

1.0

INTRODUCTION

1.1 Introduction

This chapter presents background and introductory information for the Port Master Plan Update (PMPU or proposed Program). The PMPU serves as a long-range plan to establish policies and guidelines for future development at the Port of Los Angeles (Port), located in San Pedro Bay approximately 20 miles south of downtown Los Angeles (Figure 1.1-1). The PMPU focuses on that portion of the Port that is within the coastal zone (i.e., the Port’s coastal zone boundary), as required under the California Coastal Act (CCA) (Figure 1.1-2). In general, the PMPU area is bounded by the community of Wilmington to the north, lands surrounding the Consolidated Slip to the northeast, the City of Los Angeles boundary and lands surrounding the Cerritos Channel to the east, the Pacific Ocean to the south, and the community of San Pedro to the west.

This Program Environmental Impact Report (PEIR) has been prepared by the City of Los Angeles Harbor Department (LAHD) as the lead agency pursuant to the California Environmental Quality Act (CEQA) and California Public Resources Code (PRC) Section 21000 *et seq.* A Notice of Preparation (NOP) was prepared pursuant to CEQA (CEQA Guidelines Section 15082) to inform responsible agencies and the public of the LAHD’s intention to prepare this Draft PEIR. The NOP included an Initial Study (IS) that described the proposed Program and summarized potential impacts of the proposed Program. The NOP was released for agency and public comment on July 26, 2012, and the comments that were received have informed the preparation of this Draft PEIR.

The Draft PEIR describes the affected resources and evaluates the potential impacts to those resources as a result of implementing the proposed Program, and will be used to inform decision makers and the public about the potential environmental impacts. The PEIR analyzes potential environmental impacts from a Port-wide perspective that is programmatic in nature. Project-specific analysis would be undertaken in environmental documents prepared when the proposed appealable/fill projects are initiated and carried forward for environmental review.

