SPECIAL PUBLIC NOTICE

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LOS ANGELES DISTRICT

NOTICE OF AVAILABILITY
FINAL ENVIRONMENTAL IMPACT STATEMENT (EIS)

Public Notice/Application No.: SPL-2013-00113-TS
Project: Berths 212-224 Yusen Terminals, Inc. [YTI] Container Terminal Project
Comment Period: October 17, 2014 through November 17, 2014
Project Manager: Theresa Stevens, Ph.D.; 805-585-2146; theresa.stevens@usace.army.mil

Applicant
Antonio V. Gioiello, P.E.
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Los Angeles Harbor Department
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San Pedro, CA 90733-0151

Contact
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Location
The Project is located on Terminal Island at Berths 212-224 in the Port of Los Angeles, Los Angeles Harbor, in the City and County of Los Angeles, California (33.7561 N latitude / -118.2536 W longitude). Specifically, the YTI terminal is located on the north side of Terminal Island along the Cerritos Channel and near the East Basin. The LA-2 offshore disposal site is located offshore in San Pedro Bay (33.6183 N latitude / -118.2908 W longitude).

Activity
The Los Angeles Harbor Department (LAHD, applicant) proposes to conduct work (dredging), install structures (cranes, wharf improvements) in and over navigable waters of the U.S., dispose of unsuitable dredged material at the Corps-approved Berths 243-245 confined disposal facility (CDF), and transport suitable dredged material to LA-2 for the purpose of ocean disposal in association with terminal improvement activities at Berths 212-224.

This Public Notice initiates the 30-day Notice of Availability (NOA) of the Final EIS for the Project, which will conclude on November 17, 2014. For more information see below.

Interested parties are hereby notified that a Final Environmental Impact Statement (EIS), in association with a Department of the Army permit application for the activity described here is available for review. This permit will be issued or denied under section 10 of the Rivers and Harbors Act (RHA, 33 U.S.C. 403), section 103 of the Marine Protection, Research and Sanctuaries Act (MPRSA, 33 U.S.C. 1413) and the Corps implementing regulations (33 CFR parts 320-332).

Questions regarding the Final EIS should be mailed or sent electronically to:

U.S. Army Corps of Engineers
Los Angeles District, Regulatory Division
Ventura Field Office
Attn: SPL-2013-00113-TS
2151 Alessandro Drive, Suite 110
Ventura, CA 93001

Electronic mail: theresa.stevens@usace.army.mil

This Public Notice is available at the following internet address: http://www.spl.usace.army.mil/Media/PublicNotices/RegulatoryPublicNotices.aspx.

Digital copies of the Final EIS are available electronically at the Port of Los Angeles internet address (http://www.portoflosangeles.org/) and at the following locations:

- Port of Los Angeles Administration Building, 425 S. Palos Verdes Street, San Pedro, CA 90731
- Los Angeles City Library, San Pedro Branch, 921 Gaffey Street, San Pedro, CA 90731
- Los Angeles City Library, Wilmington Branch, 1300 N. Avalon, Wilmington, CA 90744
- Los Angeles Public Library, Central Branch, 630 W. 5th Street, Los Angeles, CA 90071

The US Army Corps of Engineers, Los Angeles District Regulatory Division (Corps), in coordination with the LAHD (state/local lead agency), completed a Final EIS/Environmental Impact Report (EIR) for the Berths 212-224 Yusen Terminals, Inc. [YTI] Container Terminal Project. The Corps and the LAHD prepared a joint EIS/EIR to optimize efficiency and avoid duplication. The EIS/EIR is intended to be sufficient in scope to address federal, state, and local requirements and environmental issues concerning the Project activities and permit approvals.

