel Islands and Webb Tract.

Scoping

The focus of the DEIS will be on the construction and maintenance of the JFB channel and the associated disposal sites. Interested parties are requested to express their views concerning the proposed activity by June 16, 1995. A scoping meeting for the project will be held in the Bay Room at the George Gordon Center, 500 Court Street in Martinez, Contra Costa County, California on June 1, 1995, starting at 6 p.m.

Agencies and the public are encouraged to provide written comments in addition to, or in lieu of, oral comments at the scoping meeting. To be most helpful, the scoping comments should clearly describe specific environmental topics or issues which the commentator believes the document should address. Oral and written comments receive equal consideration. Written public comment concerning scoping of the DEIS will be accepted until June 16, 1995. Please address all correspondence to the District Engineer, USAED San Francisco, 211 Main Street, San Francisco, California 94105. For additional information, please contact the person indicated above.

Topics which have already been identified as needing consideration in the DEIS are salinity intrusion, wildlife conservation, endangered species, and sediment and water quality.

The DEIS will be used as the primary information document to secure concurrence in a Federal Coastal Zone Consistency Determination. In addition, the DEIS will be used by the local sponsor to meet its responsibilities under the California Environmental Quality Act, and may also be used by the San Francisco Regional Water Quality Control Board to meet its responsibilities under the Porter-Cologne Act. Other reviews in which the DEIS will be a source of information are the Fish and Wildlife Coordination Act, Endangered Species Act, Clean Water Act, and "trustee agency" reviews by the State of California. The DEIS will

be available for public review in Fall, 1995.

Gregory D. Showalter,
Army Federal Register Liaison Officer.
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Department of the Navy

Community Redevelopment Authority and Available Surplus Buildings and Land at Military Installations Designated for Closure: Naval Reserve Center, Jamestown, New York

AGENCY: Department of the Navy, DOD.

ACTION: Notice.

SUMMARY: This Notice provides information regarding the redevelopment authority that has been established to plan the reuse of the Naval Reserve Center, Jamestown, NY, the surplus property that is located at that base closure site, and the timely election by the redevelopment authority to proceed under new procedures set forth in the Base Closure Community Redevelopment and Homeless Assistance Act of 1994.

FOR FURTHER INFORMATION CONTACT: John J. Kane, Director, Real Estate Operations Division, Naval Facilities Engineering Command, 200 Stovall Street, Alexandria, VA 22332-2300, telephone (703) 325-0474, or Marian E. DiGiamarino, Special Assistant for Real Estate, Base Closure Team, Northern Division, Naval Facilities Engineering Command, 10 Industrial Highway, Mail Stop #82, Lester, PA 19113-2090, telephone (610) 595-0762. For detailed information regarding particular properties identified in this Notice (i.e., acreage, floor plans, sanitary facilities, exact street address, etc.), contact Helen McCabe, Realty Specialist, Base Closure Team, Northern Division, Naval Facilities Engineering Command, 10 Industrial Highway, Mail Stop #82, Lester, PA 19113-2090, telephone (610) 595-0762.

SUPPLEMENTARY INFORMATION: In 1993, the Naval Reserve Center, Jamestown, NY, was designated for closure pursuant to the Defense Base Closure and Realignment Act of 1990, Public Law 101-510, as amended. Pursuant to this designation, the land and facilities at this installation were on July 15, 1994, declared surplus to the federal government and available for use by (a) non-federal public agencies pursuant to various statutes which authorize conveyance of property for public projects, and (b) homeless provider groups pursuant to the Stewart B.

McKinney Homeless Assistance Act (42 U.S.C. 11411), as amended.

Election To Proceed Under New Statutory Procedures

Subsequently, the Base Closure Community Redevelopment and Homeless Assistance Act of 1994 (Public Law 103-421) was signed into law. Section 2 of this statute gives the redevelopment authority at base closure sites the option of proceeding under new procedures with regard to the manner in which the redevelopment plan for the base is formulated and how requests are made for future use of the property by homeless assistance providers and non-federal public agencies. On December 21, 1994, the Governor of New York submitted a timely request to proceed under the new procedures. Accordingly, this notice of information regarding the redevelopment authority fulfills the **Federal Register** publication requirement of Section 2(e)(3) of the Base Closure Community Redevelopment and Homeless Assistance Act of 1994.

Also, pursuant to paragraph (7)(B) of Section 2905(b) of the Defense Base Closure and Realignment Act of 1990, as amended by the Base Closure Community Redevelopment and Homeless Assistance Act of 1994, the following information regarding the surplus property at the Naval Reserve Center, Jamestown, NY, is published in the **Federal Register**.

Redevelopment Authority

The redevelopment authority for the Naval Reserve Center, Jamestown, NY, for purposes of implementing the provisions of the Defense Base Closure and Realignment Act of 1990, as amended, is the City of Jamestown, acting by and through Mayor Richard A. Kimball, Jr. For further information contact the Office of the Mayor, Municipal Building, 4th Floor, Jamestown, NY 14701, telephone (716) 483-7600 and facsimile (716) 483-7591.

Surplus Property Descriptions

The following is a listing of the land and facilities at the Naval Reserve Center, Jamestown, NY, that were declared surplus to the federal government on July 15, 1994.

Land

Approximately 2.48 acres of improved and unimproved fee simple land at the U.S. Naval Reserve Center, in the City of Jamestown, Chautauqua County, NY. In general, all areas are presently available. The station closed on July 1, 1994.