

DEPARTMENT OF THE ARMY PERMIT

Permittee: Mr. Eric Lopez, Tidelands Development Officer, City of Long Beach

Project Name: City of Long Beach Maintenance Dredging Regional General Permit 30

Permit Number: SPL-1999-15256

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 work in accordance with the terms and conditions specified below.

Project Description:

To construct structures and/or conduct work in or affecting "navigable waters of the United States" pursuant to Section 10 of the Rivers and Harbors Act of 1899; to temporarily discharge fill into up to 60 acre(s) of waters of the U.S. pursuant to Section 404 of the Clean Water Act of 1972; and to transport dredged or fill material by vessel or other vehicle for the purpose of dumping the material into ocean waters pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972, in association with the City of Long Beach Maintenance Dredging Regional General Permit 30 Project as shown on the attached drawings.

Specifically, you are authorized to:

1. Conduct maintenance dredging within boundaries and to depths depicted in Figures 2-3, including four new areas: Catalina Classic Cruises, Dock 10, South Shore Launch Ramp, and the entrance to Harborlight Landing Marina.
 - a. Dredging authorized in this permit shall be limited to the dredging areas shown in Figures 1-3. No more than 150,000 cubic yards (CY) of material may be dredged on an annual basis (cumulatively for all sites combined).
 - b. Maximum dredging design depths (also known as the project depth or grade) shall be as specified on Figures 2-3 with a maximum allowable overdredge depth of 2 feet (1 foot paid, 1 foot unpaid). No dredging shall occur deeper than the dredging design depth plus overdredge depth.
 - c. Knockdown dredging of small shoals or minor navigation obstructions via drag beam, clamshell bucket, or excavator. For each knockdown dredging project, total volume cannot exceed 2,000 CY. Knockdown dredging shall not be performed in the same area more than once per year.

2. Place dredged material either at authorized beach nourishment sites or at the LA-2 Ocean Dredged Material Disposal Site (ODMDS). Authorized beach nourishment sites are: Cherry, Alamitos, and Peninsula Beaches (as shown on figures 2-3). Beach nourishment activities are not authorized during the period March 1st through September 1st.
3. Repair or in-kind replacement of existing structures such as docks (including piers, gangways, floats, and piles) and bulkheads, but not including driving of steel piles. “In-kind” is defined as replacement where the overwater footprint and configuration of replacement structures is identical to that of existing design conditions. Modern materials may be substituted as appropriate (e.g., concrete piles instead of treated timber, modern lighting or other fixtures, etc.).

Project Location: various channels, bays, and harbors within the City of Long Beach, Los Angeles, California (see attached figures 1-5).

Permit Conditions:

General Conditions:

1. The time limit for completing the authorized activity ends on October 31, 2021. 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 one month 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:

Dredging Conditions:

1. **SEDIMENT TESTING:** The Permittee is prohibited from conducting dredging operations and disposing material in navigable waters of the United States that has not been tested and determined by the Corps Regulatory Division, in consultation with the U.S. Environmental Protection Agency (EPA), to be suitable for disposal in ocean waters. Sampling and testing of previously tested sediment or previously dredged areas is required after three years from the date of initial sediment sampling and testing unless the Corps deems that conditions warrant another testing duration be formulated with EPA consultation. This time limit is subject to change at the discretion of the Corps Regulatory Division if any event causes previously determined suitable material to become potentially unsuitable. The applicant must demonstrate the proposed dredged materials are chemically and physically suitable for disposal in ocean waters according to the provisions of the Inland Testing Manual (ITM) or Ocean Disposal Manual (ODM) and the Corps Regional Guidance Letter (RGL) 06-02, as appropriate. If the material does not meet the physical and chemical criteria for unconfined disposal in ocean waters, the dredged material shall be disposed at a Corps-approved upland disposal location. The applicant shall submit to the Corps Regulatory Division and EPA a draft Sampling and Analysis Plan (SAP). Sampling may not commence until the final SAP is approved, in writing, by the Corps Regulatory Division, in consultation with EPA. Further the SAP Results (SAPR) must also be reviewed and approved and the Permittee must receive a written authorization to proceed.
2. **OPERATIONS PLAN:** At least 15 calendar days before initiation of any dredging operations authorized by this permit, the Permittee shall submit a dredging and disposal Operations Plan to the Corps Regulatory Division and EPA, with the following information:
 - 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 site.
 - B) A list of all vessels, dredging equipment and electronic positioning systems or navigation equipment to be used for dredging and disposal operations, including: the capacity, load level and acceptable operating sea conditions for each hopper dredge or disposal barge or scow.
 - C) A schedule describing when the dredging project is planned to begin and end.

D) A pre-construction dredging bathymetric survey (presented as a large format plan view drawing), taken within thirty (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, including 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 should cover an area at least 50 feet outside the top of the side-slope or the boundary of the dredging area.
- ii) Areas shallower than the dredging design depth shall be shaded green, areas between the dredging design depth and overdredge depth shall be shaded yellow, and areas below overdredge depth that will not be dredged shall be shaded blue.
- iii) The pre-dredging survey chart shall be signed by the Permittee to certify that the data are accurate and that the survey was completed within thirty (30) days before the proposed dredging start date.

E) A debris management plan to prevent unauthorized disposal of large debris or other unsuitable materials. The debris management plan shall include: sources and expected types of debris if known, debris separation and retrieval methods and equipment to be used, debris disposal location(s), and debris disposal methods (e.g., recycling, landfill, hazardous/toxic/radioactive materials/munitions disposal sites, etc.).

F) Beach Nourishment:

- i) A schedule describing when the beach nourishment project would begin and end.
- ii) A debris management plan to prevent disposal of debris at beach nourishment location(s). The debris management plan shall include: sources and expected types of debris, debris separation and retrieval methods, and debris disposal methods.
- iii) The Permittee shall delineate the perimeter of the beach nourishment area during beach nourishment operations, and monitor the area to protect the public from construction hazards and equipment.

3. **NOTICE TO PROCEED:** The Permittee shall not commence dredging or disposal operations unless and until the Permittee receives a Notice to Proceed, in writing (letter or email), from the Corps Regulatory Division.

4. **MAINTAIN PRINTED COPY OF PERMIT ON-BOARD:** The Permittee and its contractors and subcontractors shall maintain a copy of this permit at the work site, and on all vessels used to dredge, transport and dispose of dredged material authorized under this permit.

5. **CAPTAIN LICENSING:** 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 U.S. Coast Guard Vessel Traffic Control Service. All such vessels, hopper dredges or disposal barges or scows, shall have the proper day shapes (mast head signals which indicate vessel's operational status), operating marine band radio, and other appropriate navigational aids.

