532711, Los Angeles, CA, 90053–2325, (213) 452–3840.

SUPPLEMENTARY INFORMATION:

1. *Proposed Action:* Measures to control sediment discharges from Ballona Creek are needed because the Marina del Rey entrance channel suffers from sediment accretion, which inhibits navigation and makes periodic maintenance dredging necessary. The deposited sediment is contaminated with pollutants that originate from the Ballona Creek watershed. The elevated contaminant levels in entrance channel sediments make the disposal of dredge sediments problematic and expensive. The Corps has found it difficult to dredge the south entrance channel because of a lack of suitable disposal sites for the contaminated material. Because of the difficulty of properly maintaining the entrance channel, navigation safety may be threatened. Furthermore, resuspension of these sediments during dredging operations raises concerns of environmental impacts.

Control of contaminated sediments from Ballona Creek would help alleviate the problem of contaminated sediment dredging in the Marina del Rey Harbor entrance channel. A substantial reduction or elimination of the need to dispose of contaminated sediments would provide such benefits as improved water quality, decrease in maintenance dredging costs, and increased beach nourishment from the disposal of clean dredged sediments.

2. *Alternatives:* Alternatives that may be considered include selection of various sediment control measures including in-steam sediment basins, construction of a jetty extension, a combined in-steam sediment basin and jetty extension, and no-project.

3. *Scoping Process;* The Corps and the County of Los Angeles are preparing a joint environmental Impact Statement/ Environmental Impact Report (EIS/EIR) to address potential impacts associated with the proposed project. The Corps is the Lead Federal Agency for compliance with National Environmental Policy Act (NEPA) for the project, and the County of Los Angeles is the Lead State Agency for compliance with the California Environmental Quality Act (CEQA) for the non-Federal aspects of the project. The Draft EIS/EIR (DEIS/EIR) document will incorporate public concerns in the analysis of impacts associated with the Proposed Action and associated project alternatives. The DEIS/EIR will be sent out for a 45-day public review period, during which time both written and verbal comments will be solicited on the adequacy of the document. The Final EIS/EIR (FEIS/EIR) will address the comments received on the DEIS/EIR during public review, and will be furnished to all who commented on the DEIS.EIR, and is made available to anyone that requests a copy during the 30-day public comment period. The final step involves, for the federal EIS, preparing a Record of Decision (ROD) and, for the state EIR, certifying the EIR and adopting a Mitigation Monitoring and Reporting Plan. The ROD is a concise summary of the decisions made by the Corps from among the alternatives presented in the FEIS/EIR.

The ROD can be published immediately after the FEIS public comment period ends. A certified EIR indicates that the environmental document adequately assesses the environmental impacts of the proposed project with the respect to CEQA. A formal scoping meeting to solicit public comment and concerns on the proposed action and alternatives will be held on June 4, 2002, at 10:00 A.M., in the Burton Chace Community Center, 13650 Mindanao Way, Marina del Rey, California.

Luz D. Ortiz,

Army Federal Register Liaison Office.

[FR Doc. 02–13688 Filed 5–30–02; 8:45 am]

BILLING CODE 3710–KF–M

DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Intent To Prepare a Draft Environmental Impact Statement for the San Diego Shoreline Feasibility Study, Oceanside, CA

AGENCY: Department of the Army, U.S. Army Corps of Engineers (USACE), DOD.

ACTION: Notice of intent.

SUMMARY: The Los Angeles District of the USACE will prepare a Draft Environmental Impact Statement (DEIS) to support the San Diego Shoreline Feasibility Study, Oceanside, California. The Study Area includes the shoreline between Oceanside Harbor and the Agua Hedionda Lagoon within the cities of Oceanside and Carlsbad in northwest San Diego County. The study area shoreline is approximately seven miles in length. The project environment includes predominantly beach, coastal strand and/or marine inter-tidal/littoral/ pelagic zones.

