



PUBLIC NOTICE

U.S. ARMY CORPS OF ENGINEERS
LOS ANGELES DISTRICT

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APPLICATION FOR PERMIT

NOTICE OF AVAILABILITY (NOA): DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS)/ENVIRONMENTAL IMPACT REPORT (EIR)

NOTICE OF PUBLIC HEARING

Public Notice/Application No.: SPL-2013-00810

Project: Berths 121-131 Container Terminal Redevelopment Project

Comment Period: March 13, 2026 through April 27, 2026

Project Manager: Crystal L.M. Huerta; (213) 359-9662; crystal.l.huerta@usace.army.mil

Applicant

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Contact

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Location

The project is located at Berths 121-131 in the Inner Harbor [West Basin] of the Port of Los Angeles, within the city and county of Los Angeles, CA (latitude: 33.76333°, longitude: -118.27555°). The ocean disposal site (LA-2) is located in federal waters (latitude: 33.61833° / longitude: -118.29000°).

Activity

The regulated activity would include discharges of dredged or fill material, dredging and dredged material disposal, and relocating and adding over-water cranes associated with demolition and reconstruction of an existing container terminal wharf and berthing area, to address maritime cargo handling efficiencies. For more detailed information see pages 2-3 below, the attached figures, and the draft EIS/EIR.

Submittal of Public Comments

Interested parties are hereby notified an application has been received for a Department of the Army (DA) permit for the activity described herein and shown on the attached drawings. We invite you to review today's public notice and provide views on the proposed work. By providing substantive, site-specific comments to the Corps Regulatory Division, you provide information that supports the Corps' decision-making process. All comments received during the comment period become part of the record and will be considered in the decision. This permit will be issued, issued with special conditions, or denied under Section 103 of the Marine Protection, Research and Sanctuaries Act

(MPRSA), Section 10 of the Rivers and Harbors Act (RHA), and Section 404 of Clean Water Act (CWA).

Please do not mail printed documents, including comments to any Regulatory staff. Instead, your written comments should be submitted electronically to:

crystal.l.huerta@usace.army.mil

Should you have any questions or concerns about the Corps' proposed action or our comment period, you may contact Crystal LM Huerta directly at (213) 359-9662. Please reference File No. SPL-2013-00810 in all correspondence including phone messages.

The mission of the U.S. Army Corps of Engineers Regulatory Program is to protect the Nation's aquatic resources, while allowing reasonable development through fair, flexible, and balanced permit decisions. The Corps evaluates permit applications for essentially all construction activities that occur in the Nation's waters, including wetlands. The Regulatory Program in the Los Angeles District is executed to protect aquatic resources by developing and implementing short- and long-term initiatives to improve regulatory products, processes, program transparency, and customer feedback considering current staffing levels and historical funding trends.

Corps permits are necessary for any work, including construction and dredging, in the Nation's navigable water and their tributary waters. The Corps balances the reasonably foreseeable benefits and detriments of proposed projects and makes permit decisions that recognize the essential values of the Nation's aquatic ecosystems to the general public, as well as the property rights of private citizens who want to use their land. The Corps strives to make its permit decisions in a timely manner that minimizes impacts to the regulated public.

During the permit process, the Corps considers the views of other Federal, state, and local agencies, interest groups, and the general public. The results of this careful public interest review are fair and equitable decisions that allow reasonable use of private property, infrastructure development, and growth of the economy, while offsetting the authorized impacts to the waters of the United States. The permit review process serves to first avoid and then minimize adverse effects of projects on aquatic resources to the maximum practicable extent. Any remaining unavoidable adverse impacts to the aquatic environment are offset by compensatory mitigation requirements, which may include restoration, enhancement, establishment, and/or preservation of aquatic ecosystem system functions and services.

