

**US Army Corps
of Engineers®**



SPECIAL PUBLIC NOTICE

PUBLIC SCOPING MEETING for the TraPac Berths 136-147 Container Terminal Project And Transmittal of Notice of Preparation (NOP) (Preparation of a Draft Environmental Impact Statement/ Environmental Impact Report)

LOS ANGELES DISTRICT

Meeting Date: November 5, 2003

Scoping Meeting

The U.S. Army Corps of Engineers (Corps) Los Angeles District and the Los Angeles Harbor Department (Port) will jointly conduct a public scoping meeting for the proposed Port of Los Angeles TraPac Berths 136-147 Container Terminal Project Draft EIS/EIR on **November 5, 2003 at 6:00 p.m.**, to receive public comment and assess public concerns regarding the appropriate scope and preparation of the Draft EIS/EIR. Participation in the public meeting by federal, state and local agencies and other interested organizations and persons are encouraged. This meeting is to be conducted in English and Spanish. Members of the public who wish to communicate and listen entirely in Spanish are encouraged to attend this meeting. The meeting will be held at:

**Wilmington Recreation Center
325 Neptune Ave.
Wilmington, CA 90744**

Please see the attached map for the location of public scoping meeting.

This scoping process is intended to provide the Corps and the Port with information the public feels is necessary to establish the appropriate scope for preparing the environmental analysis in the proposed future EIS/EIR. The Corps and the Port are not yet requesting public input on the merits or detriments of the overall proposal, nor advice on whether or not to approve or deny the proposal. There will be future opportunity to provide these types of comments during the permit review process.

During the public scoping hearing, anyone wishing to make a statement will be allocated a certain amount of time to provide information on the proposed project. The amount of time each person is allowed will be directly dependent on the number of people who sign up to speak at the public hearing. At this time, we estimate that individuals will be given 3 minutes to provide their comments verbally. We would like to encourage interest

groups to designate an official spokesperson to present the group's views. We plan to allocate a larger amount of time to official representatives of such groups.

Groups wishing to designate an official representative must notify the Corps in writing prior to, but not later than, Monday, November 3, 2003. The determination of this extended speaking time will be based on the number of responses received by the Corps. This rule will be strictly enforced at the discretion of the Corps' hearing officer.

Written comments to the Corps and Port will be received until **December 10, 2003. Written comments should be addressed to the address below:**

U.S. Army Corps of Engineers, Los Angeles District
Regulatory Branch and the Los Angeles Harbor Department
c/o Joshua Burnam and Dr. Ralph G. Appy
ATTN: CESPL-CO-R-2003-0-1142-JLB
P.O. Box 532711
Los Angeles, California 90053-2325

Parties interested in being added to the Corps' electronic mail notification list for the Port of Los Angeles can register at: www.spl.usace.army.mil/regulatory/register.html. This list will be used in the future to notify the public about scheduled hearings and availability of future public notices.

Contacts: Army Corps of Engineers Project Manager: Joshua L. Burnam (213) 452-3294; **Port of Los Angeles Contact:** Dr. Ralph Appy (310) 732-3497

Notice of Intent/Notice of Preparation

Interested parties are hereby notified that a preliminary application has been received for a Department of the Army permit for the activity described herein. The Corps is considering the Port's application for a Department of the Army permit under the Clean Water Act Section 404 and River and the Harbor Act Section 10 to conduct dredge and fill activities and construct wharves associated with the proposed project. Interested parties are invited to provide their views on the scope of the Draft EIS/EIR, which will become a part of the record and will be considered in the development of the EIS/EIR. This EIS/EIR will be used as part of a permit decision pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403) and Section 404 of the Clean Water Act of 1972 (33 U.S.C. 1344).

The Corps in conjunction with the Port, is examining the feasibility of waterside, terminal and transportation improvements at Berths 136-147 in the Port of Los Angeles. Both the Corps and the Port independently determined under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) respectively that there are potential significant environmental impacts associated with the proposed action, and an Environmental Impact Statement (EIS) and Environmental Impact Report (EIR) are required.

