PUBLIC NOTICE

U.S. ARMY CORPS OF ENGINEERS **BUILDING STRONG®**
LOS ANGELES DISTRICT

NOTICE OF AVAILABILITY (NOA)

For FINAL ENVIRONMENTAL IMPACT STATEMENT (EIS)

and DRAFT GENERAL CONFORMITY DETERMINATION (GCD)

Public Notice/Application No.: SPL-2013-00756-TS
Project: Berths 226-236 Everport Container Terminal Improvements Project
30-day Waiting Period: October 6, 2017 through November 6, 2017
Project Manager: Theresa Stevens, Ph.D.; 805-585-2146; theresa.stevens@usace.army.mil

Applicant
David M. Walsh, P.E.
Chief Harbor Engineer
Los Angeles Harbor Department
425 S. Palos Verdes Street, P.O. Box 151
San Pedro, CA 90733-0151

Contact
Tara Tisopulos
c/o Environmental Management Division
Los Angeles Harbor Department
425 S. Palos Verdes Street, P.O. Box 151
San Pedro, CA 90733-0151

Location
The project is located on Terminal Island at Berths 226-236 in the Port of Los Angeles, Los Angeles Harbor, in the City and County of Los Angeles, California (33° 44' 35" latitude, -118° 16' 25" longitude). Specifically, the Everport Container Terminal (also known as Evergreen) is located on the west side of Terminal Island along the Main Channel and near the Main Channel Turning Basin. The LA-2 offshore disposal site is located in San Pedro Bay at 33° 37' 06" latitude / -118° 17' 24" longitude.

Activity
The Los Angeles Harbor Department (LAHD, applicant) proposes to conduct work (dredging), install structures (overwater cranes, wharf improvements) in and over navigable waters of the U.S., and transport suitable dredged material to LA-2 for the purpose of ocean disposal in association with terminal improvement activities at Berths 226-236.

This Public Notice initiates the 30-day waiting period of the Final EIS and Draft GCD for the project, which will conclude on November 6, 2017. For more information see below.

Interested parties are hereby notified that a Final Environmental Impact Statement (EIS) and Draft GCD, 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 and Draft GCD 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 and Draft GCD are available electronically at the Port of Los Angeles web site (http://www.portoflosangeles.org/); digital and print copies are available at the following locations:

- Port of Los Angeles, Environmental Management Division, 222 West 6th Street, Suite 900, 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) and Draft GCD for the Berths 226-236 [Everport] Container Terminal Improvement Project (Project). The Corps and the LAHD prepared a joint EIS/EIR and GCD to optimize efficiency and avoid duplication. The EIS/EIR and GCD 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 (DA) 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 and GCD as required by NEPA and the Corps' NEPA implementing regulations (33 CFR 325 Appendix B).

The following activities require a DA permit:

Berths 226-229
Dredge approximately 30,000 cy of sediment to increase design depth from -45 feet mean lower low water (MLLW) to -53 feet MLLW plus two feet of overdredge depth tolerance for a total depth of -55 feet MLLW to accommodate the largest ships in the fleet; install king piles and approximately 1,400 linear feet of sheet piles to stabilize the wharf.

Berths 230-232
Dredge approximately 8,000 cy of sediment to increase design depth from -45 feet MLLW to -47 feet MLLW, plus two feet of overdredge depth tolerance for a total depth of -49 feet MLLW; install approximately 1,400 linear feet of sheet piles to stabilize the wharf.

Dredged Material Disposal
Dispose of approximately 38,000 cy of dredged material at the LA-2 ocean disposal site, at an approved upland facility, at a beneficial reuse site (e.g., the 23.5-acre backland expansion areas), or a combination of the above. The Draft EIS/EIR included detailed information on sediment testing (Appendix F1) and the dredged material disposal analysis required by the section 103 implementing regulations (Appendix F2). The Corps will request EPA approval for this disposal action as required.

