

practicable alternative pursuant to the 404(b)(1) Guidelines (40 CFR 230.12).

FOR FURTHER INFORMATION CONTACT:

Questions or comments concerning the Final EIS/EIR should be directed to Ms. Susan A. Meyer, Senior Project Manager, Regulatory Branch, U.S. Army Corps of Engineers, Los Angeles District, P.O. Box 532711, 915 Wilshire Boulevard, Los Angeles, CA 90053-2325, (808) 438-2137. Alternatively, comments can be submitted electronically to: susan.a.meyer@usace.army.mil.

SUPPLEMENTARY INFORMATION: Paper copies of the Final EIS/EIR will be made available to the public for review at the following libraries: Norman F. Feldheym Central Library (San Bernardino, California), Hesperia Branch Library (Hesperia, California), and the Rancho Cucamonga Public Library (Rancho Cucamonga, California). A CD copy of the document may be obtained by contacting Ms. Meyer in writing at the address or email above. Interested parties are invited to provide their comments on the Final EIS/EIR, which will become a part of the official record and will be considered in the final decision. Written comments must be received on or before April 16, 2007 and should be submitted to the contact listed above. A Record of Decision (ROD) will be issued by the Corps no earlier than 30 days after the Notice of Receipt for the Final EIS/EIR is published in the **Federal Register**. As a cooperating agency, the USFS intends to adopt the Final EIS/EIR and issue its own ROD in support of the issuance of a USFS special use permit.

Dated: March 7, 2007.

David J. Castanon,

Chief, Regulatory Branch.

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DEPARTMENT OF THE DEFENSE

Department of the Army; Corps of Engineers

Intent To Prepare a Draft Environmental Impact Statement for the Port Canaveral Navigation Improvements Section 203 Feasibility Study Located in Brevard County, FL

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DoD.

ACTION: Notice of intent.

SUMMARY: The U.S. Army Corps of Engineers (Corps), Jacksonville District intends to prepare a Draft Environmental Impact Statement (DEIS)

for the Port Canaveral Improvements Section 203 Feasibility Study. The study is being conducted by the Canaveral Port Authority under authority granted by section 203 of Water Resources Development Act (WRDA) 1986.

ADDRESSES: U.S. Army Corps of Engineers, Planning Division, Environmental Branch, P.O. 4970, Jacksonville, FL, 32232-0019.

FOR FURTHER INFORMATION CONTACT: Mr. Paul Stodola, by e-mail Paul.E.Stodola@saj02.usace.army.mil or by telephone at (904) 232-3271.

SUPPLEMENTARY INFORMATION:

a. Proposed Action. Canaveral Port Authority has elected to conduct a feasibility study of potential improvements under the authority granted by section 203 of WRDA 1986. Section 203 states (in part) that "A non-Federal interest may on its own undertake a feasibility study of a proposed harbor or inland harbor project and submit it to the Secretary of the Army." Corps of Engineers guidance for implementation of Section 203 is contained in Engineering Regulation (ER) 1165-2-122, August 26, 1991.

b. Objectives. The objectives of the Port Canaveral Navigation Improvements feasibility study are to prepare a Section 203 Study Report that fully complies with all Federal laws and regulations applicable to navigation project General Investigation feasibility studies, and to enable the Assistant Secretary of the Army to make appropriate recommendations to Congress regarding authorization of the Federal navigation improvements project for Port Canaveral.

c. Study Purpose and Need for Action. The purpose of the study is to evaluate modification to the Federal project for improvements to the navigational channels, the west turning basin, and wideners at the port, all of which would result in an increase in the efficiency of cargo vessels and cruise ships using the port. The study will identify and evaluate alternatives that will (2) reduce future congestion at Port Canaveral; (2) accommodate anticipated future growth in vessel traffic; (3) improve the efficiency of operations for cruise ships and cargo vessels within the Port complex; (4) allow for use of the Port by larger, more efficient, cruise ships and cargo vessels; and (5) allow for development of additional terminals/berths without encroaching on the West Turning Basin.

