



LOS ANGELES DISTRICT
U.S. ARMY CORPS OF ENGINEERS

DEPARTMENT OF THE ARMY PERMIT

Permittee: Los Angeles Harbor Department, David M. Walsh, P.E., Chief Harbor Engineer

Permit Number: SPL-2013-00113-TS

Issuing Office: Los Angeles District

Note: The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official acting under the authority of the commanding officer.

You are authorized to perform all jurisdictional project elements in accordance with the terms and conditions specified below.

Project Description: The following Phase 1 activities in waters of the U.S. would occur and specifically, you are authorized to:

Dredging and Disposal:

Dredge approximately 5,200 cy of sediment characterized as unsuitable (for ocean disposal) from Berths 214-216 and Berths 217-220 and dispose this dredged material at the Berths 243-245 Confined Disposal Facility (CDF). This dredging would temporarily impact up to 3.4 acres of benthic area.

Dredge approximately 21,800 cubic yards (cy) of sediment characterized as suitable (for ocean disposal) to increase depth from -45 to -53 feet Mean Lower Low Water (MLLW) at Berths 214-216, and from -45 to -47 feet MLLW at Berths 217-220. There would be an additional two feet of overdredge depth tolerance at each dredging site, for a maximum depth of -55 feet (Berths 214-216) and -49 feet MLLW (Berths 217-220). Dredging would temporarily impact approximately 3.4 acres of underwater benthic area. Disposal of this dredged material would take place in Phase 2 of the project.

Wharf Improvements:

Install approximately 1,400 linear feet of sheet piles and king piles to support and stabilize the existing wharf structure at Berths 214-216. 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.

Install approximately 1,200 linear feet of sheet piles approximately 15 feet below the mudline to support and stabilize the existing wharf structure at Berths 217-220. The tops of the sheet piles would extend slightly above the mudline.

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 would raise and increase the over-water reach of some of the existing cranes and replace some existing cranes with super post Panamax cranes¹. The four existing super post Panamax cranes (cranes 5–8) would remain in place, and would not be modified.

- Four new super post Panamax cranes would be added at Berths 217-220.
- Six existing cranes (numbered 1–4 and 9–10) would be raised, and the reach would be extended to match the size of the four largest existing cranes to accommodate loading and unloading of 22-container-wide cargo vessels.

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

Wharf Crane Rail Extension:

The existing landside 100-foot gauge² crane rail along the wharf at Berths 212–216 would be extended by approximately 1,500 feet to accommodate existing new 100-foot gauge cranes at Berths 217–220. This landside crane rail extension would involve installation of approximately 165, 24-inch diameter, 90-foot long octagonal concrete piles driven into the ground to support rail extension. The dockside crane along Berths 217-220 is already in place.

Project 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.

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.

Permit Conditions:**General Conditions:**

1. The time limit for completing Phase 1 activities ends on **December 31, 2018**. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least sixty days before the above date is reached.
2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification from this permit from this office, which may require restoration of the area.
3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.
4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.
5. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions.
6. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished with the terms and conditions of your permit.

Special Conditions:**Section 10**

1. If a violation of any permit condition occurs, the Permittee shall report the violation to the Corps Regulatory Division project manager (Theresa Stevens, Ph.D. at (805) 585-2146 or theresa.stevens@usace.army.mil) within 24 hours. If the Permittee retains any contractors to perform any activity authorized by this permit, the Permittee shall instruct all such contractors that notice of any violations must be reported to the Permittee immediately.