The predominant problem that threatens the shoreline is continual beach erosion averaging 1.1 meters per year, despite the considerable amount of beach fill deposited, (totaling approx. 2.3 million cubic meters), on a periodic basis. Causes for this erosion has been attributed to upcoast harbor construction, dam construction, storm damage, and river sand mining.

The loss of beach width and increased exposure of property has resulted in increased coastal damage, safety issues, and loss of recreation opportunities. This feasibility study will focus on addressing the problems and needs cause by beach erosion. The DEIS will analyze the potential impacts (beneficial and adverse) on the environment for the range of alternatives, including the recommended plan.

The Los Angeles District and the City of Oceanside will cooperate in conducting this Feasibility Study.

ADDRESSES: District Engineer, U.S. Army Corps of Engineers, Los Angeles District, ATTN: CESPL–PD–RN (L. Young), PO Box 532711, Los Angeles, CA 90053–2325.

FOR FURTHER INFORMATION CONTACT: Ms. Lisa Young, Environmental Coordinator, telephone (213) 452–3852, or Mr. Tony Risko, Chief, Coastal Studies, Group, telephone (213) 452–3833.

SUPPLEMENTARY INFORMATION:

1. Authorization

This Feasibility Study was authorized by the House Public Works and Transportation Committee Resolution adopted April 30, 1992 which states: ''Resolved by the Committee on Public Works and Transportation of the Unites States House of Representatives, that in accordance with Section 110 of the River and Harbor Act of 1962, the Secretary of the Army, acting through the Chief of Engineers, is requested to investigate the feasibility of providing shore protection improvements along the shores of the City of Oceanside, San Diego County, California, in the interest of shoreline protection and storm damage reduction and other related purposes.''

2. Background

During the 1880's Oceanside Beach was approximately 90 meters wide. This shoreline width was further advanced in the floods of 1889, 1891, and 1916 bringing large volumes of sediment from the San Luis Rey and Santa Margarita Rivers. The City used the widened beach as a resource, and in 1927 a recreational pier, beachfront, strand, parking lots and houses were constructed in front of the seacliff. During this period a dam was also constructed on the San Luis Rey River to control flooding. At the start of the U.S. involvement in World War II, the

U.S. Marine Corps designed and contracted construction of a small boat basin in a narrow lagoon between the Santa Margarita and San Luis Rey Rivers to support an amphibious training base. This included four jetties, which were later extended. Another dam was constructed on the Santa Margarita River to control flooding in 1949.

The presence of the coastal structures, such as jetties and breakwaters, has resulted in the disruption of sediment transport, creating a variety of localized shoreline effects. Sediment tends to accumulate at the beach north of the harbor, within the harbor entrance, and south of the harbor south jetty. However, erosion tends to occur downcoast of the labor. Damages reported by residents consist mainly of inundation damages and damages to revetment. These damages occur when storm wave conditions coincident with high tidal elevations or storm surge causes an elevated sea surface and higher wave run-up elevation. The majority of damages in Oceanside occurred during storms in 1977–1978, 1982–83, 1988, 1993–1994, and 1997–1998. In addition to high waves and water surface elevations, damage is intensified by shoreline erosion and beach retreat. Oceanside has historically experienced a narrow beach, but has recently undergone accelerated erosion. A large volume of material has been placed back on the beach during construction and maintenance dredging, but a deficit in sand for the beach still exists. The average recession of Oceanside Beach from 1940–1999 is approximately 60 meters or 1.1 m/yr. In 1974, the USACE issued a position paper on beach erosion that tentatively indicated that the harbor was the primary cause of erosion.

3. Alternatives

The Feasibility Study will focus on the problems and needs caused by beach erosion. In general, alternative plans will focus on reducing the beach erosion and improving sand accumulation through either construction or management project features such as groins, reefs, and/or dredge and disposal. Other features may include coordinated environmental enhancement of the lagoons or river mouths in the project area.

The primary undesirable impacts of concern from any of the alternatives will likely be related to temporary turbidity and displacement of sand dwelling organisms and their predators. These will be addressed in the study as part of the plan formulation of the Feasibility Study, and potential impacts will be analyzed in the DEIS.