6. **RADIO CHANNEL MONITORING:** The Permittee's contractor(s) and the captain of any vessel covered by this permit shall monitor VHF-FM channels 13 and 16 while conducting dredging operations.
7. **INSPECTIONS:** Upon request, the Permittee and its contractor(s) shall allow inspectors from the Corps Regulatory Division (may include other Corps Divisions), EPA, and(or) the U.S. Coast Guard to inspect all phases of the dredging and disposal operations. 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 EPA, 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.
8. **INTERFERENCE WITH NAVIGATION:** During disposal and dredging operations the permitted activity shall not interfere with the public's right to free navigation on all navigable waters of the United States.
9. **NON-COMPLIANCE NOTIFICATION:** If non-compliance of the permit occurs, the Permittee shall report the details of the permit non-compliance to the Corps Regulatory Division within twenty-four (24) hours. If the Permittee retains any contractors to perform any activity authorized by this permit, the Permittee shall instruct all such contractors that any permit non-compliance of any permit condition must be reported to the Permittee immediately who must then report to the Corps Regulatory Division.
10. **HOPPER DREDGE OPERATION:** When using a hopper dredge, water/slurry flowing through the weirs shall not exceed 10 minutes during dredging operations (to prevent overflow/overload). When using a hopper dredge, the fill level of the hopper dredge shall not exceed the load line 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. No hopper dredge shall be filled above this predetermined level. Before each hopper dredge is transported to the disposal site, the dredging site inspector shall certify that it is filled correctly. If a dredging or disposal operation does not require a hopper dredge than disregard this special condition.
11. **BARGE OR SCOW OPERATIONS:** When using a disposal barge or scow, no water shall be allowed to flow over the sides throughout the dredging and disposal operations. The fill level of the disposal barge or scow shall not exceed the load line to prevent any dredged material or water from spilling over the sides during all operations. No disposal barge or scow shall be filled above this predetermined level or load line (vessel frame/plating). Before each disposal barge or scow is transported to the disposal site, the permittee's dredging site inspector shall certify that it is filled correctly.

12. ELECTRONIC POSITIONING SYSTEM NAVIGATION: The Permittee shall use an electronic positioning system to navigate throughout all dredging, hauling, disposal, and discharge operations. The electronic positioning system shall have a minimum accuracy and precision of +/- 10 feet (or 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.
13. POST-CONSTRUCTION REPORTING: The Permittee shall submit a post-construction/project completion report to the Corps Regulatory Division within 30 calendar days after completion of each dredging event to document compliance with all general and special conditions in this permit. The report shall include all information collected by the Permittee, the dredging operations inspector and the disposal operations inspector or the disposal vessel captain. One post-construction report (instead of separate reports) should be submitted for all activities conducted under the permit. The report must describe whether or not all general and special conditions were met. The report shall include:
- A) Project Name and Corps file number (e.g. SPL-1980-12345-wtf).
 - B) Start date (month/day/year) and completion date of dredging and disposal operations.
 - C) The disposition and total cubic yards of all material disposed or discharged at each site or location.
 - D) Dredging method (e.g., hopper dredge, suction dredge, clamshell, dragline, etc.).
 - E) Mode of transportation.
 - F) Frequency of disposal and plots of all trips to the disposal or discharge site(s).
 - G) Tug boat or other disposal vessel logs documenting contact with the U.S. Coast Guard before each trip to the disposal or discharge site(s).
 - H) A detailed post-dredging bathymetry survey drawing of the dredging area. The survey drawing shall show areas above the dredging design depth shaded green, areas between the dredging design depth and overdredge depth shaded yellow, areas below overdredged depth that were not dredged or areas that were deeper than the overdredge depth before the project began as indicated on the pre-dredging survey shaded blue, and areas dredged below the overdredge depth or outside the project boundaries shaded red. The methods used to record the post-construction dredging survey drawing shall be the same methods used in the pre-construction dredging survey drawing. The survey drawing shall be signed by the Permittee certifying that the data are accurate.
 - I) A description of any navigation problems and corrective measures implemented.
 - J) Copies of all completed Scow Certification Checklists for ocean disposal.

Section 103 (Ocean Disposal):

14. SECTION 103 (OCEAN DISPOSAL AT EPA APPROVED SITE): The Permittee shall comply with the enclosed EPA Standard Ocean Disposal Conditions for the LA-2, LA-3, and LA-5 Ocean Disposal Sites (Last Updated: July 24, 2015).

Section 10 (Work and Structures in Navigable Waters of the United States):

15. INTERFERENCE WITH NAVIGATION: The permitted activity shall not interfere with the right of the public to free navigation on all navigable waters of the United States as defined by 33 C.F.R. Part 329.
16. PILES: Creosote treated pilings shall not be placed in navigable waters unless all of the following conditions are met:
 - A) The project involves the repair of existing structures that were originally constructed using wood products;
 - B) The creosote treated pilings are wrapped in plastic;
 - C) Measures are taken to prevent damage to plastic wrapping from boat use. Such measures may include installation of rub strips or bumpers;
 - D) The plastic wrapping is sealed at all joints to prevent leakage; and
 - E) The plastic material is expected to maintain its integrity for at least ten years, and plastic wrappings that develop holes or leaks must be repaired or replaced in a timely manner by the Permittee.
17. LIMITATIONS: No other modifications or work shall occur to the structure permitted herein.
18. CAULERPA PRE-CONSTRUCTION SURVEY: A pre-construction survey of the project area for *Caulerpa taxifolia* (Caulerpa) shall be conducted in accordance with the Caulerpa Control Protocol (see <http://swr.nmfs.noaa.gov/hcd/caulerpa/ccp.pdf>) not earlier than 90 calendar days prior to planned construction and not later than 30 calendar days prior to construction. The results of this survey shall be furnished to the Corps Regulatory Division, NOAA Fisheries, and the California Department of Fish and Wildlife (CDFW) at least 15 calendar days prior to initiation of work in navigable waters. In the event that Caulerpa is detected within the project area, the Permittee shall not commence work until such time as the infestation has been isolated, treated, and the risk of spread is eliminated as confirmed in writing by the Corps Regulatory Division, in consultation with NOAA Fisheries and CDFW.
19. EELGRASS PRE-CONSTRUCTION SURVEY: Prior to construction, a pre-project eelgrass survey should be conducted in accordance with the California Eelgrass Mitigation Policy (CEMP) (http://www.westcoast.fisheries.noaa.gov/publications/habitat/california_eelgrass_mitigation/Final_CEMP_October_2014/cemp_oct_2014_final.pdf). If the pre-project survey demonstrates eelgrass presence within the project vicinity, a post-project survey should be conducted and impacts to eelgrass mitigated in accordance with the CEMP.
20. EELGRASS POST-CONSTRUCTION SURVEY(S): For projects with the potential to impact EELGRASS (eelgrass is present within, or just outside of project footprint), once authorized impacts to navigable waters authorized by this permit have ceased, the Permittee shall conduct two years of post-construction eelgrass monitoring surveys per the mapping guidelines in NOAA Fisheries' California Eelgrass Mitigation Policy (Policy)