2. The permitted activity shall not interfere with the right of the public to free navigation on all navigable waters of the U.S. as defined by 33 C.F.R. Part 329.
3. The Permittee shall notify the Corps Regulatory Division and NOAA National Marine Fisheries Service of the date of commencement of construction not less than 14 calendar days prior to commencing work, and shall notify the Corps Regulatory Division and NOAA National Marine Fisheries Service of the date of completion of operations at least 5 calendar days prior to such completion. This requirement applies to each phase of the project assuming there are separate phases that will occur during distinct time periods (e.g., a distinct first phase and second phase have been identified and described for the project).
4. The Permittee shall notify the Commander, Eleventh Coast Guard District, and the Coast Guard Marine Safety Office / Group LA-LB, not less than 14 calendar days prior to commencing work and as project information changes. This requirement applies to each phase of the project that will occur during distinct time periods (a distinct first phase and second phase have been identified and described for the project). The notification, either by letter, fax, or e-mail, shall include as a minimum the following information (for each phase):
- A) Project description including the type of operation (e.g., dredging, rock discharges, diving, wharf construction, etc.).
 - B) Location of operation, including Latitude / Longitude coordinates (NAD 83).
 - C) Work start and completion dates and the expected duration of operations.
 - D) Vessels involved in the operation (name, size, and type).
 - E) VHF-FM radio frequencies monitored by vessels on scene.
 - F) Point of contact and 24-hour phone number.
 - G) Potential hazards to navigation.
 - H) Chart number for the area of operation.

Addresses:

Commander, 11th Coast Guard District (oan)	U.S. Coast Guard
Coast Guard Island, Bldg. 50-3	Marine Safety Office /Group LA-LB
Alameda, CA 94501-5100	1001 South Seaside Ave., Bldg. 20
ATTN: Local Notice to Mariners	San Pedro, CA 90731
TEL: (510) 437-2986	ATTN: Waterways Management
FAX: (510) 437-3423	TEL: (310) 521-3860
	FAX: (310) 732-2029

5. The Permittee and its contractor(s) shall not remove, relocate, obstruct, willfully damage, make fast to, or interfere with any aids to navigation defined at 33 C.F.R. chapter I, subchapter C, part 66. The Permittee shall ensure its contractor notifies the Eleventh Coast Guard District in writing, with a copy to the Corps Regulatory Division, not less than 30 calendar days in advance of operating any equipment adjacent to any aids to navigation that requires relocation or removal. Should any federal aids to navigation be affected by this project, the Permittee shall submit a request, in writing, to the Corps Regulatory Division as well as the U.S. Coast Guard, Aids to Navigation office. The Permittee and its contractor are

prohibited from relocating or removing any aids to navigation until authorized to do so by the Corps Regulatory Division and the U.S. Coast Guard.

6. If the Permittee determines the project requires the placement and use of private aids to navigation in navigable waters of the U.S., the Permittee shall submit a request in writing to the Corps Regulatory Division as well as the U.S. Coast Guard, Aids to Navigation office. The Permittee is prohibited from establishing private aids to navigation in navigable waters of the U.S. until authorized to do so by the Corps Regulatory Division and the U.S. Coast Guard.

7. Upon notification to the U.S. Coast Guard as specified in Special Condition 4 (for each project phase), the Permittee shall forward a copy of the notification (for each project phase) to the U.S. Coast Guard Captain of the Port (COTP). The COTP may modify the deployment of marine construction equipment or mooring systems to safeguard navigation during project construction. The permittee shall direct questions concerning lighting, equipment placement, and mooring to the appropriate COTP.

8. Within 30 calendar days of completion of project activities (for each project phase), the Permittee shall conduct a post-project survey indicating changes to structures and other features in navigable waters of the U.S. The Permittee shall forward a copy of the survey to the Corps Regulatory Division and to the National Oceanic and Atmospheric Service for chart updating: Gerald E. Wheaton, NOAA, Regional Manager, West Coast and Pacific Ocean, DOD Center Monterey Bay, Room 5082, Seaside, CA 93955-6711.

9. The Permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters of the U.S., the Permittee will be required, upon due notice from the Corps, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

10. All vessels, vehicles, equipment, and material used in construction-related activities in or over waters of the U.S., to complete construction in or over waters of the U.S., shall employ or otherwise be operated or used in compliance with all mitigation measures identified in the project's Mitigation Monitoring and Reporting Program consistent with the project's certified Environmental Impact Report (November 7, 2014).

11. For this permit, the term "dredging operations" shall mean: navigation of the dredging vessel at the dredging site, excavation/cutting/removal of material from navigable waters of the U.S. within the project boundaries, and placement of dredged material into a hopper dredge or disposal barge or scow. For this permit, the term "disposal operations" shall mean: the transport of dredged material from the dredging sites to the Corps/EPA-approved disposal site(s); and, the transport of the hopper dredge or disposal barge or scow back to the dredging site.