Federal Action:

Interested parties are hereby notified that an application has been received for a Department of the Army (DA) permit for the proposed activity. The applicant has proposed to conduct work and construct structures to upgrade an existing marine container terminal wharf (Berths 126-129) and ship-to-shore cranes (Section 10); to discharge dredged or fill material to reconstruct the wharf dike (Section 404); and to transport a portion of the dredged material for the purpose of ocean disposal (Section 103). Specifically, the project would increase the depth along the wharf at Berths 126-129 via dredging; demolish that existing wharf, including removal of support piles and slope/dike rock, sediment, and soils; construct a new rock dike and slope improvements; construct a new wharf at Berths 126-129; install up to 10 new ship-to-shore cranes on the reconstructed wharf; and relocate five existing cranes to the remaining wharf at Berths 121-125. The LAHD has also proposed to dispose of dredged material at an approved upland site and a U.S. Environmental Protection Agency (USEPA)-approved ocean disposal site (LA-2). While the results of initial sediment testing from 2016 were considered in developing the project description and potential disposal or reuse options, the final

disposal site suitability determinations and quantities of sediment to be disposed or reused are pending additional sediment testing, review, and approval by the inter-agency Southern California Dredged Material Management Team (SC-DMMT).

The federal action is issuance of a DA permit authorizing work, structures, discharges of dredged or fill material in navigable waters of the U.S., and disposal of dredged material at LA-2, a USEPA-approved ocean disposal site. Corps approval of a permit for the proposed project or alternative is a federal action that might result in significant effects on the environment. The EIS would be used by the Corps as part of decision-making and the DA permit approval process.

The Corps and the LAHD independently determined under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), respectively, potentially significant environmental impacts associated with the proposed action would occur, and an EIS under NEPA and an EIR under CEQA are required. The Corps and LAHD agreed to prepare a joint EIS/EIR, to optimize efficiency and avoid duplication.

The Corps may ultimately make a determination to permit or deny the proposed project, or permit a project alternative. On April 11, 2014, the Corps published a Notice of Intent (NOI) to Prepare an EIS and Conduct Scoping Meeting (*Federal Register* Volume 79, No. 70) for the Berths 121-131 Container Terminal Redevelopment Project at the Port of Los Angeles. The Corps uploaded the draft EIS to USEPA's e-NEPA website, and USEPA is publishing a Notice of Availability (NOA) of the draft EIS in the *Federal Register* on March 13, 2026. Interested parties are invited to provide their views on the draft EIS to the Corps. **Written comments on the draft EIS and this public notice will be received until April 27, 2026.**

Local Agency Action:

The LAHD is proposing backland and water-side improvements at an existing marine container terminal at Berths 121-131. The purpose of the draft EIR is to inform the public, responsible, trustee, and interested public agencies of the nature of the proposed project, its significant environmental effects, possible measures to mitigate those effects, and alternatives to the proposed project. The LAHD would use the EIR to support permit applications and other actions required to implement the proposed project or an alternative.

Evaluation Factors

The decision whether to issue a DA permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit, which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof. Factors that will be considered include conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food production and, in general, the needs and welfare of the people. In addition, because the proposal would discharge dredged or fill material, the evaluation of the activity will include application of the USEPA Guidelines (40 CFR Part 230) as required by Section 404 (b)(1) of the CWA. Furthermore, if the proposal would transport dredged material for the purpose of ocean disposal at an approved USEPA dredged material disposal site, the evaluation of the activity will include application of the requirements of Section 103 of the MPRSA (40 CFR 220 et seq.).

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian tribes; and other interested parties to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Preliminary Review of Selected Factors

EIS Determination- An environmental impact statement is required for the proposed work and structures in and over waters of the U.S. To address National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) requirements, the applicant and the Corps are preparing a joint EIS/EIR. The draft EIS/EIR for the proposed Berths 121-131 Container Terminal Redevelopment Project can be found at either of the two weblinks below:

<https://www.portoflosangeles.org/environment/environmental-documents>

<https://cdxapps.epa.gov/cdx-enepa-ll/public/action/eis/search>

If you require in-person review, please send your request to ceqacomment@portla.org or call (310) 732-3675 to schedule an appointment to review a copy.

Water Quality- The applicant is required to obtain water quality certification or waiver, under Section 401 of the Clean Water Act, from the Los Angeles Regional Water Quality Control Board. The applicant has applied for Section 401 certification. Section 401 requires any applicant for DA permit provide proof of water quality certification to the Corps prior to permit issuance.