Cranes
Up to five of the existing cranes would be raised at the site in order to accommodate larger vessels. Installation of five new 100-foot gauge A-frame over-water gantry (wharf) cranes manufactured by Shanghai Zhenhua Heavy Industry Co., Ltd. (ZPMC), or equivalent would also occur. These additional cranes would be installed upon existing crane rails at Berths 226-229 to accommodate larger ships at the proposed deeper berths. The new cranes would require infrastructure improvements (such as cable and electrical upgrades) to support the three additional cranes. These infrastructure improvements would take place in the 100-foot backland area and were evaluated in the Draft EIS/EIR because the 100-foot backland area is included in the Corps scope of analysis.

Vessel Servicing Infrastructure
Construction of five alternative maritime power (AMP) vaults (throughout wharf area adjacent to Berths 226 to 232) and associated infrastructure. The AMP systems provide ship to shore electrical power while the vessels are at berth. Without AMP infrastructure, ships rely on diesel generators or diesel engines. Similar AMP vaults have been installed in the past at the Everport Container Terminal without a DA permit because their construction does not involve a discharge of dredged or fill material nor work in navigable waters of the United States. These infrastructure improvements would take place in the 100-foot backland area and were evaluated in the Draft EIS/EIR because the 100-foot backland area is included in the Corps scope of analysis.

The proposed project would be constructed over approximately 24 months, beginning in 2018. During construction, the terminal would remain in operation with a single berth in use. The Final EIS/EIR includes a Draft GCD because construction emissions associated with the Corps' federal action (i.e., issuance of a permit to conduct work and install structures in navigable waters of the United States and transport dredged material for the purpose of ocean disposal) would exceed *de minimis* thresholds of NOx as described at 40 CFR 93.153(b)(1) in construction year 2018.

The following activities <u>do not</u> require DA authorization:

Backland Development
Development of approximately 1.5 acres of vacant land as new backlands. In addition, development of approximately 22 acres as new backlands, and potentially, a modified inbound and outbound gate complex. Backland development would require closure of streets within the Project site and demolition of existing structures. Backlands are not in jurisdictional waters of the United States, are outside the Corps scope of analysis, are not subject to the Corps federal control and responsibility, and could be developed without a DA permit. Further, closures and changes to traffic routes is considered an operational activity and would be implemented without a DA permit. Closure of portions of Terminal

Way, Barracuda Street, Tuna Street, and Ways Street within the Project site and rerouting of Terminal Way traffic to Cannery Street would occur. In addition the following would occur:

- Improvements to Cannery Street, including: street realignment, pavement improvements, street widening, striping, traffic lighting and signals, drainage, and sidewalk improvements;

- Infrastructure to support 23.5 acres (1.5 + 22 acres) of new backlands (such as lighting, paving, and drainage improvements);

- Amendment of the lease to add approximately 48.5 acres of terminal backlands comprised of approximately 25 acres of existing developed terminal backlands currently under space assignment, and the 23.5 acres (1.5 plus 22) of new backland area, for a total terminal acreage of approximately 229 acres; and

- Extension of the facility lease by 10 years for continued operations from the current end date of 2028 to 2038.

Operations
Terminal operations are not regulated by the Corps. However, operations may be modified as a result of the Corps federal action. Under the proposed Project and at optimal throughput capacity, the Everport Container Terminal could handle approximately 2,379,525 twenty-foot-equivalent-units (TEU) and 208 ship calls per year by 2038. Everport may operate the terminal at lower TEU volumes than those described; however, an estimate of throughput based on optimal terminal capacity ensures a conservative analysis in that all reasonably foreseeable proposed project operations, direct, indirect and cumulative impacts are disclosed and evaluated as required by NEPA and the Corps' implementing regulations.

If you have any questions about the Final EIS/EIR or Draft GCD, 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.