(http://www.westcoast.fisheries.noaa.gov/publications/habitat/california_eelgrass_mitigation/Final_CEMP_October_2014/cemp_oct_2014_final.pdf). All required post-construction monitoring surveys shall be submitted by the Permittee to the Corps and NOAA Fisheries within 30 calendar days of each survey completion date. Based upon the post-construction monitoring survey results and in accordance with the Policy, the Corps will determine the need for and amount of eelgrass mitigation required to offset adverse impacts to such habitat. The Corps will transmit its determination to the Permittee in writing. Within 60 calendar days of receiving the Corps' determination specifying the need and amount of mitigation, the Permittee shall submit a draft eelgrass mitigation plan to the Corps for review and approval. The eelgrass mitigation plan shall be prepared in accordance with the Policy and the Corps' South Pacific Division Regional Compensatory Mitigation Guidelines and Monitoring Requirements, dated January 12, 2015. The Permittee shall fully implement the final eelgrass mitigation plan as approved by the Corps.

21. **CLEAN CONSTRUCTION PRACTICES:** The Permittee shall discharge only clean construction materials suitable for use in the oceanic environment. The Permittee shall ensure no debris, soil, silt, sand, sawdust, rubbish, cement or concrete washings thereof, oil or petroleum products, hazardous/toxic/radioactive/munitions from construction or dredging or disposal shall be allowed to enter into or placed where it may be washed by rainfall or runoff into waters of the United States. 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.
22. **COMMENCEMENT NOTIFICATION:** The Permittee shall notify the Corps Regulatory Division of the date of commencement of work in navigable waters of the United States no less than 14 calendar days prior to commencing work, and shall notify the Corps of the date of completion of operations at least five (5) calendar days prior to such completion.
23. **U.S. COAST GUARD NOTIFICATION:** To ensure navigational safety, the permittee shall provide appropriate notifications to the U.S. Coast Guard as described below:

Commander, 11th Coast Guard District (dpw)
TEL: (510) 437-2980
E-mail: d11LNM@uscg.mil
Website: <http://www.uscg.mil/dp/lnmrequest.asp>

U.S. Coast Guard, Sector LA-LB (COTP)
TEL: (310) 521-3860
E-mail: john.p.hennigan@uscg.mil

A) The Permittee shall notify the U.S. Coast Guard, Commander, 11th Coast Guard District (dpw) and the U.S. Coast Guard, Sector LA-LB (COTP) (contact information shown above), not less than 14 calendar days prior to commencing work and as project information changes. The notification shall be provided by e-mail with at least the following information, transmitted as an attached Word or PDF file:

- 1) Project description including the type of operation (i.e. dredging, diving, construction, etc.).
- 2) Location of operation, including Latitude / Longitude (NAD 83).
- 3) Work start and completion dates and the expected duration of operations. The U.S. Coast Guard needs to be notified if these dates change.
- 4) Vessels involved in the operation (name, size and type).
- 5) VHF-FM radio frequencies monitored by vessels on scene.
- 6) Point of contact and 24 -hour phone number.
- 7) Potential hazards to navigation.
- 8) Chart number for the area of operation.
- 9) Recommend the following language be used in the Local Notice to Mariners: "Mariners are urged to transit at their slowest safe speed to minimize wake, and proceed with caution after passing arrangements have been made."

B) 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. Not less than 30 calendar days in advance of operating any equipment adjacent to any aids to navigation that require relocation or removal, the Permittee shall notify, in writing, the Eleventh U.S. Coast Guard District and the Corps Regulatory Division. The Permittee and its contractor(s) 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.

C) The Permittee is prohibited from establishing private aids to navigation in navigable waters of the United States until authorized to do so by the Corps Regulatory Division and the U.S. Coast Guard. Should the Permittee determine the work requires the temporary placement and use of private aids to navigation in navigable waters of the United States, the Permittee shall submit a request in writing to the Corps Regulatory Division and the U.S. Coast Guard.

D) 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.

24. POST-CONSTRUCTION AS-BUILT SURVEY(S): Within 30 calendar days of completion of the project authorized by this permit, the Permittee shall conduct a post-project survey indicating changes to structures and other features in navigable waters. The Permittee shall forward a copy of the survey, as well as a copy of this permit, to the Corps Regulatory Division (via e-mail at: Regulatory.SPL@usace.army.mil) and to the National Oceanic and Atmospheric Administration (NOAA) for updating nautical charts (via e-mail at: Chris.Libeau@noaa.gov). Post-project surveys/as-built plans should be provided

electronically in two formats: .pts (xyz) and one of, .pdf, Computer-aided Design (CAD), or Geographic Information System (GIS). Include the following header metadata: project name, surveyor's name and company, area surveyed (acres), type of survey method, date of survey, geographic control points (for example: latitude/longitude, plane coordinates), geographic coordinate system (use NAD83), geographic projection, units (use U.S. Survey Feet), and tide gage location. For all subsurface structures and dredge projects include elevation (z coordinate) datum indicated as a negative below MLLW, and also indicate the survey system and bin sizes as appropriate.

25. **OBSTRUCTIONS:** 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, the Permittee will be required, upon due notice from the Corps of Engineers Regulatory Division, 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.

Endangered Species Act Conditions:

26. Driving of steel piles is not authorized.
27. During project operations with the potential to affect green sea turtles and/or marine mammals, a visual monitor shall be present to detect the presence of green sea turtles (*Chelonia mydas*) and marine mammals. The visual monitor shall have the authority to halt operations when green sea turtles and/or marine mammals are in the project area.
28. For non-pile-driving activities, the Permittee must implement a **100-foot monitoring zone** around all equipment, vessels, and/or debris resulting from the project whereby the visual monitor will observe the area **before and during activities** to avoid and reduce adverse interactions with green sea turtles and marine mammals. The Permittee will implement the following best management practices (BMPs) to avoid potential impacts to green sea turtles and marine mammals:
- a. Visual monitoring of the project area (dredging and disposal) shall commence at least 15 minutes prior to the beginning of dredging or disposal activities each day and after each break of more than 30 minutes. If a sea turtle or marine mammal is observed during these monitoring activities, all project activities will immediately cease. Project activities shall not commence or continue until at least 15 minutes has passed since the last sighting.
 - b. If a hopper dredge is used for dredging projects under this RGP, the Permittee will check hopper intake screens for the presence of sea turtles or sea turtle parts (e.g., shells, flippers, etc.) at least once per day. If any evidence of turtles encountering

the hopper dredge is detected, dredging will cease immediately and the Permittee will notify the Corps and the NMFS Stranding Coordinator.