Coastal Zone Management- The applicant is required to certify the proposed activity would comply with and would be conducted in a manner consistent with the approved State Coastal Zone Management Program. For those projects in or affecting the coastal zone, the Federal Coastal Zone Management Act requires that prior to commencing work in waters of the U.S., the applicant must obtain concurrence from the California Coastal Commission the project is consistent with the State's Coastal Zone Management Plan prior to commencing work in waters of the U.S.

Essential Fish Habitat (EFH)- The Corps preliminary determination is the proposed activity may adversely affect EFH and federally managed fisheries. Pursuant to Section 305(b)(2) of the Magnuson-Stevens Fishery Conservation and Management Act (MSA), the Corps requests initiation of EFH consultation for the proposed activity. This notice initiates the EFH consultation requirements of the Act. To comply with the MSA and pursuant to 50 CFR § 600.920(e)(3), I am providing, enclosing, or otherwise identifying the following information:

1. Description of the proposed action: see project description in this public notice below. An EFH assessment is included in Appendix 1 of the draft EIS.
2. On site information: See baseline information on page 8 of this public notice below.
3. Analysis of the potential adverse effects on EFH: The proposed project has potential to adversely affect managed fisheries described in the Coastal Pelagic and Pacific Groundfish Fishery Management Plans during construction. Project effects including noise and turbidity from demolition,

pile driving, dredging and construction, potential release of contaminants into the water column during demolition, construction and dredging, loss of soft bottom infauna and benthic communities, invertebrate communities living on existing piles and rock, and algal communities. Turbidity would temporarily affect water quality including pH, light transmittance, and dissolved oxygen concentration. Dredging would remove potentially contaminated sediments from the aquatic environment to the proposed design depth of -55 MLLW. Construction effects would be temporary and localized and are not expected to affect aquatic habitats elsewhere in the Port due to muted circulation and tidal exchange in the West Basin. Following construction, aquatic invertebrates are expected to recolonize benthic habitat and the newly installed wharf piles and slope rock and sediment within a few years post-construction, and fish populations are expected to use the area. There are no habitat areas of particular concern (HAPC) at the project site or in the West Basin, and therefore, no impact on HAPC would occur during construction.

4. Applicant-proposed minimization, conservation, or mitigation measures:

The assessment of impacts is based on the applicant's assumption that the proposed project would implement the following measures, which are described in more detail in the draft EIS, Appendix 1:

- Use of a soft-start pile driving method during pile installation to reduce noise and vibration.
- Oversight of pile-driving activities by a qualified marine mammal professional.
- Coverage under the General Construction Activities Stormwater Permit for the onshore portions of the proposed project, which would impose construction controls to limit spills and runoff to the marine environment. This permit also requires adherence to a Stormwater Pollution Prevention Plan (SWPPP) and implementation of best management practices (BMPs) during operation of the proposed project.
- Implementation of City of Los Angeles Standard Urban Stormwater Mitigation Plan/Low Impact Development measures into the project design.
- Characterization and remediation of contaminated upland soils in accordance with LAHD, Los Angeles Regional Water Quality Control Board, Department of Toxic Substances Control, and Los Angeles County Fire Department protocol and cleanup standards.
- Management of dredged sediments consistent with a dredged material management plan, Department of the Army (DA) permit requirements, and state-issued waste discharge or Section 401 Water Quality Certification requirements, including dredge and disposal site monitoring and adaptive management.
- Implementation of a Debris Management Plan and Oil Spill Contingency Plan that identifies containment and spill management in the event of an accidental spill.

5. Conclusions regarding effects of the proposed project on EFH: Based on the project description and EFH assessment provided by the applicant, the proposed project would result in disturbance of approximately 6 acres of substrate (due to dredging) and 7 acres of waters of the U.S. (due to wharf demolition and reconstruction).

The Corps' initial determination is the proposed activity may adversely affect but would not have a substantial adverse impact on EFH or federally managed fisheries. This final determination is subject to review by and coordination with the NOAA Fisheries. If the Corps' does not receive written comments (regular mail or e-mail) within the 45-day public notice review period, the Corps will assume concurrence by NOAA Fisheries.