The total Federal project includes, a 41-foot-deep entrance channel and maintenance of the 44-foot-deep Navy Channel in the 41-foot channel reach; a 40-foot deep and 400-foot-wide inner

channel; depths of 35 and 39 feet in the middle turning basin; a channel 39 feet deep and 400 feet wide from the middle turning basin west, 1,800 feet, hence a channel 31 feet deep and 400 feet wide to the west turning basin also 31 feet deep; a channel 39 feet deep and 350 feet wide from the middle turning basin and channel north to the end of Berth 4; relocation of the perimeter dike about 4,000 feet westward and extension of the harbor westward; a south entrance jetty 1,100 feet long and an entrance jetty 1,150 feet long; a barge dock 90 feet wide and 600 feet long west of the harbor dike; and a barge canal 12 feet by 125 feet from the middle turning basin to the Atlantic Intracoastal Waterway.

The without project condition is for continuation of the same channel depths and dimensions, with maintenance dredging as needed to maintain current authorized depths. Without proposed project improvements the port will continue to experience the following three major problems which greatly impact port operations, safety, and economic viability.

1. The size of cruise ships calling at Port Canaveral is constrained by channel and turning basin dimensions. The potential for future cruise ship terminal expansion cannot be fully exploited under existing channel and turning basin dimensions and configurations. In addition, the increasingly larger cruise ships calling at Port Canaveral are beginning to encroach on the existing west turning basin. Also, passage of large cruise ships through the narrow ship channel causes surges at cargo piers, which result in cargo vessels having to stop loading and unloading activities while the cruise ships pass.

2. The size of cargo vessels calling at Port Canaveral is constrained by existing channel dimensions and configuration. Larger, more efficient vessels could be used for bulk items such as aggregates and cement if channels were improved.

3. Congestion at cargo berths reduces the effectiveness and efficiency of cargo vessels and landside facilities. Given the rapid growth in commodity movements at Port Canaveral, in the very near future a significant proportion of cargo vessels calling at Port Canaveral will have to wait offshore for a berth to become available. Some of these vessels will likely divert to an alternative port, and incur increased transportation costs, if channels are not improved. In addition, landside facilities will stand idle as vessels wait offshore for an available berth.

d. Alternatives. The proposed alternative navigation improvements at

Port Canaveral include making no further improvements to the project (no action alternative), deepening ocean access and interior channels to accommodate larger vessels; deepening the turning circles in the west and middle turning basins to accommodate larger vessels; increasing the diameter of the west turning basin to accommodate new larger cruise ships; deepening the widener to accommodate larger cruise ships; and widening interior channels to accommodate larger cruise ships.

e. Issues. The Environmental Impact Statement (EIS) will consider impacts on marine resources, protected species, water quality, fish and wildlife resources, cultural resources, essential fish habitat, socio-economics resources, coastal processes, aesthetics and recreation, and other impacts identified through scoping, public involvement, and agency coordination.

f. Scoping Process. Based on early coordination, the local sponsor determined that an EIS was needed. Scoping meetings were held by the local sponsor with Federal agencies. Additional agency meetings will be held in the coming months. All parties are invited to participate in the scoping process by identifying any additional concerns on issues, studies needed, alternatives, procedures, and other matters related to the scoping process. At this time, there are no plans for a public scoping meeting.

g. Public Involvement. We invite the participation of affected Federal, state and local agencies, affected Indian tribes, and other interested private organizations and parties.

h. Coordination. The proposed action is being coordinated with the U.S. Fish and Wildlife Service under Section 7 of the Endangered Species Act, with the FWS under the Fish and Wildlife Coordination Act, and with the State Historic Preservation Officer.

i. Other Environmental Review and Consultation. The proposed action would involve evaluation for compliance with guidelines pursuant to Section 404(b) of the Clean Water Act; application (to the State of Florida) for Water Quality Certification pursuant to Section 401 of the Clean Water Act; certification of state lands, easements, and rights of way; Essential Fish Habitat with National Marine Fisheries Service; and determination of Coastal Zone Management Act consistency.

j. Agency Role. The non-Federal sponsor (Canaveral Port Authority) will provide extensive information and assistance on the resources to be impacted, mitigation measures, and alternatives. The corps will provide coordination of the EIS process.

k. DEIS Preparation. It is estimated that the DEIS will be available to the public on or about January 2008.