12. At least 15 calendar days before initiation of any dredging operations authorized by this permit, the Permittee shall send a dredging and disposal operations plan to the Corps Regulatory Division and USEPA, with the following information (separate plans to the Corps Regulatory Division and USEPA are required):

A) A list of the names, addresses, and telephone numbers of the Permittee's project manager, the contractor's project manager, the dredging operations inspector, the disposal operations inspector, and the captain of each tug boat, hopper dredge, or other form of vehicle used to transport dredged material to the designated disposal or beneficial reuse site.

B) A list of all vessels, major dredging equipment, and electronic positioning systems or navigation equipment that will be used for dredging and beneficial reuse or disposal operations, including the capacity, load level, and acceptable operating sea conditions for each hopper dredge or disposal barge or scow to assure compliance with special conditions on dredging and disposal operations.

C) The results of a detailed analysis of all material to be dredged pursuant to the approved sampling and analysis plan (SAP).

D) A detailed description of the dredging and disposal operations authorized by this permit, including a schedule showing when dredging is planned to begin and end.

E) A pre-dredging bathymetric condition survey (presented as a large format plan view drawing), taken within 30 days before the dredging begins, accurate to 0.5-foot with the exact location of all soundings clearly defined on the survey chart. The pre-dredge survey chart shall be prepared showing the following information:

i) The entire dredging area, the toe and top of all side-slopes, and typical cross sections of the dredging areas. To ensure that the entire area is surveyed, the pre-dredge condition survey shall cover an area at least 50 feet outside the top of the side-slope or the boundary of the dredging area, unless obstructions are encountered.

ii) The dredging design depth, over-dredge depth and the side-slope ratio.

iii) The total quantity of dredged material to be removed from the dredging areas and the side-slope areas.

iv) Areas shallower than the dredging design depth shall be shaded green, areas between the dredging design depth and over-dredge depth shall be shaded yellow, and areas below over-dredge depth that will not be dredged shall be shaded blue. If these areas are not clearly shown, the Corps Regulatory Division may request additional information.

v) The pre-dredging survey chart shall be signed by the permittee to certify that the data are accurate and that the survey was completed 30 days before the proposed dredging start date.

F) A debris management plan to prevent disposal of large debris at all disposal locations. The debris management plan shall include: sources and expected types of debris, debris separation and retrieval methods, and debris disposal methods.

13. Dredging of approximately 27,000 cy of sediment authorized in this permit shall be limited to the approximately 6,000 cubic yards at Berths 217-220 and approximately 21,000

cy at Berths 214-216. **Dredging shall not proceed until the permittee requests and receives a Notice to Proceed (NTP) from the Corps Regulatory Division.** No dredging is authorized in any other location under this permit. This requirement applies to every separate dredging event and project phase.

14. The Permittee shall ensure that the captain of any hopper dredge, tug, or other vessel used in the dredging and disposal operations, is a licensed operator under U.S. Coast Guard regulations and follows the Inland and Ocean Rules of Navigation or the USCG Vessel Traffic Control Service. All such vessels, hopper dredges, or disposal barges or scows, shall have the proper day shapes, operating marine band radio, and other appropriate navigational aids.

15. The Permittee shall maintain a copy of this permit on all vessels used to dredge, transport, and dispose of dredged material authorized under this permit.

16. The Permittee's contractor(s) and the captain of any dredge covered by this permit shall monitor VHF-FM channels 13 and 16 while conducting dredging operations.

17. The Permittee shall use an electronic positioning system to navigate at the dredging site. The electronic positioning system shall have a minimum accuracy and precision of +/- 10 feet (3 meters). If the electronic positioning system fails or navigation problems are detected, all dredging operations shall cease until the failure or navigation problems are corrected. Any navigation problems and corrective measures shall be described in the post-dredging completion report.

18. Upon request, the Permittee and its contractor(s) shall allow inspectors from the Corps Regulatory Division, USEPA, LARWQCB, and/or the U.S. Coast Guard to inspect all phases of the dredging and disposal operations.