Fish and Wildlife Coordination Act (FWCA)- Pursuant to the FWCA (16 U.S.C. 661-666c), the Corps is notifying state and federal wildlife protection agencies of the proposed action. The construction activities would temporarily affect marine species and birds, including marine mammals (sea lion, harbor seal). Benthic and sessile encrusting native and non-native marine species would be removed during wharf demolition and dredging activities; such species are expected to recolonize the benthos and newly installed wharf support piles and slope/dike rock and sediment following construction. Bird and marine mammal species may be affected by noise and equipment used during construction and may avoid foraging or loafing in the vicinity of the project site. These impacts are not expected to result in injury or mortality to birds or marine mammals. As such, the Corps has determined the aforementioned impacts on wildlife are less than significant.

Cultural Resources- The Corps completed a sacred lands file search with the Native American Heritage Commission (NAHC letter dated April 15, 2014), and completed tribal coordination with Native American tribal representatives and interested parties (Corps letters dated August 4, 2016). The Corps also completed consultation with the State Historic Preservation Officer in 2016 (OHP File No.: COE-2016-1128-002, OHP letter dated December 22, 2016). There have been no changes to the proposed work in waters of the U.S., the area of potential effect (APE), or permit area since tribal coordination and OHP consultation were completed; therefore, the Corps has determined additional consultation is not required.

Endangered Species- Preliminary determinations indicate the proposed activity would not affect federally-listed endangered or threatened species (i.e., California least tern, *Sterna antillarum browni*; green sea turtle, *Chelonia mydas*), or any designated critical habitat. Therefore, formal consultation under Section 7 of the Endangered Species Act does not appear to be required at this time.

Clean Air Act- The Port of Los Angeles is located in the South Coast Air Basin (SCAB). This basin is designated as “extreme non-attainment” based on data compiled by the Air Quality Management District (AQMD) for the 8-hour ozone NAAQS, and “serious non-attainment” for PM_{2.5} 24-hour standard. The SCAB is in attainment/maintenance of the NAAQS for CO, SO₂, NO₂, and PM₁₀. Analysis in the draft EIS indicates project elements that require a DA permit have a federal nexus, and construction would adversely affect air quality by exceeding emissions thresholds defined in the regulations (40 CFR parts 51 and 93). The draft EIS does not include a draft General Conformity Determination per 40 CFR parts 51 and 93 (Federal Register Volume 75, No. 64, page 17254, April 5, 2010). The applicant has decided to address General Conformity later.

Public Hearing- The applicant is organizing a joint public hearing that will be held using a virtual/on-line platform on **April 16, 2026** at 4:00 PM. To participate in this public hearing, please join the Zoom Meeting at:

Join from PC, Mac, iPad, or Android:

<https://portla.zoom.us/j/81385040132?pwd=XPeWMHw411GSVmVi2LC6bcOVerZeg3.1>

Passcode: 665785

Phone one-tap:

+16694449171,,81385040132# US

+17193594580,,81385040132# US

Join via audio:

877 853 5257 US Toll Free

888 475 4499 US Toll Free

Proposed Activity for Which a DA Permit is Required

- relocate five existing operational wharf cranes from Berths 126-129 to Berths 121-125;
- demolish the existing 1,260-foot-long wharf including removal by cutting or pulling of approximately 990 concrete piles at Berths 126-129;
- dredge approximately 35,000 cubic yards (cy) of sediment to deepen Berths 126-129 to -53 feet MLLW, including a two-foot over dredge allowance which would bring the maximum depth to -55 feet MLLW; berth deepening would affect approximately 2.5 acres of navigable waters of the U.S.
- excavate the existing subtidal rock dike by removing approximately 275,000 cy of soil, sediment, and quarry rock.
- reconstruct the rock dike by discharging approximately 120,000 cy of soil, sediment, and quarry rock.
- construct a new, 1,260-foot-long concrete-pile-supported reinforced concrete wharf on top of the new rock dike at Berths 126-129, with Alternative Maritime Power (e.g., electrification portals for ships at berth). The proposed new wharf would be supported by approximately 650 new, 24-inch-diameter, concrete piles. Approximately 3.5 acres of navigable waters of the U.S. landward of the pierhead line would be affected during wharf reconstruction.
- install up to ten new 100-foot-gauge cranes on the new wharf crane rails (gauge refers to the distance between crane rails); these cranes would be 50-60 feet taller than the existing wharf cranes.

