

Park Place area in Scranton, and not for the Plot and Green Ridge areas within Scranton. In 1996 the Corps of Engineers was directed by the 1996 Water Resources Development Act to carry out flood control for the Plot and Green Ridge areas. Therefore, the U.S. Army Corps of Engineers, Baltimore District, is now preparing a Supplemental Environmental Impact Statement (SEIS) for the Plot and Green Ridge Flood Protection Projects.

2. Specific authorization for the Plot and Green Ridge Flood Protection Projects are from Section 342 of the Water Resources Act of 1996 which directs the Corps of Engineers " \* \* \* to carry out the project for flood control for the Plot and Green Ridge sections of the [Lackawanna] project."

3. The Plot and Green Ridge Flood Protection study areas are located in northeastern Pennsylvania in the city of Scranton. They encompass an estimated area of 400 acres adjacent to the Lackawanna River and extend for a distance of approximately 2½ miles. The Green Ridge area is located on the left descending bank of the river, directly across the river from Albright Avenue, and the Plot area is located on the right descending bank, immediately upstream of the Green Ridge area. The upstream limit of the Plot area extends to approximately the confluence of the Lackawanna River and Leggetts Creek. The downstream limit of the proposed Green Ridge area will be the Lackawanna tributary of Meadow Brook.

4. The investigation of local flood protection projects for the Plot and Green Ridge areas is in response to problems and opportunities associated with the Federal objectives and specific state and local concerns. Federally, the investigation is based on the objective to contribute to the national economic development while protecting the nation's environment pursuant to the national environmental statutes, applicable executive orders, and other Federal planning requirements.

Considerations are also given to the benefits of the plan and expenditures necessary to construct and maintain the plan. The plan must be engineeringly and institutionally implementable and consistent with certain environmental statutes and Executive Orders. The desires of the non-Federal sponsors for a particular project are additional criteria for plan development and evaluation. Specific solutions that will be evaluated with these criteria include both structural and non-structural solutions such as levees and floodwalls, channel dredging and enlargements, channel improvements, modifications to buildings, roads, and structures, flood

emergency preparedness, and building relocation.

5. The decision to implement these actions will be based on an evaluation of the probable impact of the proposed activities on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit that may be expected to accrue from the proposal will be balanced against its reasonable foreseeable impacts. The Baltimore District is preparing an SEIS that will describe the impacts of the proposed projects on environmental and cultural resources in the study area and the overall public interest. The SEIS will be in accordance with NEPA and will document all factors that may be relevant to the proposal, including the cumulative effects thereof. Among these factors are resource conservation, socio-economics considerations, economic benefits, aesthetics, general environmental concerns, wetlands, cultural concerns, fish and wildlife concerns, flood hazards, floodplain values, land use, recreation, water supply, water quality, project implementation costs, energy needs, safety, and the general needs and welfare of the people. If applicable, the SEIS will also apply guidelines issued by the Environmental Protection Agency, under the authority of Section 404(b)(1) of the Clean Water Act of 1977 (Public Law 95-217).

6. The public involvement program will include workshops, meetings, and other coordination with interested private individuals and organizations, as well as with concerned Federal, state, and local agencies. Coordination letters have been sent to appropriate agencies, organizations, and individuals on an extensive mailing list. Additional public information will be provided through print media, mailings, and radio and television announcements.

7. In addition to the Corps, other participants who will be involved in the study and SEIS process include, but are not limited to, the following: U.S. Environmental Protection Agency; U.S. Fish and Wildlife Service; U.S. Forest Service; U.S. Geological Survey; National Resource Conservation Service; U.S. National Park Service, Commonwealth of Pennsylvania Department of Environmental Protection, and the City of Scranton, Pennsylvania. The Baltimore District invites potentially affected Federal, state, and local agencies, and other organizations and entities to participate in this study.

8. The SEIS is tentatively scheduled to be available for public review in August 1998.

**James F. Johnson,**

*Chief, Planning Division.*

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## DEPARTMENT OF DEFENSE

### Department of the Army, Corps of Engineers

#### Intent to Prepare an Environmental Impact Statement (EIS) for the San Diego Harbor Navigation Improvement Study, San Diego County, California

**AGENCY:** U.S. Army Corps of Engineers, DoD.

**ACTION:** Notice of Intent.

**SUMMARY:** The Los Angeles District intends to prepare an EIS to support the proposed navigation improvement study at San Diego Harbor, California. The purpose of the proposal is to identify measures that will improve navigation in San Diego Harbor from the 10th Avenue Marine Terminal to the Coronado Bay Bridge. Alternative measures include harbor deepening by dredging to approximately -45.0 feet Mean Lower Low Water (MLLW) at the 10th Avenue terminal, as well as a no action alternative. The EIS will analyze potential impacts on the environmental range of alternatives, including the recommended plan.

**FOR FURTHER INFORMATION CONTACT:** For further information contact Ms. Stephanie Hall, Project Environmental Coordinator, (213) 452-3862, or Mr. Joseph Johnson, Study Manager, (213) 452-3831.

**SUPPLEMENTARY INFORMATION:** The Army Corps of Engineers intends to prepare and EIS to assess the environmental effects associated with the proposed navigation improvement measures at San Diego Harbor, from the 10th Avenue Marine Terminal to the Coronado Bay Bridge. The public will have the opportunity to comment on this analysis before any action is taken to implement the proposed action.