The primary Federal concern is the dredging and discharging of materials within waters of the United States and potential significant impacts on the human environment. Therefore, in accordance with the National Environmental Policy Act (NEPA), the Corps is requiring the preparation of an EIS prior to reaching a permit decision. The Corps may ultimately make a determination to permit or deny the above project, or permit modified versions of the above project. The Corps has prepared and published a Notice of Intent (NOI) to prepare an EIS in the Federal Register for the proposed project.

Pursuant to the California Environmental Quality Act (CEQA), the Port will serve as Lead Agency for the preparation of an EIR for its consideration of development approvals within its jurisdiction. The Port prepared a Notice of Preparation (NOP) for the EIR determination, in accordance with current City of Los Angeles Guidelines for the Implementation of the California Environmental Quality Act (CEQA) of the 1970, (Article I); the State CEQA Guideline, (Title 14, California Code of Regulations); and the California Public Resources Code Section 21000, et seq.).

The NOP and Environmental Checklist are attached to this Public Notice for public review and comment. Public comments should be submitted by December 10, 2003.

The Corps and the Port have agreed to jointly prepare a Draft EIS/EIR in order to optimize efficiency and avoid duplication. The Draft EIS/EIR is intended to be sufficient in scope to address both the Federal and the state and local requirements and environmental issues concerning the proposed activities and permit approvals.

SUPPLEMENTARY INFORMATION:

Background: The City of Los Angeles Harbor Department (LAHD) administers the Port of Los Angeles. The Port comprises 45 kilometers of waterfront and 3,035 hectares (7,500) acres of land and water. LAHD administers automobile, container, omni, lumber, cruise ship, liquid and dry bulk terminals, and commercial fishing facilities. For recreational activities the Port of Los Angeles provides slips for 5,000 pleasure craft, sport fishing boats, and charter vessels. Community facilities include a water front youth center, a boat launch ramp, and a public swimming beach. Educational facilities include the Cabrillo Aquarium and the Maritime Museum. The EIS/EIR will assess the Berths 136-147 terminal improvements. The proposed project would be developed over two phases of construction with estimated completion dates of 2005 (Phase I) and 2010 (Phase II) with the terminal operating at maximum capacity by 2025. With the Berths 136-147 terminal improvements, the total container area would expand from 176 acres to 244 acres.

Project Purpose and Need: The overall goal of the project is to optimize the cargo handling efficiency and capacity in the Berths 136-147 Terminal and improve transportation infrastructure needed to accommodate forecasted and planned increases in volume of containerized goods shipped through the Port. In order to meet this goal, the following objectives need to be accomplished:

- Establish needed container facilities that would maximize the use of existing waterways and integrate into the Port's overall utilization of available shoreline, while maintaining opportunities for the future integration with adjacent terminals;
- Construct sufficient container berthing and infrastructure capacity that would contribute to accommodating foreseeable containerized cargo volumes entering the Port;
- Create sufficient backland area for optimal container terminal operations including, storage, transport, and on/offloading of container ships in a safe and efficient manner;
- Provide access to land-based rail and truck infrastructure locations capable of –minimizing surface transportation congestion or delays while promoting conveyance to both local and distant cargo destinations;
- Provide needed container terminal accessory buildings and structures to support containerized cargo handling requirements; and
- Provide on/near dock rail capabilities to promote direct transfer of cargo from ship to rail.

Project Site: The proposed project is located in the northwestern portion of the Port of Los Angeles, adjacent to the Wilmington and San Pedro Districts of the City of Los Angeles, CA. The proposed project involves dredge and fill operations, new wharf construction, coupled with terminal expansion on adjacent areas of existing land, including the relocation of Harry Bridges Boulevard, and improvement of transportation infrastructure at and adjacent to Berths

136-147.