Dated: March 7, 2007.

Stuart J. Appelbaum,
Chief, Planning Division.

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DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Intent To Prepare an Environmental Impact Statement for the Proposed Placer Vineyards Project, Corps Permit Application Number 199900737

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DoD.

ACTION: Notice of intent.

SUMMARY: The Placer Vineyards Specific Plan Property Group proposes to construct a mixed-use master planned community with residential, employment, commercial, open space, recreational and public/quasi-public land uses. The Plan provides for 14,132 homes in a variety of housing types, styles, and densities. At full Plan build-out, projected to occur over a 20- to 30-year time period, Placer Vineyards will have a population of approximately 33,000 people, 42 acres of employment centers, 140 acres of retail commercial centers and approximately 930 acres of new parks and open space. This project, as proposed, would result in impacts to approximately 102.7 acres of waters of the United States, including 8.5 acres of temporary impacts to water and wetlands.

DATES: Two scoping meetings will be held on March 28, 2007. The first meeting will be conducted from 3 p.m. to 5 p.m., and the second will be conducted from 6 p.m. to 8 p.m.

ADDRESSES: The meetings will be held at the Placer County Community Development Resource Center, Planning Commission Hearing Room, 3091 County Center Drive (corner of Bell Road and Richardson), Auburn, CA 95603.

FOR FURTHER INFORMATION CONTACT:

Questions about the proposed action and the Draft Environmental Impact Statement can be answered by Tom Cavanaugh, (916) 557-5261, e-mail: thomas.j.cavanaugh@usace.army.mil.

SUPPLEMENTARY INFORMATION: The applicants have applied for a Department of the Army permit under Section 404 of the Clean Water Act to construct a large-scale mixed-use

development project. As part of the Section 404(b)(1) application process, the development of an Environmental Impact Statement (EIS) is required. No project alternatives have been defined to date. The proposed project and the alternatives to its proposed size, design and location will be developed through the EIS process.

Although wetland delineations have been conducted for each of the participating properties, some have not yet been verified. Based upon the best currently available information, approximately 156.1 acres of waters of the United States have been delineated within the participating properties. Of the 156.1 acres mapped on site, the applicants propose to result in impacts to approximately 61.3 acres of waters of the United States and to avoid approximately 60.1 acres of waters of the United States for construction of the project (not including infrastructure). For development of the infrastructure elements, the applicants propose to affect an estimated 41.4 acres of waters of the United States. Thus, the combined total proposed impacts to waters of the United States for all elements of this comprehensive permit application would affect 102.7 acres.

The Placer Vineyards Plan Area is bounded on the north by Baseline Road, on the south by the Sacramento/Placer County line, on the west by the Sutter/Placer County line and Pleasant Grove Road, and on the east by Dry Creek and Walerga Road. East to west, the Specific Plan area spans approximately 6 miles. North to south, at its widest point, it spans approximately 2 miles.

The Corps' public involvement program includes several opportunities to provide oral and written comments. Affected Federal, state, local agencies, Indian tribes and other interested private organizations and parties are invited to participate. Significant issues to be analyzed in depth in the EIS include, loss of waters to the United States, including vernal pools and other wetlands; cultural resources; threatened and endangered species; surface water and groundwater; water quality; socio-economic effects, and aesthetics.

The Corps will initiate formal consultation with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service under Section 7 of the Endangered Species Act for two federally threatened and endangered species that may be affected by this project. In addition, the Corps will be consulting with the State Historic Preservation Officer under Section 106 of the National Historic Preservation Act regarding potential impacts to sites