29. For pile-driving activities, the Permittee must implement a **400-foot monitoring zone** around all equipment, vessels, and/or debris resulting from the project whereby the visual monitor will observe the area **before and during activities** to avoid and reduce adverse interactions with green sea turtles and marine mammals. The Permittee will implement the following best management practices (BMPs) to avoid potential impacts to green sea turtles and marine mammals:
 - c. Ramp-up procedures for activities such as pile driving shall be employed prior to the start of work each day, after each break of 30 minutes, and if any increase in intensity is required. This procedure involves a slow increase in the pile driving to allow any undetected animals in the area to voluntarily depart.
 - d. The visual monitor will observe all pile driving activity out to a distance of 400 feet. Monitoring will commence at least 15 minutes prior to in-water construction activities and after each break of at least 30 minutes.
 - e. If a green sea turtle is observed at any time within 400 feet of pile driving, all activities will immediately cease and/or not commence until the turtle has left the project area (at least 400 feet away) or until 15 minutes have elapsed from the last sighting in the area.

30. The visual monitor will maintain a written daily log containing all observations of green sea turtles or marine mammals including:
 - f. Observer name and title;
 - g. Date and time observations began;
 - h. Date and time observations ended;
 - i. Type of activity (dredging, pile-driving, dockwork, etc.);
 - j. Start and stop times for in-water construction and breaks greater than 30 minutes;
 - k. Type of animal observed (green sea turtle, sea lion, etc. and species (if known));
 - l. Date and time animal first observed;
 - m. Date and time animal moved outside of buffer (Dredging: 100 feet, Pile-driving: 400 feet)
 - n. Status of hopper intake screens (if hopper dredge used, checked at least once/day)

31. The daily log for each individual project shall be submitted to the Corps and NMFS within two weeks of project completion.

32. Debris booms shall be deployed around the project site to allow for collection and disposal of any debris generated by project activities.

National Historic Preservation Act Conditions:

33. CULTURAL RESOURCES: For each use of this RGP, the applicant will be required to provide a cultural resources records search, or otherwise demonstrate in writing a lack of effects on any resource listed or potentially eligible for listing on the National Register of Historic Places, for any project potentially affecting any existing structure (docks, bulkheads, etc.) prior to the Corps issuing a project-specific notice to proceed.

Magnuson-Stevens Fishery Conservation and Management Act Condition:

34. PRE-CONSTRUCTION ESSENTIAL FISH HABITAT (EFH) ASSESSMENT: For new dredging areas ("new" is defined as the four areas that were not previously included in RGP 30: Dock 10, South Shore Launch Ramp, Entrance to Harborlight Landing Marina, and Catalina Classic Cruises as depicted on Figure 2), prior to construction, a pre-project EFH assessment should be prepared and submitted by the Permittee to the Corps and NOAA Fisheries. If the assessment identifies the presence of high value EFH habitat within the project area, a post-project EFH habitat impact assessment should be conducted. Based upon the post-construction assessment results, the Corps will determine whether compensatory mitigation is needed, and if so, the amount of mitigation required to offset adverse impacts. The Corps will transmit its determination to the Permittee in writing. Within 60 calendar days of receiving the Corps' determination, the Permittee shall submit a draft EFH mitigation plan to the Corps for review and approval. The EFH mitigation plan shall be prepared in accordance with the Corps' South Pacific Division Regional Compensatory Mitigation Guidelines and Monitoring Requirements, dated January 12, 2015. The Permittee shall fully implement the final EFH mitigation plan as approved by the Corps. Note: this special condition does not apply to the remaining RGP 30 area depicted as "Existing" on Figures 2 and 3, including the Harborlight Marina Dredging Project (authorized under Corps permit SPL-2012-00305-DPS as shown in figure C-1 and 2: "Dredge Unit and Proposed Sampling Stations Harborlight Marina Maintenance Dredging").

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

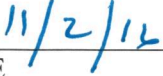
provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measure ordered by this office, and if you fail to comply with such directive, 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.




PERMITTEE

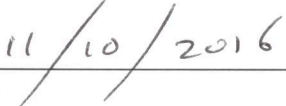


DATE

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



Daniel P. Swenson
Chief, LA and San Bernardino Section
North Coast Branch
Regulatory Division



DATE

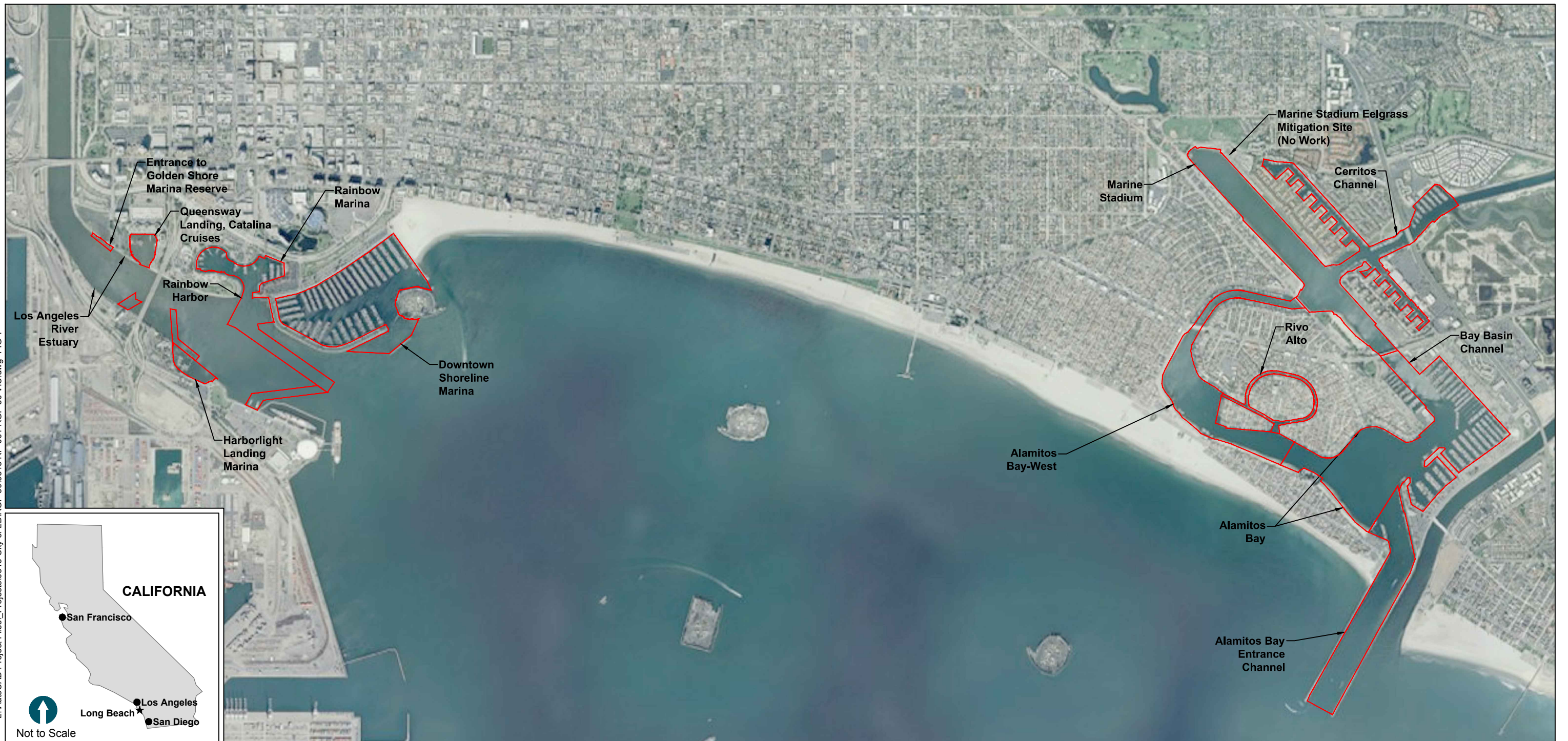
When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated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

