

Notice of Preparation

January 19, 2006

To: Interested Parties/Agencies

From: Robert Kanter
Port of Long Beach
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Long Beach, CA 90802
Phone: 562-590-4160

Subject: Notice of Preparation of a Draft Environmental Impact Statement/Environmental Impact Report for the Pier S Marine Terminal and Back Channel Improvements Project

Project Title: Pier S Marine Terminal and Back Channel Improvements Project

Purpose of Notice of Preparation

The **Port of Long Beach (Port)** and the **U.S. Army Corps of Engineers (Corps)** will be the Lead Agencies in the joint preparation of an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Pier S Marine Terminal and Back Channel Improvements Project. The Port is soliciting input from members of the public, organizations, and government agencies on the scope of environmental issues to be addressed in the EIS/EIR for this project.

The potential environmental effects are described below to the extent known, and the project location, background, and description are provided. Pursuant to the California Environmental Quality Act (CEQA), the Port has prepared an Initial Study of the proposed project, which is available at <http://www.polb.com>.

The 45-day scoping period for this project begins on January 26, 2007 and ends on March 14, 2007. Please send your scoping comments at the earliest possible date, but **no later than March 14, 2007** (mailed comments must be postmarked by March 14). Please address your comments to Robert Kanter, Director of Planning, at the above address. Please also provide the name of a contact person in your agency.

Two public scoping meetings will be held for the Draft EIS/EIR (Spanish translation services provided). The first meeting will be held at the Caesar Chavez Park (401 Golden Ave. Long Beach, CA 90802) on **February 12, 2007**, at 7:00 PM. The second meeting will be held at Long Beach City Hall (333 W. Ocean Blvd. Long Beach, CA 90802) on **February 22, 2007** at 6:30 PM.

Potential Environmental Effects of the Proposed Project

The potential environmental effects of the Preferred Project to be addressed in the Draft EIS/EIR will include, but may not be limited to:

1. Air pollutant emissions from construction and operation.
2. Potential impacts on marine biological resources, including endangered species.
3. Geological issues including dredging and stabilization of fill areas.
4. Marine water circulation and water and sediment quality.
5. Potential impacts on public health and safety.
6. Noise during construction and operation.
7. Impacts to public facilities and utilities.
8. Traffic, including navigation issues, and transportation related impacts.
9. Environmental justice issues.
10. Cumulative impacts.
11. Growth-inducing impacts.

Date: January 17, 2007

Signature:  _____

PROJECT INFORMATION

Project Location: The 160-acre Pier S site is located in the Port of Long Beach, Terminal Island Harbor District (see attached Figure 1). The site is bounded on the north by Cerritos Channel and the Pier A Marine Terminal; on the east by the Back Channel, Southern California Edison (SCE) property, and the Long Beach Generation Plant; on the south by Ocean Boulevard and Pier T, the former Long Beach Naval Shipyard; and on the west by SR 47 and the Vopak Terminal Long Beach and City of Long Beach property. The Back Channel, located east of Pier S, is bounded on the north by the Inner Harbor Turning Basin and Pier A Terminal; on the east by Pier D; on the south by Middle Harbor; and on the west by Pier T.

Background: The Pier S site is part of a 720-acre parcel sold by Union Pacific Resources Corporation (UPRC) to the Port in 1994. The site was formerly used as an active oil and gas production field from the 1930s until 1999. From 1951 to 1969, a portion of the site was leased by UPRC to the now defunct TCL Corporation for the disposal of oil and gas drilling waste in shallow impoundments or “sumps.” The Port completed a remediation project under the oversight of the Department of Toxic Substances Control.