19. Upon request, the Permittee and its contractor(s) retained to perform work authorized by the permit or to monitor compliance with this permit shall make available to inspectors from the Corps Regulatory Division, USEPA, RWQCB, and/or the U.S. Coast Guard the following: dredging and disposal operations inspectors' logs, the vessel track plots and all disposal vessel logs or records, any analyses of the characteristics of dredged material, or any other documents related to dredging and disposal operations.

20. The Permittee shall ensure dredged material is not leaked or spilled from the disposal vessels during in-harbor transit or transit to the disposal site. The Permittee shall transport dredged material to the disposal site only when weather and sea state conditions will not interfere with safe transportation and will not create risk of spillage, leak, or other loss of dredged material during transit. No disposal vessel trips shall be initiated when the National Weather Service has issued a gale warning for local waters during the time period necessary to complete disposal operations.

21. The Permittee shall not allow any water or dredged material placed in a hopper dredge or disposal barge or scow to flow over the sides of such vessels during dredging or disposal operations. The Permittee shall determine the level that a disposal hopper dredge or barge or scow can be filled to prevent any dredged material or water from spilling over the sides at the dredging site or during transit from the dredging site to the disposal site. This level shall be reported to the Los Angeles District's Regulatory Division project manager before disposal operations commence. No hopper dredge or disposal barge or scow shall be filled above this pre-determined level. Before each hopper dredge or disposal barge or scow is transported to the disposal site, the dredging site inspector shall certify that it is filled correctly.

22. Following the completion of disposal operations, the Permittee shall submit to USEPA and the Corps Regulatory Division a completion letter summarizing the total number of disposal trips and the overall (in situ) volumes of material from the project disposed at the disposal site, and whether any of the dredged material was excavated from outside the areas authorized for disposal or was dredged deeper than authorized by this permit.

23. The Permittee shall submit a post-project completion report to Corps Regulatory Division within 30 calendar days after completion of each project phase to document compliance with all general and special conditions defined in this permit. Each report shall include all information collected by the Permittee, the dredging operations inspector, and the disposal operations inspector or the disposal vessel captain as required by the special conditions of this permit. The report shall indicate whether all general and special permit conditions were met. Any violations of the permit shall be explained in detail. The report shall further include the following information:

- A) Permit and project number.
- B) Start date and completion date of dredging and disposal operations.
- C) Total cubic yards disposed at the disposal site.
- D) Mode of dredging.
- E) Mode of transportation.
- F) Form of dredged material.
- G) Frequency of disposal and plots of all trips to the disposal site.
- H) Tug boat or other disposal vessel logs documenting contact with the U.S. Coast Guard before each trip to the disposal site.
- I) Percent sand, silt, and clay in dredged material.
- J) A certified report from the dredging site inspector indicating all general and special permit conditions were met. Any violations of the permit shall be explained in detail.
- K) A detailed post-dredging hydrographic survey of the dredging area. The survey shall show areas above the dredging design depth shaded green, areas between the dredging design depth and over-dredge depth shaded yellow, areas below over-dredged depth that were not dredged or areas that were deeper than the over-dredge depth before the project began as indicated on the pre-dredging survey shaded blue, and areas dredged below the over-dredge depth or outside the project boundaries shaded red. The methods used to prepare the post-dredging survey shall be the same

methods used in the pre-dredging condition survey. The survey shall be signed by the Permittee certifying that the data are accurate.

L) Each post-dredging report shall be signed by a duly authorized representative of the Permittee and shall make the following certification:

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision. The information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

24. The Permittee shall conduct a pre-construction eelgrass (*Zostera marina*) survey during the growing season (March-October), which will be valid up to 60 days prior to construction activities. A post-dredge survey may be required if eelgrass is detected in the dredging area. These surveys and any necessary mitigation shall be conducted in accordance with the California Eelgrass Mitigation Policy

(http://www.westcoast.fisheries.noaa.gov/publications/habitat/california_eelgrass_mitigation/Final%20CEMP%20October%202014/cemp_oct_2014_final.pdf).