U.S. ARMY CORPS OF ENGINEERS, LOS ANGELES DISTRICT
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2151 ALESSANDRO DRIVE, SUITE 110
VENTURA, CA 93001
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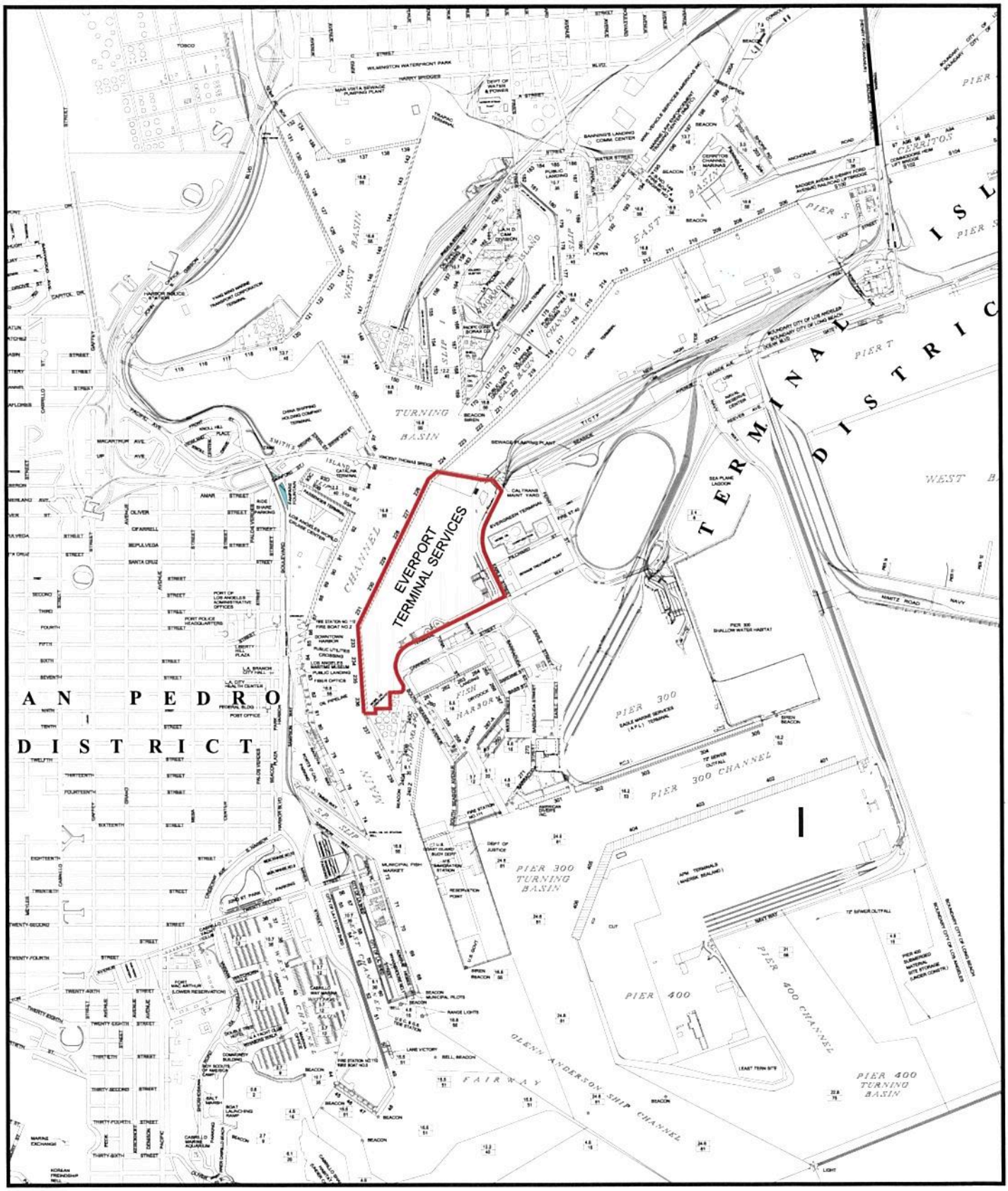
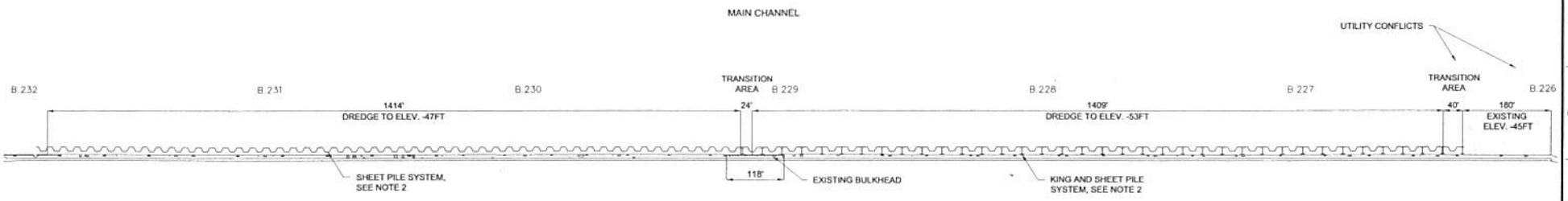
LOS ANGELES HARBOR
AND VICINITY