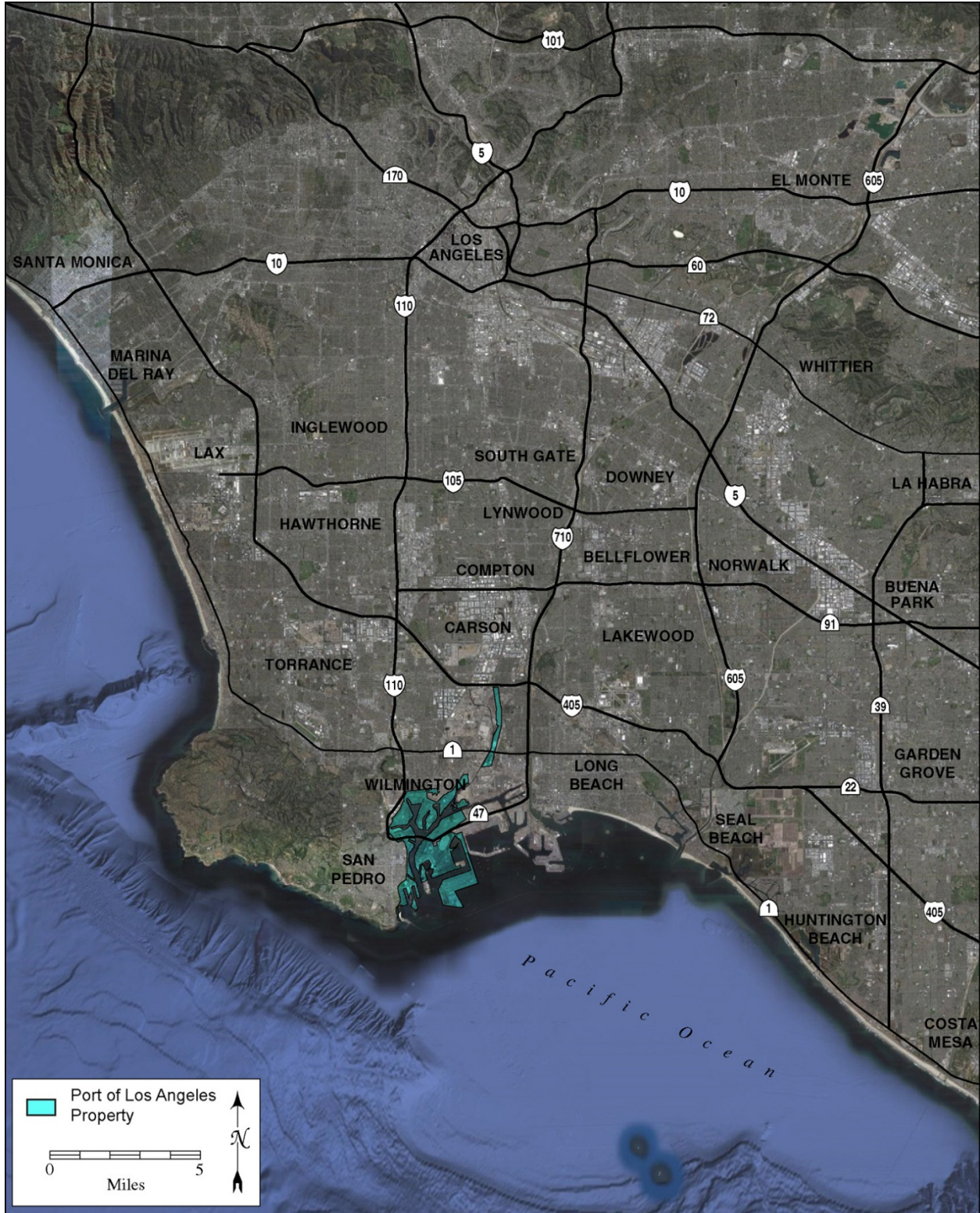


Figure 1.1-1. Regional Location

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Figure 1.1-2. PMPU and Coastal Zone Boundaries

1 This chapter describes:

- 2 ■ Overview of the PMPU;
- 3 ■ Authorities of the lead agency — the LAHD — preparing this Draft PEIR;
- 4 ■ Scope and content of the PEIR;
- 5 ■ Public outreach for the proposed Program; and,
- 6 ■ Applicable Port environmental initiatives.

7 **1.2 Background**

8 LAHD operates the Port under the legal mandates of the Port of Los Angeles
9 Tidelands Trust (Los Angeles City Charter, Article VI, Sec. 601; California
10 Tidelands Trust Act of 1911) and the CCA (PRC Division 20, Section 30700, *et*
11 *seq.*), which identify the Port and its facilities as a primary economic/coastal resource
12 of the state and an essential element of the national maritime industry for promotion
13 of commerce, navigation, fisheries, and harbor operations. Activities should be water
14 dependent and give highest priority to navigation, shipping, and necessary support
15 and access facilities to accommodate the demands of foreign and domestic
16 waterborne commerce. LAHD is chartered to develop and operate the Port to benefit
17 maritime commercial, navigation, and fishery uses, and functions as a landlord by
18 leasing Port properties to more than 300 tenant businesses.

19 **1.2.1 Coastal Zone Management Act**

20 In 1972, the United States (U.S.) Congress passed the Coastal Zone Management Act
21 (CZMA) to “preserve, protect, develop, and where possible, to restore or enhance, the
22 resources of the nation’s coastal zone for this and succeeding generations” and
23 “encourage and assist the states to exercise effectively their responsibilities in the
24 coastal zone through the development and implementation of management programs
25 to achieve wise use of the land and water resources of the coastal zone” (16 United
26 States Code [USC] 1452, Section 303[1] and [2]).

27 Section 307(c)(3)(A) of the CZMA states that “any applicant for a required federal
28 license or permit to conduct an activity, in or outside the coastal zone, affecting any
29 land or water use or natural resource of the coastal zone of that state shall provide a
30 certification that the proposed activity complies with the enforceable policies of the
31 state’s approved program and that such activity would be conducted in a manner
32 consistent with the program.” In order to participate in the coastal zone management
33 program, a state is required to prepare a program management plan. Once the plan
34 and its enforceable program policies are approved, a state program gains “federal
35 consistency” jurisdiction. This means that any deferral action (e.g., a project
36 requiring federally issued licenses or permits) that occurs within a state’s coastal zone
37 must be found to be consistent with state coastal policies before the federal action can
38 occur.

1.2.2 California Coastal Act

In 1976, the CCA was enacted to establish policies and guidelines that provide direction for the conservation and development of the California coastline. The CCA established the California Coastal Commission (CCC) as the coastal management and regulatory agency over the coastal zone (PRC 30103), within which the Port is included.

The coastal zone boundary within the state's coastal zone is defined by the CCC (State Coastal Zone Boundaries, February 9, 2012) as follows:

“California’s coastal zone generally extends 1,000 yards inland from the mean high tide line...In developed urban areas, the boundary is generally less than 1,000 yards.”