25. The Permittee shall conduct a pre-construction survey of the project area for *Caulerpa taxifolia*. The survey shall be completed in accordance with the Caulerpa Control Protocol (see <http://swr.nmfs.noaa.gov/hcd/caulerpa/ccp.pdf>) not earlier than 90 days prior to planned construction and not later than 30 days prior to construction (this requirement applies to each phase of the project i.e., that portion/those portions of the project area that would be affected by a particular phase must be surveyed 30-90 days prior to construction of that phase). The results of each survey shall be transmitted to the Corps, National Marine Fisheries Service and the California Department of Fish and Wildlife at least 15 days prior to initiation of proposed work. In the event that *Caulerpa* is detected within the project area, no work shall be conducted until such time as the infestation has been isolated, treated, and the risk of spread is eliminated.

26. The Permittee shall ensure contractor(s) use sound-abatement techniques to reduce both noise and vibrations from pile-driving activities. Sound-abatement techniques shall include, but are not limited to, vibration or hydraulic insertion techniques, drilled or augured holes for cast-in-place piles, bubble curtain technology, and sound aprons where feasible. At the initiation of each pile-driving event, and after breaks of more than 15 minutes, the pile driving shall also employ a "soft-start" in which the hammer is operated at less than full capacity (i.e., approximately 40–60% energy levels) with no less than a 1-minute interval between each strike for a 5-minute period. Although it is expected that marine mammals will voluntarily move away from the area at the commencement of the vibratory or "soft start" of pile-driving activities, as a precautionary measure, pile-driving activities shall include establishment of a safety zone, and the area surrounding the operations shall be monitored by a qualified marine biologist for pinnipeds and their behavior in response to pile driving. Observers onshore or by boat shall survey the safety zone to ensure that no marine mammals are seen within the zone before pile driving of a steel-pile segment begins. If marine mammals are found within the

safety zone, pile driving of the segment shall be delayed until they move out of the area. If pinnipeds enter the safety zone after pile driving of a segment has begun, pile driving will continue. The biologist shall monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed and, if it is operationally safe to do so, pile driving shall cease until the animal leaves the area. Pile driving cannot be terminated safely and without severe operational difficulties until reaching a designated depth. Therefore, if it is deemed operationally unsafe by the project engineer to discontinue pile-driving activities, and a pinniped is observed in the safety zone, pile-driving activities shall continue until the critical depth is reached (at which time pile driving will cease) or until the pinniped leaves the safety zone. Prior to the initiation of pile-driving, the area shall be thoroughly surveyed by the biologist.

27. The Permittee shall re-test previously tested or dredged areas after 3 years from the date of permit issuance. This time limit may be shortened at the discretion of the Corps Regulatory Division in the event previously determined suitable material becomes suspect. Prior to each dredging episode, the Permittee must demonstrate that the proposed dredged materials are chemically, physically, and biologically suitable for disposal in ocean waters according to the provisions of the Ocean Disposal Manual. If the material does not meet the physical and chemical criteria for unconfined disposal in ocean waters, the dredged material shall be disposed in an upland disposal area, or, if available, reused at an in-harbor CDF. The Permittee shall submit to the Corps Regulatory Division and USEPA a draft SAP. Sampling may not commence until the SAP is approved, in writing, by the Corps Regulatory Division, in consultation with USEPA.

28. This permit does not authorize the placement of creosote-treated pilings in navigable waters of the U.S. Only concrete or steel piles shall be used in navigable waters of the U.S. for the Project.

29. The Permittee shall use only clean construction materials suitable for the marine environment. The Permittee shall ensure that no debris, soil, silt, sand, sawdust, rubbish, cement or concrete washings thereof, or oil or petroleum products from construction shall be allowed to enter into or placed where it may be washed by rainfall or surface runoff into waters of the U.S. To ensure compliance with this Special Condition, standard Best Management Practices (BMPs) shall be implemented and, as appropriate, maintained and monitored to ensure their efficacy throughout project construction. Upon completion of the project authorized herein, any and all excess material or debris shall be completely removed from the work area and disposed of in an appropriate upland site.

30. Pursuant to 36 C.F.R. section 800.13, in the event of any discoveries during construction of either human remains, archeological deposits, or any other type of historic property, the Permittee shall notify within 24 hours the Corps' Regulatory Division staff (Theresa Stevens, Ph.D. at 805-585-2146) and Corps' Archeology staff (John Killeen at 213-452-3861). The Permittee shall immediately suspend all work in any area(s) where potential cultural resources are discovered. The Permittee shall not resume construction in

the area surrounding the potential cultural resources until the Corps Regulatory Division re-authorizes project construction, per 36 C.F.R. section 800.13.