TRANSFEREE

DATE

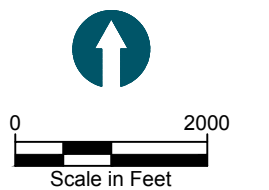
L:\AutoCAD Project Files\Projects\0548-RP-001 RGP 30 VIC.dwg FIG 1

Mar 23, 2015 2:10pm mpraischner

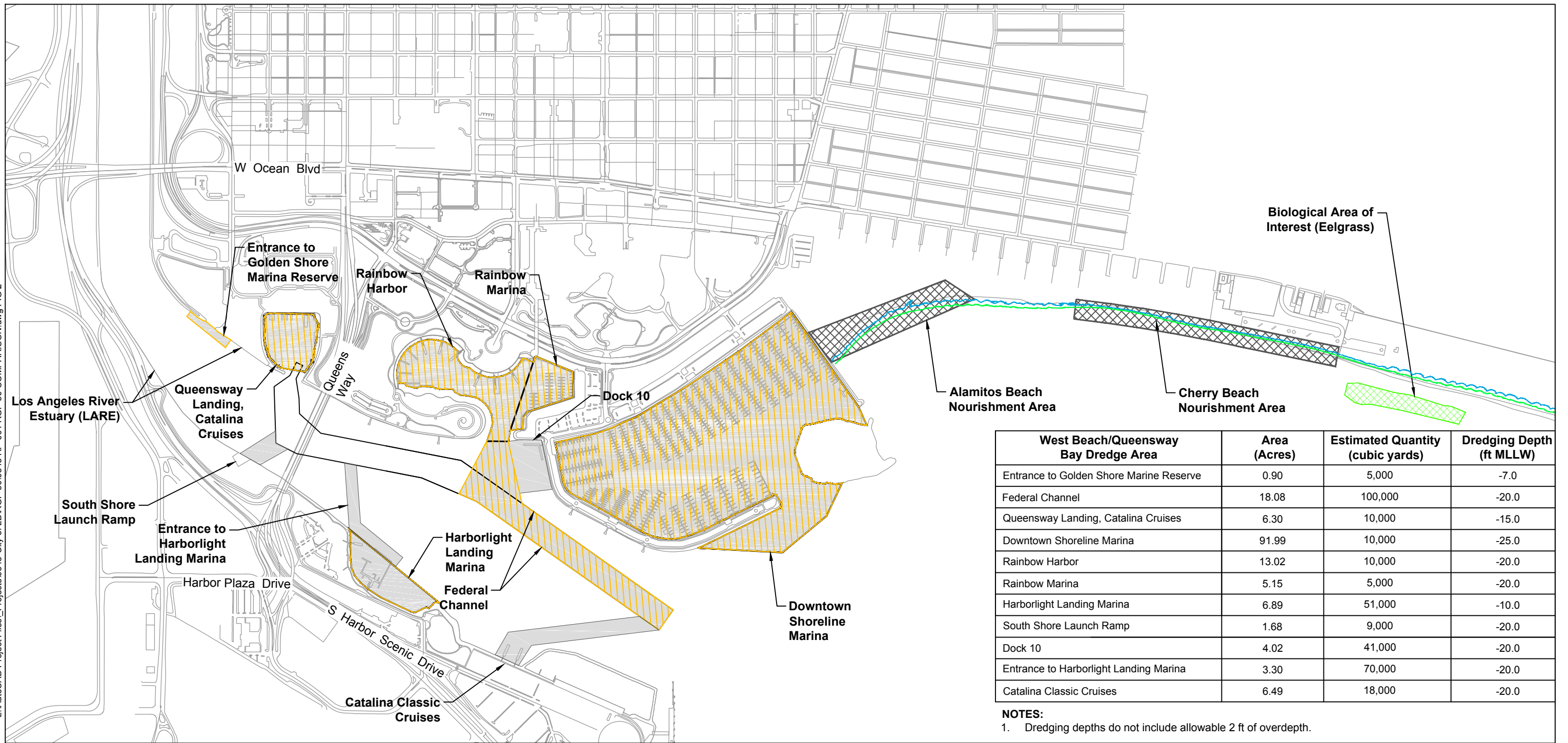


SOURCE: Aerial from ESRI basemaps.
HORIZONTAL DATUM: California State Plane, Zone 5, NAD83, U.S. Feet.

LEGEND:
 — RGP 30 Dredge Boundaries



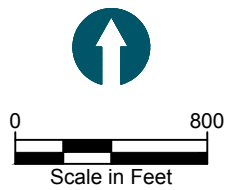
L:\AutoCAD Project Files\Projects\0548-City of LBRGP 30\0548 RP-004 RGP 30 COMPARISON.dwg FIG 2
Jul 15, 2016 12:33pm mpratschner