Initial sediment testing performed in 2016 indicates the sediment is not uniform in the dredge footprint and may warrant several disposal or reuse options, including upland disposal at an approved landfill, on-site placement, beach replenishment, or disposal at LA-2. Additional sediment testing will be required before a suitability determination can be made. The draft EIS assumes approximately 260,000 cy of excavated or dredged material would be disposed of at an approved inland disposal facility and the remaining approximately 50,000 cy would be disposed of at the USEPA-approved LA-2 ocean disposal site.

Construction of waterside and landside improvements would take approximately 24 months to complete, with construction expected to begin in 2026. Reduced operations would continue at Berths 121-125 during the construction at Berths 126-129, and the terminal would resume operations at both wharves when construction is complete.

Activity for Which a DA Permit is NOT Required

- Backland/landside improvements including: expansion of on-dock rail, paving, yard equipment, utility upgrades, etc.).
- Terminal operations during and following completion of construction.

Basic Project Purpose- The basic project purpose comprises the fundamental, essential, or irreducible purpose of the proposed project, and is used by the Corps to determine whether the applicant's project is water dependent (i.e., requires access or proximity to or siting within the special aquatic site to fulfill its basic purpose). Because no discharges of dredged or fill material are proposed within special aquatic sites, identification of the basic project purpose is not necessary. However, for the purpose of disclosure the basic project purpose of marine container terminal reconstruction is water dependent.

Overall Project Purpose- The overall project purpose serves as the basis for the Corps' Section 404(b)(1) alternatives analysis and is determined by further defining the basic project purpose in a manner that more specifically describes the applicant's goals for the project, and which allows a

reasonable range of alternatives to be analyzed. The overall project purpose is to improve maritime shipping and commerce by improving container terminal infrastructure in, over, and under water and on terminal backlands at Berths 121-131, while maintaining consistency with established Port environmental policies.

Additional Project Information

Baseline information- The container terminal at this location was one of the first terminals developed in the Port and has been operational for decades. Dredged and imported fill was used to create the land on which this terminal was developed. Detailed site information and baseline operating conditions are included in Chapter 2 of the draft EIS.

Proposed Mitigation- The draft EIS includes proposed mitigation measures to reduce impacts; these may change as a result of comments received in response to this public notice and the draft EIS, the applicant's response to comments, and/or the requirement for the project to comply with the Section 404(b)(1) Guidelines. In consideration of the above, the proposed mitigation sequence (avoidance/minimization/compensation), is summarized below:

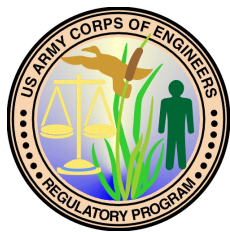
Avoidance: The proposed project would not avoid waters of the U.S.

Minimization: The proposed project would minimize impacts in waters of the U.S. by limiting the proposed construction and dredging to the existing footprint of the wharf and in-water berthing area. Additional minimization measures related to construction noise, potential hazardous materials spills, demolition, debris removal, water quality, sediment testing, dredging and dredged material disposal, navigation and navigational safety, will be required. Additional measures may be required in response to comments on this public notice, comments on the draft EIS, agency consultations, or to address impacts on waters of the U.S.

Compensation: No waters of the U.S. would be lost as a result of the proposed project; therefore, a preliminary determination has been made that compensatory mitigation to address impacts on waters of the U.S. is not required. Mitigation measures to address other project-related effects have been identified in the draft EIS. Additional mitigation measures may be required in response to comments on this public notice, public comments on the draft EIS, and agency consultations.

Proposed Special Conditions: Special Conditions have not been identified at this time. Standard special conditions to address demolition, construction, noise, spill prevention and clean up, marine wildlife monitoring and protection, sediment testing, dredging, and dredged material disposal will be required.

For additional information please contact Crystal Huerta of my staff at (213) 359-9662 or via e-mail at crystal.i.huerta@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.

DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS
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Figure 1 – Project Location



Figure 2 – Proposed Project Elements