GENERAL NOTES:

1. REFER TO THE "SAMPLING AND ANALYSIS REPORT FOR BERTHS 226-232 IN SUPPORT OF THE EVERPORT CONTAINER TERMINAL IMPROVEMENTS PROJECT" BY RAMBOLL ENVIRON US CORPORATION FOR THE CORE LOGS AND SOIL CLASSIFICATION.
2. SUBMARINE STRUCTURE HAS BEEN ENLARGED FOR CLARIFICATION.

1SK-01 / SK-01 PROPOSED DREDGING PLAN
SCALE: 1" = 100'

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DREDGE QUANTITIES	
2 FT. OVERDREDGE QUANTITIES	
BERTHS 226-229	30,000 CY
BERTHS 229-232	8,000 CY
TOTAL:	38,000 CY

NO.	DATE	DRAWN	REVISIONS	CHK'D	APP'D

CONCEPTUAL

SCALE: AS SHOWN
DRAWN: T. CAMAL
CHECKED: B. CORREA
DESIGNED: F. CAMAL
ENGINEER / ARCHITECT

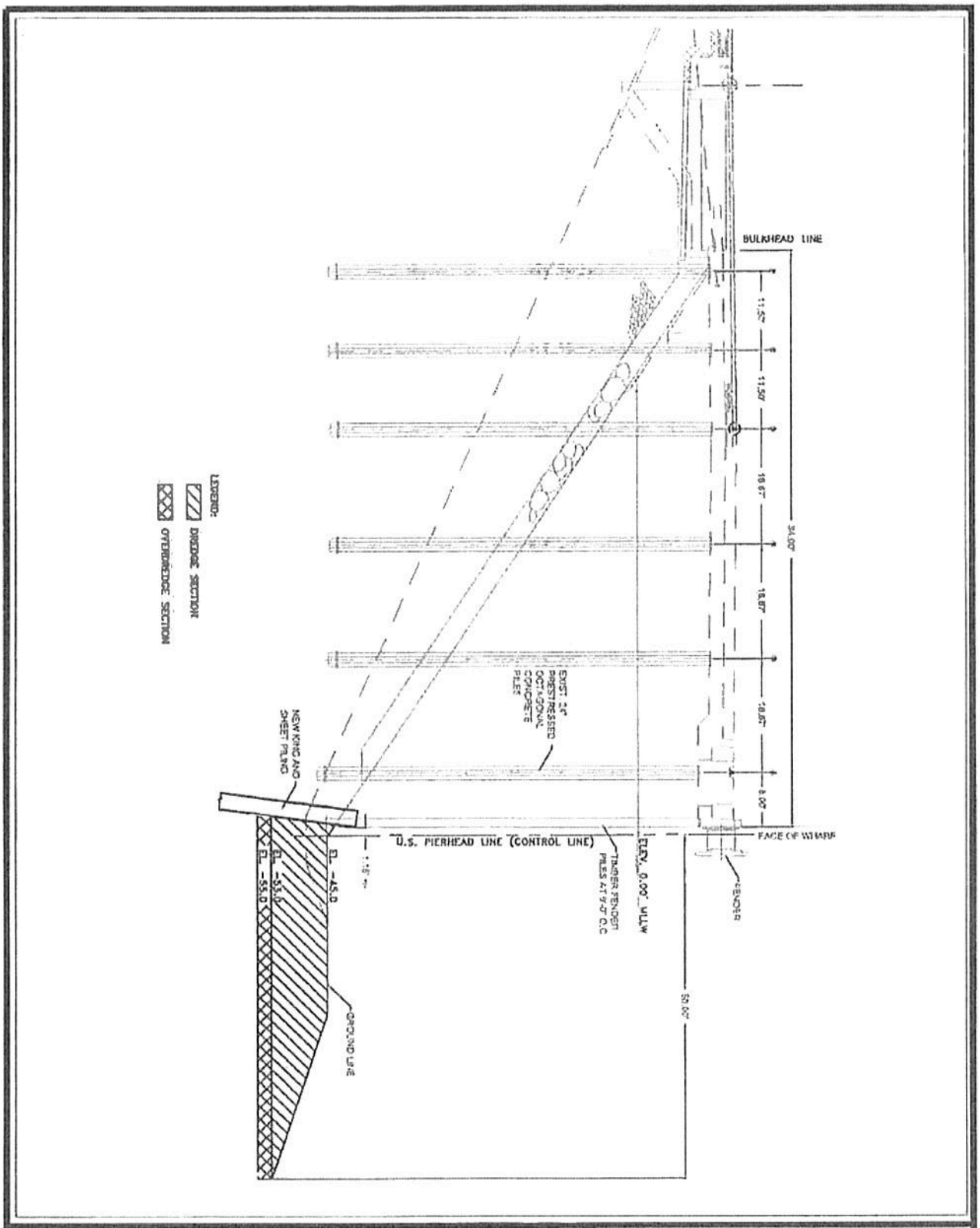
CHIEF OF DESIGN
ASSISTANT CHIEF HARBOR ENGINEER
CHIEF HARBOR ENGINEER

BERTHS 226-236 WHARF AND BACKLAND TERMINAL IMPROVEMENTS

PROPOSED DREDGING PLAN

THE PORT OF LOS ANGELES
ENGINEERING DIVISION
425 S. PALOS VERDES STREET SAN PEDRO CA 90731-3309

DRAWING NUMBER:
SHEET NUMBER: SK-01



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DRAWN: B. CORREA	ASSISTANT CHIEF OF HARBOR ENGINEER: D. Gp. Will	BERTHS 226-229 TYPICAL SECTION
CHECKED: H. CISNEROS		
DESIGNED: B. CORREA		
ENGR/ARCH	CHIEF HARBOR ENGINEER: D. Gp. Will for 11.22.13 (DATE)	THE PORT OF LOS ANGELES ENGINEERING DIVISION 425 S. PALOS VERDES STREET SAN PEDRO CA 90731-3309
		DRAWING NUMBER: 5-7312-1