Further Information:

1. Congressional Authorities. You have been authorized to undertake the activity described above pursuant to:

(x) Section 10 of the River and Harbor Act of 1899 (33 U.S.C. 403).

() Section 404 of the Clean Water Act (33 U.S.C. 1344).

() Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413).

2. Limits of this authorization.

a. This permit does not obviate the need to obtain other Federal, state, or local authorizations required by law.

b. This permit does not grant any property rights or exclusive privileges.

c. This permit does not authorize any injury to the property or rights of others.

d. This permit does not authorize interference with any existing or proposed Federal project.

3. Limits of Federal Liability. In issuing this permit, the Federal Government does not assume any liability for the following:

a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.

b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.

c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.

d. Design or construction deficiencies associated with the permitted work.

e. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. Reliance on Applicant's Data. The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

5. **Reevaluation of Permit Decision.** This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

- a. You fail to comply with the terms and conditions of this permit.
- b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (See 4 above).
- c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measure ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

6. **Extensions.** General condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give you favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.



DAVID M. WALSH, P.E.
CHIEF HARBOR ENGINEER
LOS ANGELES HARBOR DEPARTMENT



DATE

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.



DAVID J. CASTANON
CHIEF, REGULATORY DIVISION



DATE

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.

TRANSFeree

DATE

LOS ANGELES DISTRICT
U.S. ARMY CORPS OF ENGINEERS

**NOTIFICATION OF COMMENCEMENT OF WORK
FOR
DEPARTMENT OF THE ARMY PERMIT**

Permit Number: *SPL-2013-00113-TS*
Name of Permittee: *Los Angeles Harbor Department, Antonio V. Gioiello, P.E., Chief Harbor Engineer*
Date of Issuance: *May 5, 2015*

Date work in waters of the U.S. will commence: _____
Estimated construction period (in weeks): _____
Name & phone of contractor (if any): _____

Please note that your permitted activity is subject to a compliance inspection by an Army Corps of Engineers representative. If you fail to comply with this permit you may be subject to permit suspension, modification, or revocation.

I hereby certify that I, and the contractor (if applicable), have read and agree to comply with the terms and conditions of the above referenced permit.

Signature of Permittee

Date

At least ten (10) days prior to the commencement of the activity authorized by this permit, sign this certification and return it using any ONE of the following three (3) methods:

(1) E-MAIL a statement including all the above information to:
theresa.stevens@usace.army.mil

OR

(2) FAX this certification, after signing, to: (805) 585-2154

OR

(3) MAIL to the following address:

U.S. Army Corps of Engineers
Regulatory Division
ATTN: SPL-2013-00113-TS
2151 Alessandro Drive, Suite 110
Ventura, CA 93001

LOS ANGELES DISTRICT
U.S. ARMY CORPS OF ENGINEERS

**NOTIFICATION OF COMPLETION OF WORK AND
CERTIFICATION OF COMPLIANCE WITH
DEPARTMENT OF THE ARMY PERMIT**

Permit Number: *SPL-2013-00113-TS*
Name of Permittee: *Los Angeles Harbor Department, David M. Walsh, P.E., Chief Harbor Engineer*
Date of Issuance: *May 5, 2015*

Date work in waters of the U.S. completed: _____
Construction period (in weeks): _____
Name & phone of contractor (if any): _____

Please note that your permitted activity is subject to a compliance inspection by an Army Corps of Engineers representative. If you fail to comply with this permit you may be subject to permit suspension, modification, or revocation.

I hereby certify that the work authorized by the above referenced permit has been completed in accordance with the terms and conditions of said permit.

Signature of Permittee

Date

Upon completion of the activity authorized by this permit, sign this certification and return it using any ONE of the following three (3) methods:

(1) E-MAIL a statement including all the above information to:
theresa.stevens@usace.army.mil

OR

(2) FAX this certification, after signing, to: (805) 585-2154

OR

(3) MAIL to the following address:

U.S. Army Corps of Engineers
Regulatory Division
ATTN: SPL-2013-00113-TS
2151 Alessandro Drive, Suite 110
Ventura, CA 93001