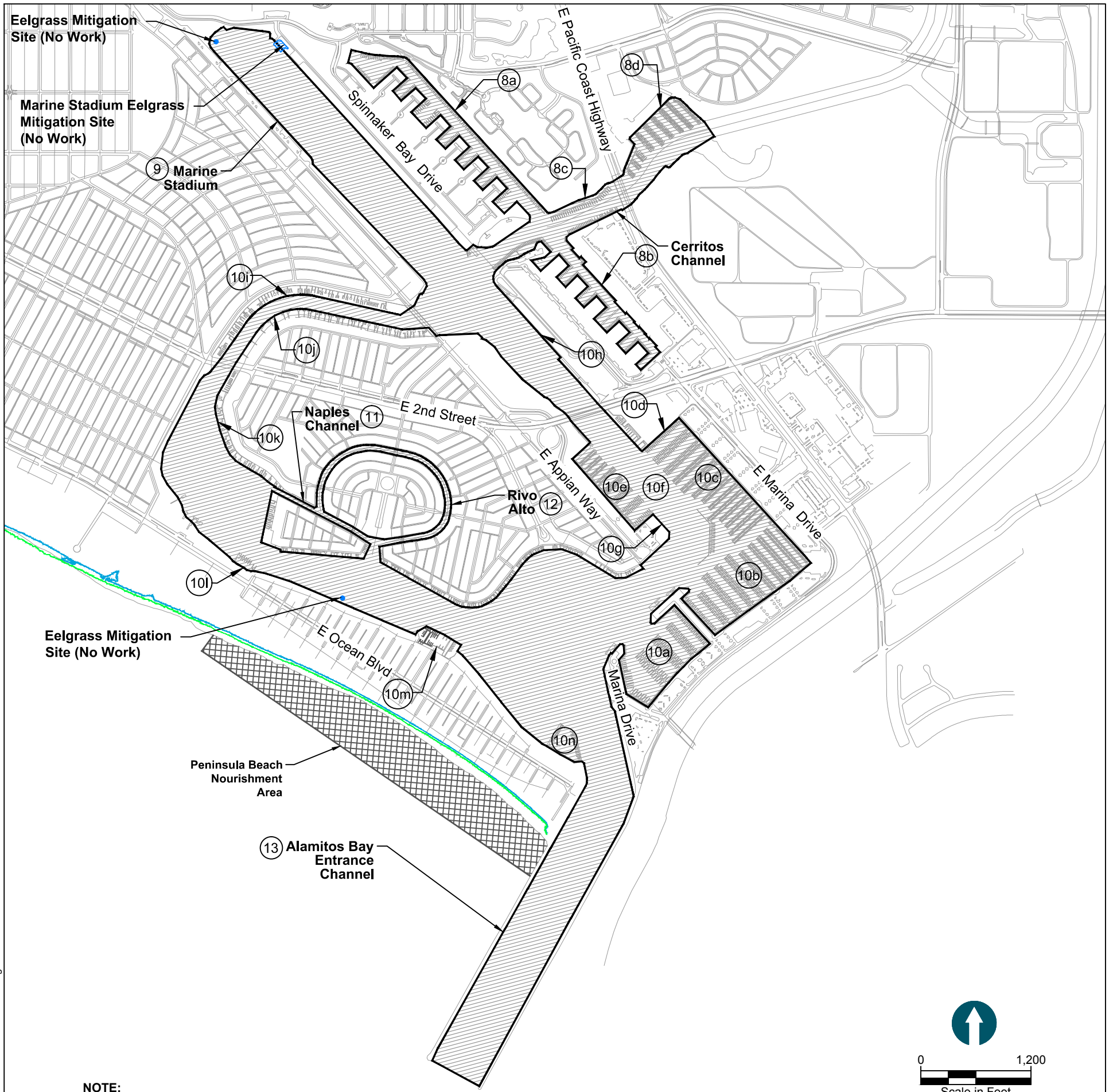
SOURCE: Base file from City of Long Beach. Existing dredge areas from Tetra Tech, dated December 2008.
HORIZONTAL DATUM: California State Plane, Zone 5, NAD83, U.S. Feet.
VERTICAL DATUM: Mean Lower Low Water (MLLW).

LEGEND:

- Proposed RGP 30 Dredge Area
- Existing RGP 30 Dredge Area
- Beach Nourishment Area
- Biological Area of Interest
- Mean High Water (4.7' MLLW)
- High Tide Line (7' MLLW)



L:\AutoCAD Project Files\Projects\0548-City of LBRGP 30\0548 RP-003 RGP 30 E BEACH ALA BAY.dwg FIG 3
 Jul 15, 2016 1:06pm mpratschner



NOTE:
 Dredging depths do not include allowable 2 ft of overdepth.

East Beach/Alamos Bay Dredge Area	Area (Acres)	Estimated Quantity (cubic yards)	Dredging Depth (ft MLLW)	East Beach/Alamos Bay Dredge Area	Area (Acres)	Estimated Quantity (cubic yards)	Dredging Depth (ft MLLW)
8. Cerritos Channel	48.39	2,000	-10.0	f. Basin Channel	91.92	8,000	-15.0
a. Spinnaker Cove	15.62	1,300	-10.0	g. Long Beach Yacht Club Dock	0.80	2,000	-15.0
b. Basin 6	8.70	15,000	-10.0	h. Davies Long Dock	30.77	2,000	-15.0
c. Basin 8	15.27	500	-10.0	i. Bayshore	4.26	10,000	-15.0
d. Cerritos Bahia Marina	8.79	8,000	-10.0	j. Sorrento Drive	4.51	7,500	-15.0
9. Marine Stadium	45.41	5,000	-15.0	k. The Toledo	29.67	10,000	-15.0
10. Alamos Bay	247.14	10,000	-15.0	l. Basin 7	20.75	15,000	-10.0
a. Basin 1	13.28	20,000	-15.0	m. Bayshore Walk	4.76	3,000	-15.0
b. Basin 2	18.16	15,000	-10.0	n. Basin 5	2.02	15,000	-10.0
c. Basin 3	16.55	15,000	-10.0	11. Naples Canal	1.54	3,000	-8.0
d. Long Beach Marina Shipyard	3.24	200	-10.0	12. Rivo Alto	4.75	8,000	-8.0
e. Basin 4	6.37	15,000	-10.0	13. Alamos Bay Entrance Channel	46.20	50,000	-20.0

SOURCE: Base file from City of Long Beach.
HORIZONTAL DATUM: California State Plane, Zone 5, NAD83, U.S. Feet.
VERTICAL DATUM: Mean Lower Low Water (MLLW).

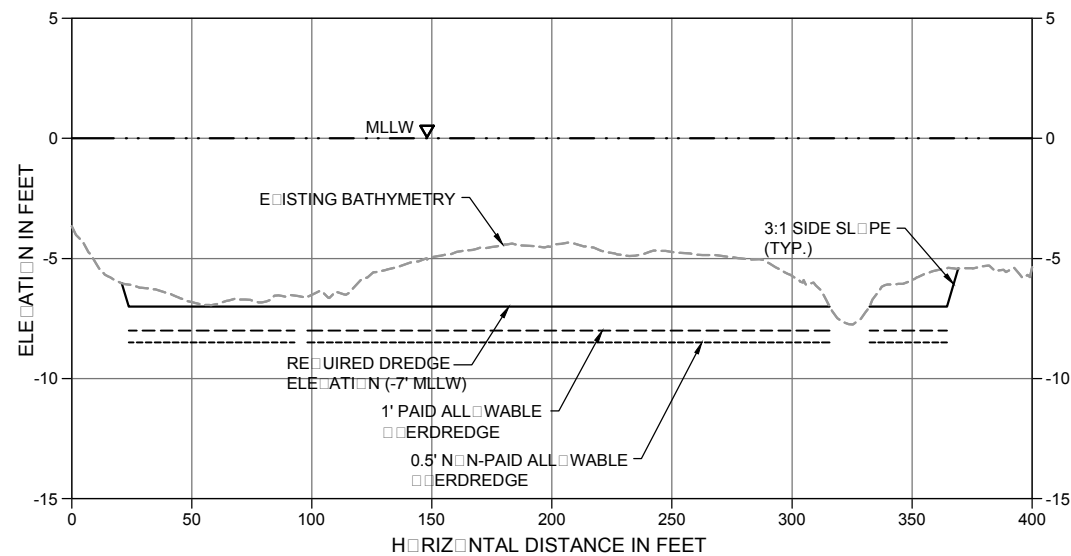
LEGEND:

- Maintenance Dredging Area (Existing and Proposed)
- Beach Nourishment Area (Existing and Proposed)
- Eelgrass Mitigation Site (No Work)
- Mean High Water (4.7' MLLW)
- High Tide Line (7' MLLW)



SOURCE: AERIAL IMAGERY FROM BING MAPS.