#### Scoping

a. The Army Corps of Engineers will conduct a scoping meeting prior to preparing the Environmental Impact Statement to aid in the determination of significant environmental issues associated with the proposed action. The public, as well as Federal, State, and local agencies, are encouraged to participate in the scoping process by submitting data, information, and

comments identifying relevant environmental and socioeconomic issues to be addressed in the environmental analysis. Useful information includes other environmental studies, published and unpublished data, alternatives that could be addressed in the analysis, and potential mitigation measures associated with the proposed action.

b. A public scoping meeting will be held in the City of San Diego on March 18, 1998, concurrent with a public workshop. The location and time of the public scoping meeting will be announced in the local news media. A separate notice of this meeting will be sent to all parties on the study mailing list.

c. Individuals and agencies may offer information or data relevant to the environmental or socioeconomic impacts by attending the public scoping meeting. Comments, suggestions, and requests to be placed on the mailing list for announcements should be sent to Stephanie J. Hall, U.S. Army Corps of Engineers, Los Angeles, District, P.O. Box 532711, Los Angeles, CA 90053-2325, ATTN: CESPL-PD-RQ, or the following E-mail address: shall@splgate.spl.usace.army.mil

#### Availability of the Draft EIS

The Draft EIS is scheduled to be published and circulated in August, 1999, and a public hearing to receive comments on the Draft EIS will be held after it is published.

**Robert L. Davis,**

*Colonel, Corps of Engineers, District Engineer.*

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## DEPARTMENT OF DEFENSE

### Department of the Army; Corps of Engineers

#### Availability for the Draft Environmental Impact Statement for the Ocean City, MD, and Vicinity Water Resources Feasibility Study at Ocean City, in Worcester County, MD

**AGENCY:** U.S. Army Corps of Engineers, DoD.

**ACTION:** Notice of availability.

**SUMMARY:** The U.S. Army Corps of Engineers Baltimore District, Maryland Department of Natural Resources, the National Park Service (Assateague Island National Seashore), Worcester County, and the Town of Ocean City, project sponsors, have prepared a Draft Integrated Ocean City, Maryland, and Vicinity Water Resources Feasibility

Study and Environmental Impact Statement. The study proposes solutions to several interrelated water resources problems in Ocean City, Maryland. The study area includes Ocean City and Assateague Island, adjacent coastal bays and nearshore waters of the Atlantic Ocean, and Maryland mainland areas within the coastal watershed boundary. The Feasibility Study includes four separate components, which present solutions for four different water-related problems in the Maryland coastal bay area. The components include (a) the short-term restoration of the northern end of Assateague Island, (b) long-term sand management for Assateague Island and Ocean City, (c) navigation improvements to the Ocean City harbor and inlet, and (d) restoration of terrestrial and aquatic habitat. A Draft Integrated Interim Report and Environmental Impact Statement (DEIS) for the Short-Term Restoration of Assateague Island, component (a), was published for review and comment by agencies and the public in May 1997, in order to expedite construction. The Interim Report addressed only the component of the study dealing with the short-term restoration of the northern end of Assateague Island. Although it was reviewed separately, the Interim Report is part of the overall Ocean City, Maryland, and Vicinity Water Resources Study. The Draft Feasibility Report and EIS currently available for review and comment include full information on the three study components not covered in the Interim Report (long-term sand management, restoration of terrestrial and aquatic habitat, and navigation improvements), as well as summary information on the previous Interim Report for short-term restoration.

#### FOR FURTHER INFORMATION CONTACT:

Questions about the proposed action and DEIS can be addressed to Ms. Michele A. Bistany, Study Team Leader, Baltimore District, U.S. Army Corps of Engineers, ATTN: CENAB-PL-PD, PO Box 1715, Baltimore, Maryland 21203-1715, telephone 410-962-4934. E-mail address:

michele.a.bistany@usace.army.mil

#### SUPPLEMENTARY INFORMATION:

1. The decision to implement this action is being based on an evaluation of the probable impact of proposed activities on the public interest. The decision will reflect the National concern for both protection and utilization of important resources.

The benefits that reasonably may be expected to accrue from the proposed project are being balanced against its reasonably foreseeable detriments. All factors that may be relevant to the

proposed actions, including the cumulative effects thereof, are being considered; among these factors are economics, aesthetics, general environmental concerns, wetlands, cultural values, flood hazards, fish and wildlife values, flood plain values, land use, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, and the general needs and welfare of the people.

2. The four components of the study include the following:

(a) The short-term restoration plan for the northern end of Assateague Island was developed because of the endangered condition of the island. The sediment-starved condition of Assateague Island was partially caused by construction of the Ocean City inlet jetties, which disrupted the sediment flow between Ocean City and Assateague and re-routed a large portion of sand that would otherwise have reached Assateague. This disruption in the natural longshore transport of sediment has caused adverse physical, biological, and economic impacts, particularly to the northern 6.2 miles of the island. Complete data on the short-term restoration is presented in the Interim Report, dated May 1997, and a summary is presented in the current document. The short-term plan involves placing approximately 1.8 million cubic yards of sand to construct a low berm and widen the island between 1.6 miles and 7 miles south of the inlet. The berm will be configured to minimize impacts to Piping Plovers, a threatened species, and restore the integrity of the island. The sources of material to be placed on Assateague Island are Great Gull Bank, an offshore shoal, and possibly a small portion of the ebb shoal at the mouth of the inlet. The estimated cost for the short-term restoration is \$17,200,000. The short-term project will be Federally funded.

(b) The long-term sand management of Assateague Island and Ocean City, Maryland, was developed to manage the sand flow in and around the inlet that separates Ocean City and Assateague Island. The project would supply approximately 189,000 cy of sand to Assateague Island annually. This is the approximate amount of sand that would naturally have reached the island if the jetties and inlet did not exist. The recommended plan would use a shallow-water hopper dredge for "mobile bypassing" on an annual basis. Material would be removed from locations where it has been deposited by currents in and around the inlet and then bypassed to the north end of Assateague Island. The material would