DWG: N:\Civil\Projects\5-7312 Berths 226-229 Terminal Imp\01 Production\01 Drawings\01_Working Files\Structural\Army Corps X-Sections\B226-229 X-Section.dwg USER: csmith
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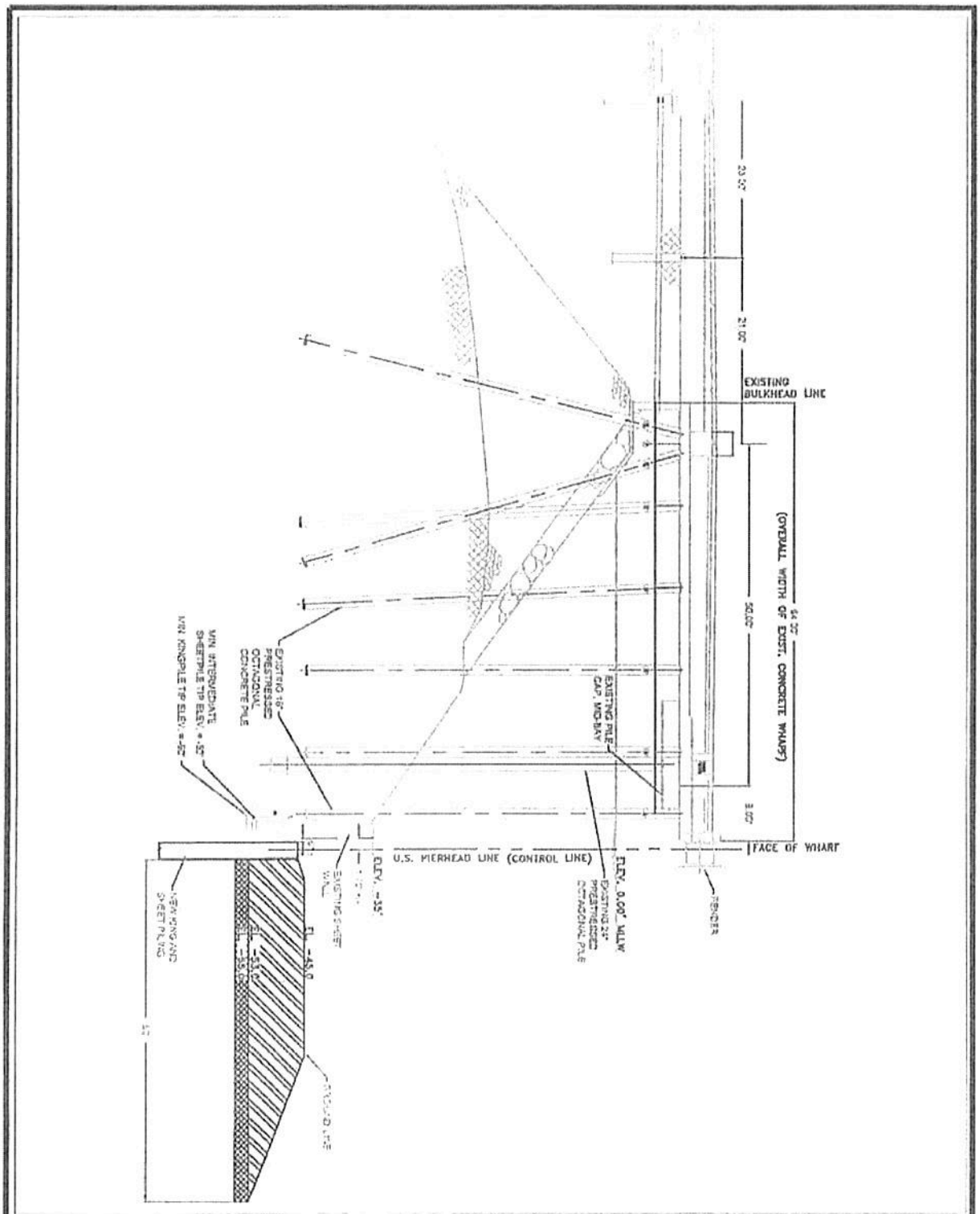

SCALE: 1" = 20'	CHIEF OF DESIGN Stuart L. Fricke	BERTHS 226-236 TERMINAL IMPROVEMENTS
DRAWN: B. CORREA	ASSISTANT CHIEF OF HARBOR ENGINEER	BERTH 229 TYPICAL SECTION
CHECKED: H. CISNEROS		
DESIGNED: B. CORREA		
ENGR/ARCH	11/22/13 DATE	THE PORT OF LOS ANGELES ENGINEERING DIVISION 425 S. PALOS VERDES STREET SAN PEDRO CA 90731-3309
	CHIEF HARBOR ENGINEER	DRAWING NUMBER 5-7312-2