Proposed Action: The first phase of construction would add some additional backland container storage area, upgrade its operations by increasing backland capacity, constructing approximately 705 feet of new wharf, upgrading wharves to handle modern container terminal ships, adding an on-dock rail yard to reduce container truck traffic, constructing two grade separations to facilitate rail and truck shipments, and constructing a noise barrier (with landscaping and recreational facilities) along Harry Bridges Boulevard. The Harry Bridges Boulevard realignment would move the existing roadway approximately 580 feet north toward “C” Street. As a result of these improvements, the gross terminal area would increase in size from 176 acres to 240 acres with a corresponding increase in throughput capacity. The improvements would make the facility more efficient. Please see attached figure for more information.

The proposed project elements for the Phase I construction period include:

Phase I Berth 136-147 (completed by 2005)

- 1) Construct and operate a new 705-foot wharf (78,135 square feet) at Berths 145-147. There would be no loss of waters of the U.S.;
- 2) Dredge 265,000 cubic yards (cy) of material along the waterfront at Berths 145-147 to match approved -53 MLLW channel depths, with material to be placed at confined disposal site(s) (CDF) at either the Port of Los Angeles or the Port of Long Beach or at an appropriate upland site;
- 3) Construct 179,500 cy of rock dike, placement of 24,000 cy of fill behind the dike, and placement of 699 concrete piles at Berths 145-147;
- 4) Construct and develop 64 acres of additional backland area for container storage;
- 5) Construct a 3,200-foot long noise barrier between the realigned Harry Bridges Boulevard and residences along “C” Street between Figueroa Street and Lagoon Avenue (this noise barrier would include a landscaped earthen berm with walking trails and other recreational uses);
- 6) Remove two existing 50-gauge cranes and add a new 100-gauge crane. The other four 100-gauge cranes on Berths 142-146 would remain;
- 7) Construct an on-dock intermodal container terminal facility (ICTF) rail yard within the former location of the Pier A rail yard;
- 8) Construct and operate two grade separations at Neptune Avenue and Avalon Boulevard to eliminate potential traffic delays that would otherwise be caused by trains; and
- 9) Construct additional terminal gate facilities and accessory buildings.

Phase II Berth 136-147 (completed 2005-2010)

Proposed improvements in this area would expand backlands for container terminal use and improve wharves to efficiently handle increased cargo throughput and deep draft container ships. The backland expansion would increase the terminal size from 240 acres to approximately 244 acres. The proposed projects elements for the Phase II construction period include:

- 1) Improvements and upgrades to approximately 2,000 feet of wharves at Berths 136-139 including dredging of 30,000 cy to handle the planned -53-foot channel depth;
- 2) Redevelopment of the vacated area at the Westway and Water Street sites into approximately 4 acres of additional backland; and
- 3) The existing seven 100-gauge cranes on Berths 136-139 would remain.

Issues: There are several potential environmental issues that will be addressed in the EIS/EIR. Additional issues may be identified during the scoping process. Issues initially identified as potentially significant include:

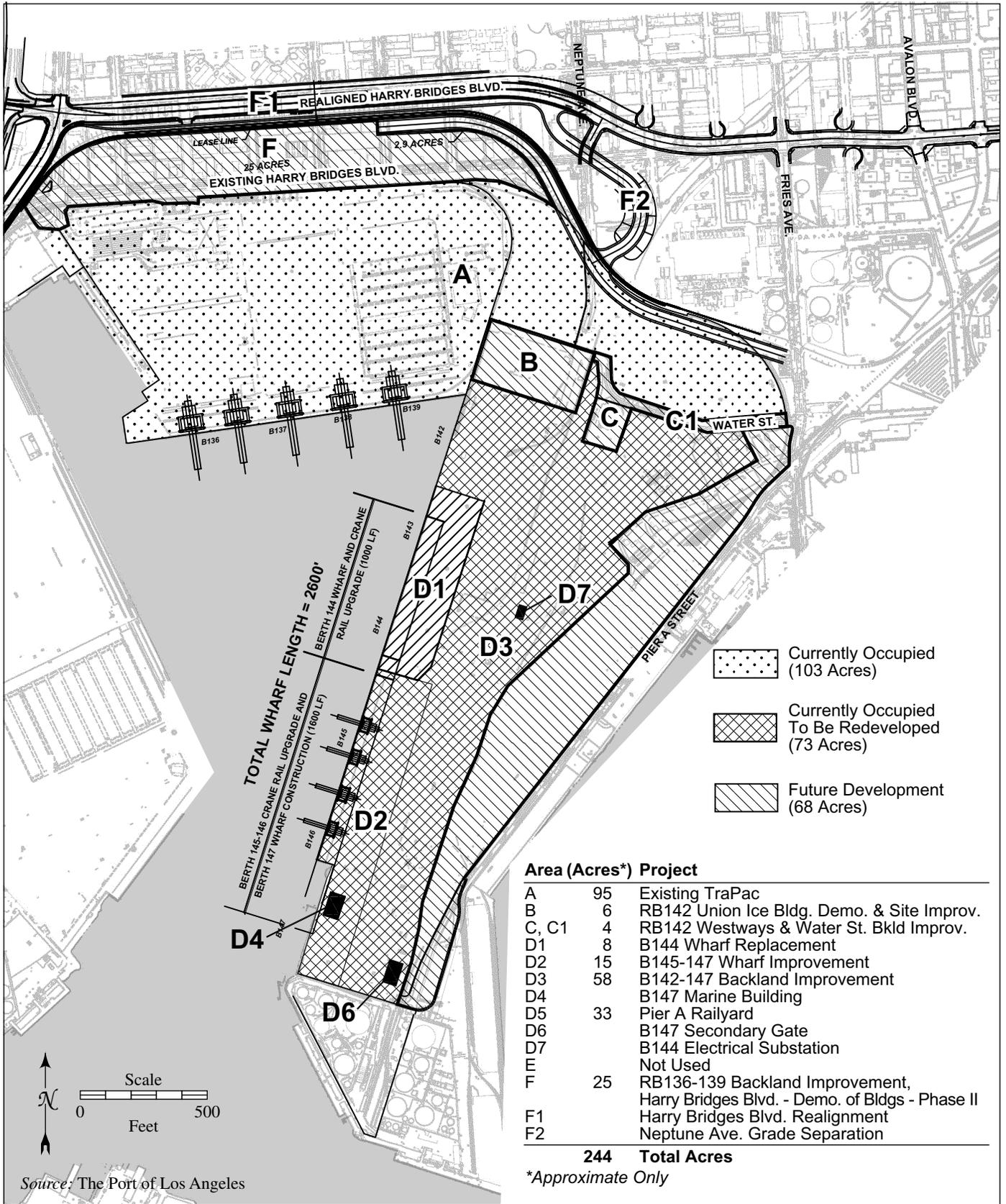
- a) Geological issues, including dredging and stabilization of fill areas in an area of known seismic activity;
- b) Impacts to hydrology;
- c) Impacts to air quality;
- d) Impacts to traffic, including marine navigation and ground transportation;
- e) Potential for noise impacts;
- f) Impacts to public utilities and services;
- g) Potential impacts to aesthetic resources, including light and glare;
- h) Potential impacts on public health and safety;
- i) Cumulative impacts; and
- j) Impacts associated with disposal of dredged materials.

Alternatives. Alternatives initially being considered for the proposed improvement project include the following:

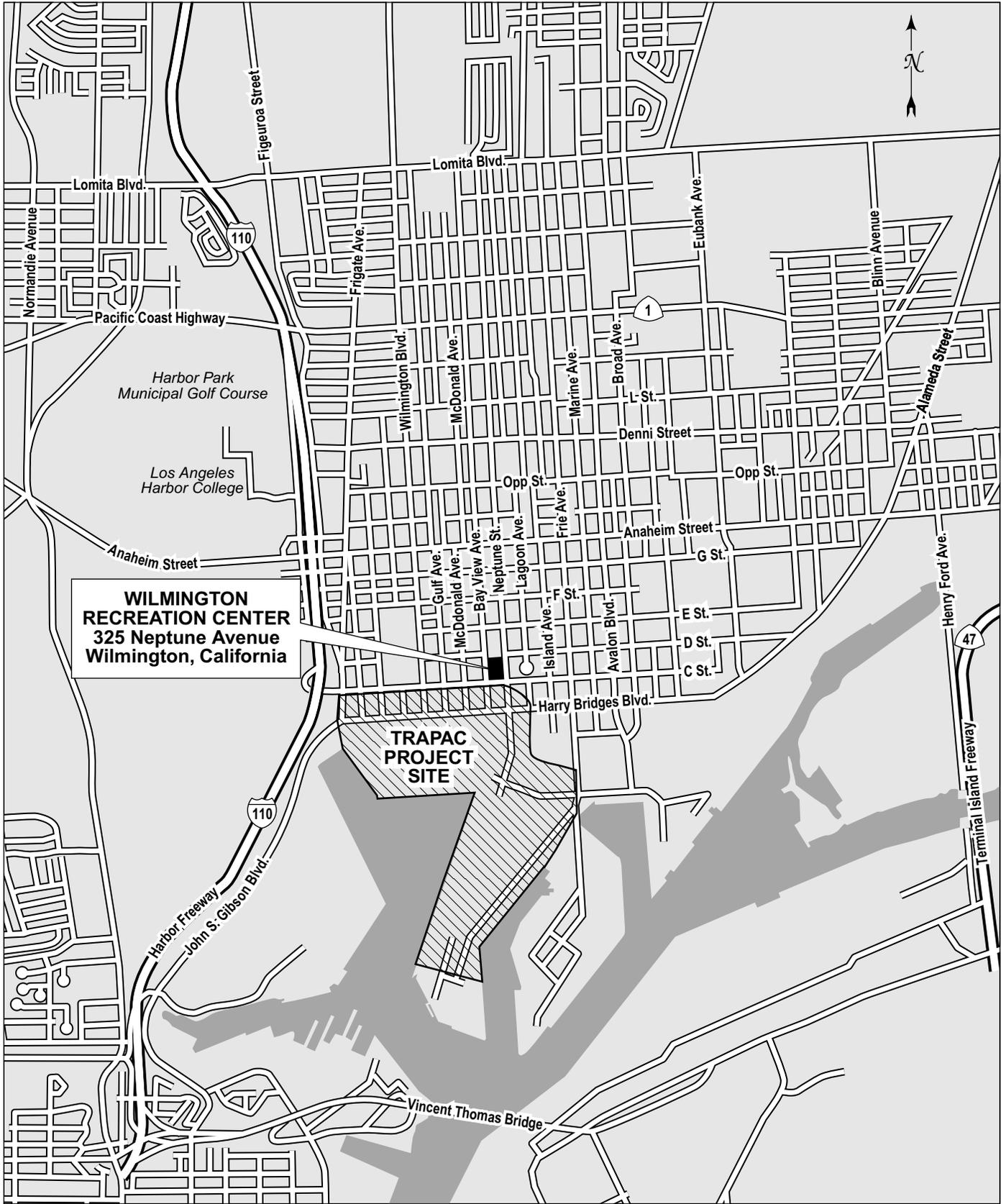
- a) Alternate location(s) for the Terminal Improvements (within the State or within the Ports of Los Angeles/Long Beach);
- b) Development of new landfills for a container terminal;
- c) Non-containerized use of terminal (i.e., lumber, autos);
- d) Non-shipping use i.e., park, cruise terminal, commercial development, empty container storage, etc.;
- e) No Federal action (no wharf construction or dredging--construction of only backlands developments for Phases I and II);
- f) Larger facility (14-acre fill for more storage area);
- g) Reduce Wharf (reduced fill—reduction in rip-rap, pilings, and dredging);
- h) Proposed project without Harry Bridges Boulevard being relocated; and
- i) No Project (no physical changes).

Availability of the Draft EIS/EIR

The joint lead agencies expect the Draft EIS/EIR will be available to the public in Summer 2004. A public hearing will be held during the public comment period for the Draft EIS/EIR.



Proposed Project Construction



Scoping Meeting Location