PLAN VIEW
SCALE: 1" = 40'



SECTION A-C-1
HORIZ. SCALE: 1" = 40'
VERT. SCALE: 1" = 4'



SOURCE: AERIAL IMAGERY FROM BING MAPS.

ICINITY MAP
SCALE: 1" = 1200'



CONTROL POINTS		
CONTROL POINT NUMBER	NORTHING	EASTING
1	1733925.1373	6501704.2009
2	1733910.6369	6501696.2567
3	1733822.1163	6501751.3711
4	1733702.9783	6501686.1003
5	1733730.0679	6501634.5090
6	1733803.0859	6501635.3459
7	1733677.2914	6501566.4283
8	1733646.9291	6501578.8331
9	1733603.1385	6501604.6264
10	1733647.7874	6501629.0877
11	1733573.1222	6501770.5342
12	1733491.8002	6501727.8454
13	1733464.1868	6501762.1045
14	1733450.3248	6501782.9085
15	1733429.4254	6501823.2715
16	1733571.9021	6501895.7186
17	1733594.7921	6501850.7025
18	1733751.5200	6501930.3962

NOTE:
HORIZONTAL DATUM: CALIFORNIA STATE PLANE, ZONE 5, NAD83, U.S. SURVEY FEET.

DREDGE VOLUMES (CY)		
RANGE	DESCRIPTION	VOLUME
0.0' TO -7'	DESIGN DEPTH (INCLUDING SIDE SLOPES)	2,654
-7' TO -8.5'	ALLOWABLE OVERDREDGE	3,546
TOTAL		6,200

LEGEND:

- REQUIRED BOUNDARY OF DREDGING
- CONTROL POINTS
- DEPTH ABOVE ELEVATION -7' MLLW (ABOVE DESIGN ELEVATION)
- DEPTH BETWEEN ELEVATION -7' AND -8.5' MLLW (ALLOWABLE OVERDREDGE)
- AREAS NOT TO BE DREDGED (AREAS ALREADY BELOW -8.5' OR OUTSIDE THE DREDGING BOUNDARY)

GENERAL NOTES:

1. BATHYMETRIC CONTOURS FROM SURVEY BY GAHAGAN & BRYANT ASSOCIATES, INC., DATED MARCH 23 AND 28, 2012.
2. VERTICAL DATUM: MEAN LOWER LOW WATER (MLLW), FEET.

1" = 1" INCH
AT FULL SIZE IF NOT ONE
INCH SCALE ACCORDINGLY



26300 LA ALAMEDA SUITE 240 | MISSION VIEJO, CA 92691

CITY OF LONG BEACH
DEPARTMENT OF PARKS, RECREATION AND MARINE
DEPARTMENT OF PUBLIC WORKS

333 WEST OCEAN BOULEVARD

LONG BEACH, CA 90802

CLIENT: U.S. ARMY CORPS OF ENGINEERS
LOS ANGELES DISTRICT
P.O. BOX 532711
LOS ANGELES, CA 90053-2325

PERMITEE SIGNATURE: _____
CITY OF LONG BEACH

PERMIT NUMBER: SPL-1999-15256-1W DATE: _____

DESIGNED BY: T. STOFFERHAHN
DRAWN BY: G. H. WELL
CHECKED BY: M. WHELAN
APPROVED BY: M. WHELAN
SCALE: AS NOTED
DATE: -

CITY OF LONG BEACH
HARBORLIGHT MARINA MAINTENANCE DREDGING

**PRE-DREDGE
BATHYMETRY**




C-1

SHEET NO. 1 OF 1

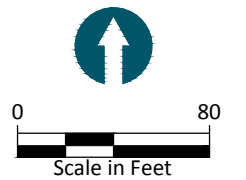
May 24, 2012 3:35pm chowell



SOURCE: Aerial image prepared from Bing maps. Bathymetric contours from survey by Gahagan & Bryant Associates, Inc., dated March 23 and 28, 2012.
HORIZONTAL DATUM: California State Plane, Zone 5, NAD83.
VERTICAL DATUM: Mean Lower Low Water (MLLW), in feet.

- LEGEND:**
-  Bathymetric Contour (0.5' Increment)
 -  Proposed Sampling Stations
 -  Proposed Dredge Boundary

Sampling Locations		
Sample	Latitude	Longitude
DU1-01	33° 45' 21.61745"	118° 11' 49.52693"
DU1-02	33° 45' 21.28862"	118° 11' 51.23761"
DU1-03	33° 45' 20.46748"	118° 11' 49.14251"





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

EPA Standard Ocean Disposal Conditions for the
LA-2, LA-3, and LA-5 Ocean Disposal Sites

Last Updated: July 24, 2015

The following mandatory conditions for disposal operations at the LA-2 (Los Angeles), LA-3 (Newport), and LA-5 (San Diego) Ocean Dredged Material Disposal Sites (ODMDS) are provided pursuant to EPA's authority under sections 102 and 103 of the Marine Protection, Research, and Sanctuaries Act (MPRSA), and the ocean dumping regulations at 40 CFR Parts 220-228.

Definitions:

- a. "**Permit**" and "**permittee**" as used here mean USACE ocean dumping permits issued to others under Section 103 of the MPRSA, and to USACE itself and its contracts or other authorizations for USACE dredging projects (see MPRSA section 103(e) and 40 CFR Part 220.2).
- b. "**Towing vessel**" is any self-propelled tug or other marine vessel used to transport (tow or push) the "disposal vessel" (see #3 following) for any portion of the transit to the ODMDS.
- c. "**Disposal vessel**" is any barge, scow, or self-propelled vessel (such as a hopper dredge) that carries dredged material during transit and from which the dredged material is discharged, typically by opening doors in the bottom of the hull or by splitting the hull.
- d. "**Transit**" or "**transport**" to the disposal site begins as soon as dredged material loading into the disposal vessel is completed and a towing vessel begins moving the disposal vessel to the disposal site.
- e. "**Surface Disposal Zone**" or "**SDZ**" is the 600 m radius circle at the center of the overall disposal site (latitude 37°39'N and longitude 123°29'W; NAD 83), within which the disposal vessel must discharge all of the dredged material.