The LAHD requires Department of the Army authorization pursuant to section 10 of the RHA and section 103 of the MPRSA to implement regulated activities in waters of the U.S. As such, the following Project activities require a permit from the Corps. Direct, indirect, and cumulative impacts associated with regulated activities are evaluated in the EIS/EIR as required by NEPA and the Corps' NEPA implementing regulations (33 CFR 325 Appendix B):

Berths 214-216:
Approximately 21,000 cubic yards (cy) of sediment would be dredged to increase the depth from -45 to -53 feet Mean Lower Low Water (MLLW) (with an additional two feet of overdredge depth, for a total depth of -55 feet MLLW). This dredging would temporarily impact approximately 1.7 acres of underwater benthic area. Within this 1.7 acre area, approximately 1,400 linear feet of sheet piles and king piles would be installed to support and stabilize the existing wharf structure. The king piles would be installed to a base depth of approximately 35 feet below the mudline and the base of the sheet piles would be approximately 15 feet below mudline. The tops of the king piles and sheet piles would extend slightly above the mudline.

Berths 217–220:
Approximately 6,000 cy of sediment would be dredged to increase the depth from -45 to -47 feet

MLLW (with an additional two feet of overdredge depth, for a total depth of -49 feet MLLW). This dredging would temporarily impact approximately 1.7 acres of underwater benthic area. Within this 1.7 acre area, approximately 1,200 linear feet of sheet piles would be installed to approximately 15 feet below the mudline to support and stabilize the existing wharf structure.

Cranes:
Currently there are 14 cranes (10 operating) at the terminal. With the Project there would be up to 14 operating cranes and two non-operating cranes. The Project includes raising and increasing the over-water reach of some of the existing cranes and replacing some existing cranes with super post Panamax cranes[1]. The four existing largest super post Panamax cranes (cranes 5–8) would remain and would not be modified. Up to six existing cranes (numbered 1–4 and 9–10) would be raised, and the booms would be extended to match the size of the four largest existing cranes (197 feet) to accommodate loading and unloading of 22-container-wide cargo vessels. Up to four new super post Panamax cranes would be added at Berths 217-220.

With the Project, two non-operating cranes (numbered 11 and 12) would be moved to the far end of Berths 217-220 and would be stored for non-use. Additionally, two non-operating cranes (numbered P18 and P19) would be relocated off site.

Wharf Crane Rail Extension:
The existing 100-foot gauge[2] crane rail along the wharf at Berths 212–216 would be extended by approximately 1,500 feet to accommodate existing and new 100-foot gauge cranes at Berths 217–220.

Backland Improvements
The following Project activities do not require authorization from the Corps, however direct, indirect and cumulative impacts were evaluated in the EIS/EIR as required by NEPA and the Corps' NEPA implementing and program regulations (40 CFR 1500-1508, 33 CFR 325 Appendix B, 33 CFR 320-332):

Backland improvements would occur on approximately 160 acres of the 181-acre terminal and would consist of ground repairs and maintenance activities involving slurry sealing, deep cold planing, asphalt concrete overlay, construction of approximately 5,600 linear feet of concrete runways for cranes, restriping, and possible removal/relocation/modification of underground conduits and pipes, as needed to accommodate the repairs.

Expansion of the Terminal Island Container Transfer Facility (TICTF) on-dock rail system would include the addition of a single 3,200-linear-foot rail loading track, including two turnouts, and reconstruction of a portion of the backlands to accommodate the rail expansion on approximately four (4) acres of land. This improvement would also include grading, paving, lighting, drainage, utility relocation/modifications, striping, relocation of an existing fence, and third party utility modifications, relocations, or removals, as needed.

With the Project, optimal throughput capacity could increase to approximately 1,913,000 TEUs and 206 ship calls per year by 2026. YTI may operate the terminal at lower TEU volumes and ship calls than those described; however, an estimate of throughput based on optimal terminal capacity ensures

[1] Super post Panamax refers to the largest modern container cranes that are used for vessels of about 22 or more containers wide.
[2] The gauge refers to the spread of the crane supports on the ground.

a conservative analysis in that all reasonably foreseeable impacts associated with Project operations are evaluated.

For Further Information
Please contact Theresa Stevens, Ph.D. of my staff at 805-585-2146 or via e-mail at theresa.stevens@usace.army.mil. This public notice is issued by the Chief, Regulatory Division.

Regulatory Program Goals:

- To provide strong protection of the nation's aquatic environment, including wetlands.
- To ensure the Corps provides the regulated public with fair and reasonable decisions.
- To enhance the efficiency of the Corps' administration of its regulatory program.

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