4. Scoping Process

Participation of all interested Federal, State, and County agencies, groups with environmental interests, and any interested individuals is encouraged. Public involvement will be most beneficial and worthwhile in identifying the scope of pertinent, significant environmental issues to be addressed; identifying and eliminating from detailed study issues that are not significant; offering useful information such as published or unpublished data; providing direct personal experience or knowledge which informs decision making; and recommending suitable mitigation measures to offset potential impacts from the proposed action or alternatives.

5. Public Scoping Meeting

The specific date, location, and time of the public scoping meeting will be announced in the local news media at least two weeks prior to the meeting. A separate notice of this meeting will be sent to all parties on the study mailing list. The purpose of the scoping meeting will be to gather information from the general public or interested organizations about issues and concerns that they would like to see addressed in the DEIS. Comments may be delivered in writing or verbally at the meeting or sent in writing to the Los Angeles District at the address given above.

Dated: May 20, 2002.

Richard G. Thompson,

Colonel, Corps of Engineers, District Engineer.

[FR Doc. 02–13683 Filed 5–30–02; 8:45 am]

BILLING CODE 3710–KF–M

DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Intent To Prepare a Draft Environmental Impact Statement for the Hillsboro Aquifer Storage & Recovery Pilot Project adjacent to the Hillsboro Canal, Palm Beach County, FL

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

ACTION: Notice of intent.

SUMMARY: The Jacksonville District, U.S. Army Corps of Engineers (Corps), intends to prepare an integrated Pilot Project Design Report and Draft Environmental Impact Statement (DEIS) for the Hillsboro Aquifer Storage and Recovery (ASR) Pilot Project. The study is a cooperative effort between the Corps and the South Florida Water Management District (SFWMD), which is also a cooperating agency for this DEIS. One of the recommendations of the final report of the Central & South Florida (C&SF) Comprehensive Review Study (Restudy) was the Hillsboro ASR Pilot Project. This project will determine the feasibility of using ASR technology for water storage, and the capacity and treatment capabilities of the impoundment and horizontal wells. It will also collect scientific data to address the uncertainties associated with the ASR technology and for future optimization and design studies.

FOR FURTHER INFORMATION CONTACT: Ms. Rebecca Weiss, U.S. Army Corps of Engineers, Planning Division, Environmental Branch, P.O. Box 4970, Jacksonville, FL 32232–0019, or by telephone at 904–899–5025.

SUPPLEMENTARY INFORMATION: a. *Authorization:* Section 101(a)(16) of the Water Resources Development Act of 1999 (WRDA 1999) (Pub. L. 106–53) authorized construction of the two pilot projects, Lake Okeechobee Aquifer Storage and Recovery (ASR) and Hillsboro ASR. Although these two pilot projects were authorized separate from the Central and Southern Florida Project, they are also integral elements of the Comprehensive Everglades Restoration Plan (CERP) as authorized in Title VI or WRDA 2000 (Pub. L. 105–541, Section 601). Therefore, these two projects were included in the CERP Design Agreement between the USACE and the local sponsor, the South Florida Water Management District (SFWMD) and required design studies are now proceeding.

b. *Project Scope:* The Pilot project will determine the feasibility of ASR technology for water storage at the site, the water quality characteristics of source waters, native subsurface waters and recovered waters and appropriate water treatment requirements, the efficiency of horizontal collection wells technology, and recommend operational goals for a full scale ASR project at the Hillsboro site. The pilot project includes the construction of 3 ASR wells into the upper Floridian Aquifer with design capacities of 5 million gallons a day per well, a 50-acre impoundment structure with a subsurface horizontal well seepage and groundwater collection system, pre-injection and post recovery water treatment facilities, and other associated piping, treatment systems, and monitoring wells between the surface collection and discharge sites.

Operational plans for the test pilot are to collect surface water from horizontal wells under the 50-acre impoundment, treat collected water to drinking water standards, and inject water into the