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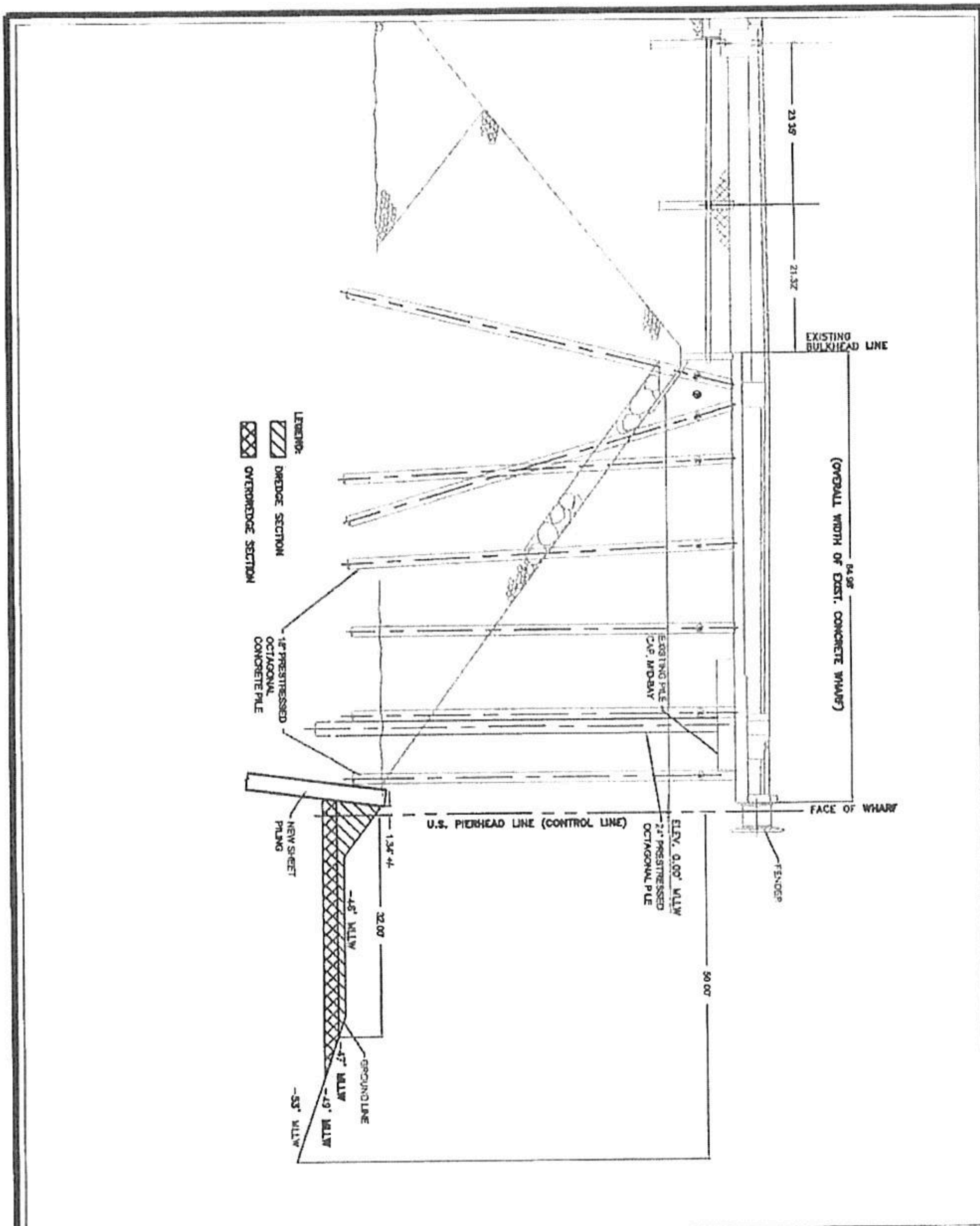
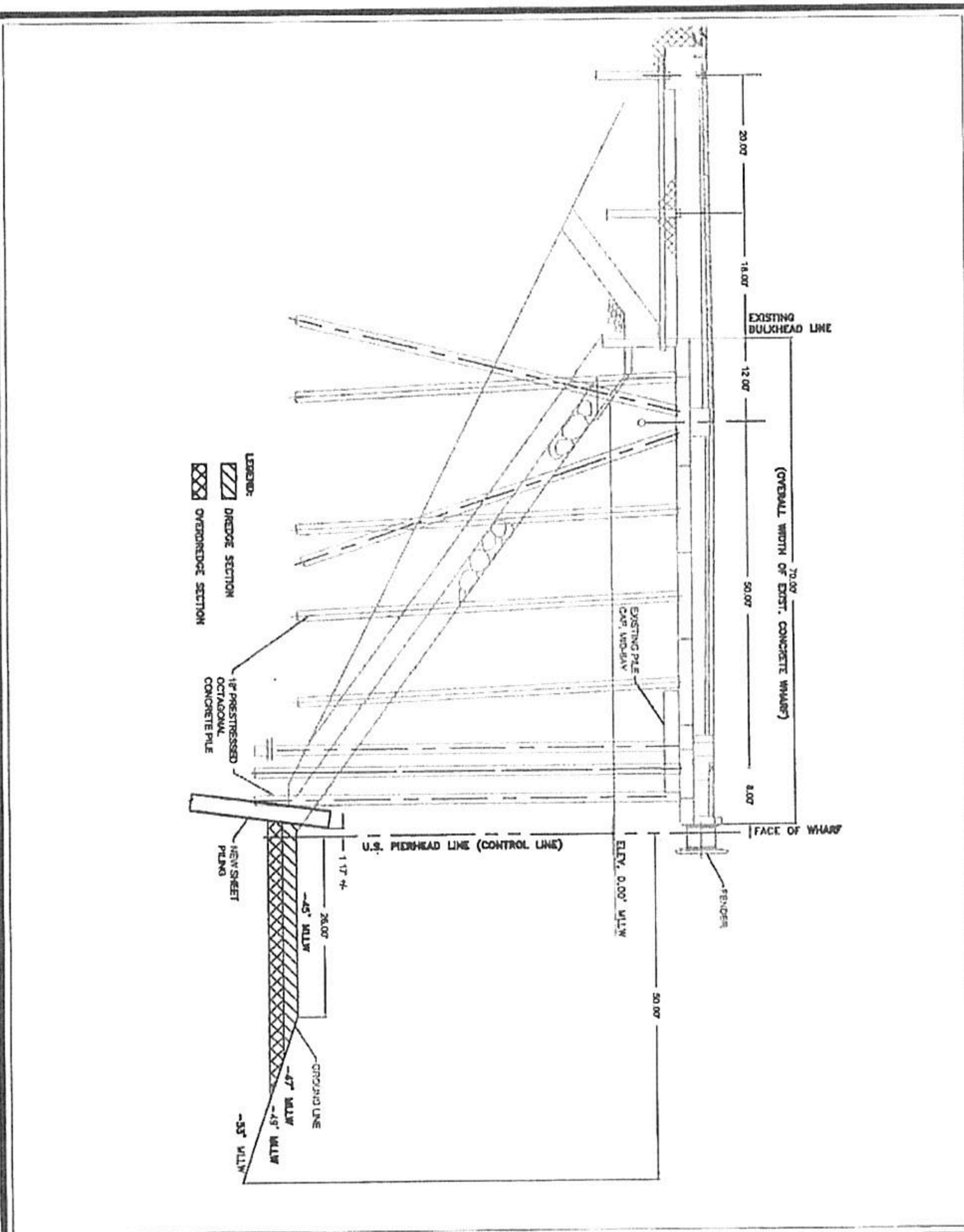