Standard Conditions for use of LA-2, LA-3, and LA-5:

- 46) Dredged material shall not be leaked or spilled from disposal vessels during transit to the LA-2, LA-3, or LA-5 ODMDS. Transportation of dredged material to the approved ODMDS shall only be conducted 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 transportation and disposal operations.
- 47) Surface Disposal Zone (SDZ): When dredged material is discharged within the LA-2, LA-3, or LA-5 site, no portion of the vessel from which the materials are to be released (*e.g.*, hopper dredge or towed barge) shall be further than 1000 ft (305 m) from the center of the site designated in the

permit. The center of the ODMDS (Table 1) is also the center of the SDZ for disposal:

48) No more than one disposal vessel may be within SDZ of any disposal site at any time.

49) The primary disposal tracking system for recording ocean disposal operations data shall be disposal vessel- (e.g., scow-) based. An appropriate Global Positioning System (GPS) shall be used to indicate the position of the disposal vessel with a minimum accuracy of 10 feet during all transportation and disposal operations. This primary disposal tracking system must indicate and automatically record the position of the disposal vessel, the fore and aft draft of the disposal vessel, and the fore and aft height of material carried in the hopper or bin, at a maximum 1-minute interval while outside the disposal site boundary and at a maximum 15-second interval while inside the disposal site boundary. This system must also indicate and record the time and location of each disposal event (e.g., the discharge phase). Finally, the primary system must include a real-time display, located in the wheelhouse or elsewhere for the helmsman, of the position of the disposal vessel relative to the boundaries of the disposal site and its SDZ, superimposed on the appropriate National Ocean Survey (NOS) chart so that the operator can confirm proper position within the SDZ before discharging the dredged material.

50) Data recorded from the primary disposal tracking system must be posted by a third-party contractor on a real time basis to a World Wide Web (Internet) site accessible at a minimum by EPA Region IX, the Los Angeles District USACE, the permittee, the prime dredging contractor, and any independent inspector. The Web site must be searchable by disposal trip number and date, and at a minimum for each disposal trip it must provide:

- a visual display of the disposal vessel transit route to the disposal site;
- a visual display of the disposal phase (including beginning and ending locations) for each disposal event;
- the disposal vessel draft throughout transit and for at least 15 minutes following completion of the disposal phase;
- the estimated bin volume of material (sediment plus water) transported; and
- the name of the disposal vessel and tug as applicable

The requirement for posting this information on the Web is independent from the hard-copy reporting requirements listed in Special Condition 9, below. The third-party system must also generate and distribute “e-mail alerts” regarding any degree of apparent disposal outside the SDZ of the disposal site, and regarding any apparent substantial leakage/spillage or other loss of material en route to the disposal site. Substantial leakage/spillage or other loss shall be defined as an apparent net loss of draft of one foot or more between the time that the disposal vessel begins the trip to the disposal site and the time of the beginning of actual disposal. E-mail alerts for any disposal trip must be sent within 24 hours of the end of that trip, at a minimum to EPA Region IX, the Los Angeles District USACE, the permittee, and the prime-dredging contractor.

51) If the primary disposal tracking system fails during transit, the navigation system on the towing vessel (tug, if any), meeting the minimum accuracy requirement listed above, may be used to complete

the disposal trip by maneuvering the towing vessel so that, given the compass heading and tow cable length to the scow (“lay back”), the estimated scow position would be within the SDZ (i.e., within 1,000 feet of the center of the disposal site). In such cases the towing vessel’s position, and the tow cable length and compass heading to the disposal vessel must be recorded and reported. Further disposal operations using a disposal vessel whose navigation tracking system fails must cease, until the primary disposal-tracking capabilities are restored.

52) The permittee shall complete an EPA- and USACE-approved Scow Certification Checklist that documents:

- the amount of dredged material loaded into each barge or hopper for disposal;
- the location from which the material in each barge was dredged;
- the weather report and sea-state conditions anticipated during the transit period;
- the time that each disposal vessel departs for, arrives at, and returns from the disposal site;
- the exact coordinates and time of each disposal event; and
- the volume of material disposed during each disposal trip.

The permittee’s proposed Scow Certification Checklist must be approved prior to the commencement of any ocean disposal operations.

53) The permittee shall report any anticipated, potential, or actual variances from compliance with these Mandatory Conditions, and any additional project-specific Special Conditions, to EPA Region IX and the Los Angeles District USACE within 24 hours of discovering such a situation. An operational “e-mail alert” system, as described in Special Condition 5 above, will be considered as fulfilling this 24-hour notification requirement. In addition, the permittee shall prepare and submit a detailed report of any such compliance problems with the monthly hard-copy reports described in Special Condition 9 below.

54) The permittee shall compile, for each ocean disposal trip, hard copy reproductions of the Scow Certification Checklist and printouts of the automatically-recorded electronic data from the primary disposal tracking system described in Condition 5. These daily records shall be provided in reports to both EPA Region IX and the Los Angeles District USACE at a minimum for each month during which ocean disposal operations occur. The reports shall include a cover letter describing any problems complying with the Disposal Site Use Conditions specified for the project, including the cause(s) of the problems, any steps taken to rectify the problems, and whether the problems occurred on subsequent disposal trips. These reports shall also include the automatically recorded electronic navigation tracking and disposal vessel draft data on CD-ROM (or other media approved by EPA and USACE)..

55) No more than 60 days following completion of ocean disposal operations, the permittee shall submit to EPA Region IX and the Los Angeles District USACE a completion letter summarizing the total number of disposal trips and the overall (*in-situ* and bin) volume of material disposed by the project, and whether any of this dredged material was excavated from outside the areas authorized for ocean disposal or was dredged deeper than authorized by the permit. A post-dredge survey shall be provided with this completion letter.

Table 1. Dimensions and Center Coordinates for the Three Southern California Ocean Disposal Sites, and Their Surface Disposal Zones (SDZ)

<i>Disposal Site</i>	<i>Dimensions</i>		<i>Center Coordinates</i>		
	Radius of SDZ*	Radius of Overall Site	Latitude (NAD 83)	Longitude (NAD 83)	Cubic yards per year
LA-2 (Los Angeles)	1000 ft	3000 ft	33°37.100' N	118°17.400' W	1,000,000
LA-3 (Newport)	1000 ft	3000 ft	33°31'00"N	117°53'30"W	2,500,000
LA-5 (San Diego)	1000 ft	3000 ft	32°36.833'N	117°20.717' W	Designated at 700,000 (historical maximum)

* Surface Disposal Zone: disposal vessels must be entirely within this smaller zone when discharging dredged material.

- End -