



**DEPARTMENT OF THE ARMY**  
LOS ANGELES DISTRICT, CORPS OF ENGINEERS  
P.O BOX 532711  
LOS ANGELES, CALIFORNIA 90053-2325

REPLY TO  
ATTENTION OF:

March 16, 2009

Office of the Chief  
Planning Division

Milford Wayne Donaldson, FAIA  
State Historic Preservation Officer  
Office of Historic Preservation  
P.O. Box 942896  
Sacramento, California 94296-0001

Dear Mr. Donaldson:

The U.S. Army Corps of Engineers, Los Angeles District (Corps) is proposing to construct added features to the Port of Los Angeles Deepening Project, City of Los Angeles. The original Port infrastructure project was coordinated with your office in 2000 (COE970314A). The completed features of the project consist of dredging of the Main Channel, West Basin, and Placement of dredged materials at Pier 100, 300, 400, and the Cabrillo Shallow Water Habit location (enclosure 1 and 2). We are requesting your concurrence with the determinations we have made in this letter.

The added project features are needed to complete the project because disposal sites developed for the approved Channel Deepening Project are inadequate for the total volume of sediments that require removal from the Main Channel and adjacent berth areas. Since implementation of the original project, several changes to the project were required as a result of revised bathymetric data, the occurrence of shoaling and settlement of material, the need to dispose of surcharge, and the opportunity to remove and confine contaminated dredge material. A draft supplemental EIS/EIR was circulated to the public in July of 2008 to account for these changes to the original project.

The subject of the draft supplemental EIS/EIR and of this consultation is for the establishment and/or use of four disposal sites. This will allow the previously approved dredging areas to be completed. A map is attached (enclosure 2) which details both the areas of the original deepening project which have already been completed, and the added features necessary to complete the project. Our proposed area of potential effects (APE) for these new disposal sites are in green on enclosure 2. LA-2 is an existing, previously approved off-shore disposal site and is not shown on the map.

The presently proposed action, which involves disposing approximately 3.0 million cubic yards (mcy) of remaining dredge material at new disposal sites, is to complete the Channel Deepening Project as authorized by Congress in WRDA 2000. The Proposed Action would

result in disposal of 3.0 mcy of dredge material at the following disposal sites: Berths 243-245, the Northwest Slip, CSWH Expansion, and LA-2. Disposal volumes are described below. This alternative would result in new land at the Northwest Slip, a Confined Disposal Facility (CDF) at Berths 243-245 for disposal and capping of contaminated sediments, and approximately 50 acres of new shallow water habitat.

At the Northwest Slip site, a new 5-acre landfill would be constructed with approximately 0.128 mcy of dredge material from the Channel Deepening Project. Construction of a 5-acre landfill at the Northwest Slip would allow realignment of the wharf roadway which would facilitate safer and more efficient truck and equipment movement. The additional area would also allow additional wheeled operations to occur for container movement instead of the less efficient Rubber Tired Gantry (RTG) operation. The Northwest Slip fill location is completely disturbed from its original construction and maintenance dredging. No historic properties are present in this location.

At the CSWH Expansion site, approximately 1.7 mcy of dredge material would be used to raise the existing sea bottom, which ranges between -40 feet to -50 feet MLLW, up to a new elevation of -15 feet MLLW, creating approximately 50 acres of shallow water habitat. The location for placement of dredged material at the Cabrillo Shallow Water Habitat location has been completely disturbed by its original establishment as a disposal site in 2002. If cultural resources had been present they would have been obliterated by this activity. Use of this location will not disturb any original undisturbed seafloor surfaces. No historic properties are present in this location.

Berths 243-245, which consist of two open water slips covering approximately 8 acres, was part of the former Southwest Marine Shipyard site. The slips at Berths 243-245 contain contaminated sediments from past shipyard operations. This alternative includes creating a CDF for the existing contaminated materials within Berths 243-245, as well as for placement of contaminated dredge material associated with completing the Channel Deepening Project. Approximately 0.368 mcy of dredge material would be disposed at this site, including: 0.080 mcy of contaminated sediments from the Channel Deepening Project and 0.288 mcy of clean sediments from the Channel Deepening Project. Approximately 0.18 mcy of clean dredge material would be placed as surcharge on the completed CDF to an approximate elevation of +30 feet MLLW. This volume of material is a result of the dredging that would be required for construction of the dikes at the Northwest Slip (0.05 mcy), Berths 243-245 (0.09 mcy), and the CSWH (0.04 mcy) disposal sites (i.e., because dike dredging material required for these sites would be placed in its respective disposal site, a corresponding volume of dredge material from the Channel Deepening Project would effectively be displaced). The total volume of Channel Deepening Project material that would be displaced from these three disposal sites would be available to be placed as surcharge on Berths 243-245. The surcharge material would remain in place until post project geotechnical investigation/ monitoring determines the fill has been consolidated.

For the disposal site at Berths 243-245 the Corps has enlarged the APE to include the Southwest Marine Site which abuts these berths just to the north. That is because of the potential for visual effects to the Southwest Marine Site, which has been previously determined to be eligible for the National Register of Historic Places (NRHP). Based on a report prepared by Jones and Stokes (J & S) (enclosure 3), the Southwest Marine site was determined to be eligible for the NRHP under criteria A for its association with World War II. No direct construction effects would occur at the site.

Based on the information in the J & S report and updated memorandum from J & S (enclosure 4), the Corps has determined that berths 243-245 no longer retain integrity from their period of significance, and are not contributors to the Southwest Marine NRHP district. Enclosure 4 discusses and shows the development of these Berths from 1938 to the present. The present condition of Berths 243-245 dates from extensive reconstruction in 1961, not World War II. Therefore, they cannot be considered as contributors to the historic district. Based on this analysis, the Corps has determined that their use as a disposal site would not have an adverse effect on the district.

Two organizations submitted comment letters on the proposed action. The first letter was from the Los Angeles Conservancy (enclosure 5). They recommended that a consultant evaluate Berths 243-245 as contributing elements to the NRHP district. That work has been accomplished and evaluated by the Corps (enclosure 4).

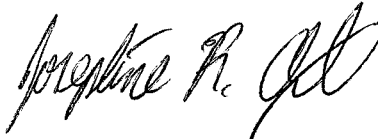
The second letter was from the San Pedro Bay Historical Society (enclosure 6). They also recommended that a consultant evaluate Berths 243-245 as contributing elements to the NRHP district. That work has been accomplished and evaluated by the Corps (enclosure 4).

Based on present estimates, approximately 0.804 mcy of material would remain after using the above disposal sites. This remaining material is currently to be placed at the previously approved USEPA Ocean Disposal Site LA-2.

Based on the above information and analysis, the Corps has determined that the proposed modifications to the on-going Port of Los Angeles Deepening Project would not have an adverse effect on historic properties.

Please review the enclosed information and respond with comments at your earliest convenience. If you have any further questions on this project please call Mr. Stephen Dibble, Senior Archeologist, at (213) 452-3849. He may also be reached by E-mail at: david.s.dibble@usace.army.mil.

Sincerely,

A handwritten signature in black ink, appearing to read "Josephine R. Axt". The signature is fluid and cursive, with a large initial "J" and "R".

Josephine R. Axt, PhD  
Chief, Planning Division

Enclosures