SCALE: 1" = 20'	CHIEF OF DESIGN	BERTHS 226-236 TERMINAL IMPROVEMENTS
DRAWN: B. CORREA	ASSISTANT CHIEF OF HARBOR ENGINEER	BERTH 230 TYPICAL CROSS SECTION
CHECKED: H. CISNEROS		
DESIGNED: B. CORREA		DRAWING NUMBER
ENGR/ARCH	CHIEF HARBOR ENGINEER — DATE 11.22.13	THE PORT OF LOS ANGELES ENGINEERING DIVISION 425 S. PALOS VERDES STREET SAN PEDRO CA 90731-3309 — 5-7312-3



SCALE: 1" = 20'	CHIEF OF DESIGN	BERTHS 226-236 TERMINAL IMPROVEMENTS
DRAWN: B. CORREA	ASSISTANT CHIEF OF HARBOR ENGINEER	BERTHS 231-232 TYPICAL SECTION
CHECKED: H. CISNEROS		
DESIGNED: B. CORREA		THE PORT OF LOS ANGELES ENGINEERING DIVISION 425 S. PALOS VERDES STREET SAN PEDRO CA 90731-3309
ENGR/ARCH	CHIEF HARBOR ENGINEER / DATE 11.22.13	DRAWING NUMBER 5-7312-4