In March 1999, the Port of Long Beach Board of Harbor Commissioners approved a project to develop a marine container terminal on Pier S and certified the Pier S Marine Terminal EIR and Application Summary Report. Project components included relocation of oil facilities and utilities, site remediation, site preparation, dike realignment, wharf construction, and construction of other related terminal facilities. In July 2000, a navigational study raised a safety issue concerning the ability to move a ship safely in the Cerritos Channel while other ships were berthed at both Pier S and Pier A, across the channel. The study recommended that a minimum of 200 feet of total clearance be established in the channel (100 feet on each side of a maneuvering ship) to allow adequate clearance for the cranes on the wharf. In 2000, an Addendum to the Final EIR for the Pier S Marine Terminal was completed. The Addendum analyzed the proposed project modifications that would reduce impacts to navigational safety by widening the channel by 108 feet, bringing the total channel width to 808 feet. No significant new environmental impacts were identified in the Addendum.

Since 2001, the following project actions have been completed: relocation of oil facilities and utilities; site remediation, which included investigation and remediation of approximately 25 acres of sump material and contaminated groundwater; and site preparation, which included raising the existing ground surface to approximately 15 feet mean lower low water (MLLW) by placing approximately 4,500,000 cubic yard (cy) of material on-site. The previously approved dike realignment, wharf construction, and terminal facilities components were never constructed, and those improvements will be evaluated in the EIS/EIR. In addition, it has been determined that widening the Back Channel from the Main Channel through the Back Channel to the Cerritos Channel would be necessary in order to accommodate safely the number and size of ships anticipated to use Pier S.

The previous environmental document prepared by the Port considered developing a smaller marine cargo terminal at Pier S and did not evaluate the proposed Back Channel Improvements. Accordingly, this EIS/EIR will consider the environmental impacts of the proposed marine terminal and Back Channel improvements together.

Project Description: The proposed project would construct a 160-acre marine terminal on Pier S. Dredge and fill activities would involve dike realignment, berth deepening, wharf construction, and channel widening. Construction of the wharf would include excavation of the existing shoreline to straighten the shoreline and widen the Cerritos Channel between the Pier A and future Pier S pier head lines to accommodate the passage of modern container vessels through the channel. Widening of the Cerritos Channel would create approximately 10.3 acres of new water surface area. Wharf excavation would include removing approximately 1,500,000 cubic yards of material and reconstructing the shoreline with imported quarry run and armor rock. In addition to wharf excavation, approximately 600,000 cubic yards of material that may or may not be suitable for unconfined aquatic disposal would be dredged from the Cerritos Channel for ship berthing. Dredging of the Back Channel would be conducted to extend the navigable width of the channel to approximately 315 feet at the full dredge depth. Approximately 250,000 cy of material below

MLLW (including materials that are either suitable or unsuitable for open ocean disposal) would be dredged from designated side walls of the Back Channel and Inner Harbor Turning Basin at the intersection of the Back and Cerritos channels to facilitate the navigation of ships expected to serve Piers A, B, C, and S. The minimum and maximum dredge depths in the Cerritos Channel, Back Channel, and Inner Harbor Turning Basin would be -52 feet MLLW and -54 feet MLLW, respectively. The maximum dredge depth of -54 feet MLLW includes a 2-foot allowance over the target depth of -52 ft MLLW. Dredged material from the Cerritos and Back channels would be disposed of in port fills elsewhere in the Harbor District or at an unconfined sediment storage site in the outer harbor, or at approved upland sites, depending upon suitability and the availability of disposal sites. The terminal would include buildings, facilities, truck gates and other structures needed to support container terminal operations and administration. The terminal would include an intermodal rail yard facility consisting of eight tracks.

The San Pedro Bay Ports Clean Air Action Plan (CAAP) established uniform air quality standards at three key levels: the San Pedro Bay level, Project-Specific level, and Source-Specific Performance level. The CAAP addresses every category of port-related emissions sources, including ships, trucks, trains, cargo-handling equipment, and harbor craft, and outlines detailed strategies to reduce emissions from each category. The proposed project would be required to achieve consistency with the CAAP.

The EIS/EIR will also analyze a no-project alternative; reduced wharf alternative; and multi-use storage area alternative. Approval of the document will be required from both the Port of Long Beach Harbors Commission and the U.S. Army Corps of Engineers.