Chapter 3 of the CCA identifies six coastal resources planning and management policies that address coastal zone conservation and development decisions and that are generally used to evaluate a proposed project's consistency with the CCA:

- Providing for maximum public access to California's coast;
- Protecting water-oriented recreational activities;
- Maintaining, enhancing, and restoring California's marine environment;
- Protecting sensitive habitats and agricultural uses;
- Minimizing environmental and aesthetic impacts of new development; and,
- Locating coastal-dependent industrial facilities within existing sites whenever possible.

The CCA recognizes California's commercial ports, which includes the Port, as primary economic and coastal resources of the state and as essential elements of the national maritime industry. Within those ports, the CCA requires environmental protection while expressing a preference for port-dependent projects over other types of coastal development. Under the CCA, existing ports are encouraged to modernize and develop as necessary in order to minimize or eliminate the need for the creation of new ports.

Chapter 8 (Ports) of the CCA establishes specific planning and regulatory procedures for California's commercial ports. Article 2 of Chapter 8 establishes the policies that pertain to ports, port-related development, and environmental protection within ports. The article includes policies related to the preservation of commercial fishing and water-related recreational facilities and access, as well as policies related to new or expanded tanker terminals. Sections 30705 through 30708 of Article 2 specify guidelines for development of port facilities that limit dredging, filling, and diking to projects related to the support of commerce and navigation, and that emphasize the protection of fish, wildlife, and water quality.

Article 3 of Chapter 8 stipulates that ports shall prepare and adopt master plans (Port Master Plans [PMPs]) for the land and water areas within their boundaries that lie

1 within the coastal zone. PMPs are the functional equivalent of the Local Coastal
2 Programs (LCPs) that municipalities prepare for their coastal zones, and commercial
3 ports with approved PMPs are granted the authority to issue coastal development
4 permits (CDPs) within their boundaries. However, it should be noted that issuance of
5 CDPs regarding specific types of projects (specified in Section 30715) are appealable
6 to the CCC, such as large energy facilities. Section 30711(a) of Article 3 requires that
7 a PMP include the following:

- 8 ■ Proposed uses of land and water areas, where known (refer to Chapter 2.0,
9 Program Description);
- 10 ■ Projected design and location of port land areas, water areas, berthing, and
11 navigation ways and systems intended to serve commercial traffic within the area
12 of jurisdiction of the port governing body (refer to Chapter 2.0, Program
13 Description);
- 14 ■ Estimate of the effect of development on habitat areas and the marine
15 environment, a review of existing water quality, habitat areas, and quantitative
16 and qualitative biological inventories, and proposals to minimize and mitigate
17 any substantial adverse impact (refer to Section 3.3, Biological Resources and
18 Section 3.14, Water Quality, Sediments, and Oceanography);
- 19 ■ Proposed projects listed as appealable in Section 30715 in sufficient detail to be
20 able to determine their consistency with the policies of CCA Chapter 3 (refer to
21 Chapter 2.0, Program Description); and,
- 22 ■ Provisions for adequate public hearings and public participation in port planning
23 and development decisions (refer to Section 1.6, Scope and Content of the Draft
24 Program EIR, and Section 1.9, Availability of the Draft Program EIR).

25 Chapter 8 also stipulates that a PMP shall contain information in sufficient detail to
26 allow the CCC to determine its adequacy and conformity with applicable CCA
27 policies (Article 3, Section 30711[b]).

28 **1.2.3 1980 Port Master Plan**

29 The LAHD's current PMP (1980 plus subsequent amendments) provides policies and
30 guidelines for the short- and long-term development, expansion, and alteration of the
31 Port. The PMP and subsequent amendments (Table 1.2-1) have been certified by the
32 CCC and are, therefore, consistent with the CZMA and CCA. Due to the dynamic
33 nature of world commerce, the PMP was written to encompass broad LAHD goals
34 and specific projects, while recognizing and planning for changes in cargo transport
35 requirements, throughput demand, available technology and equipment, and available
36 lands for primary Port terminal development. The PMP sets forth permitted uses, the
37 design and location of land use areas, anticipated projects listed as appealable, and
38 objectives, policies, and environmental goals that guide future development within
39 each of the PMP planning areas.

Table 1.2-1. 1980 Port Master Plan With Amendments

| <i>PMP</i> | <i>Title</i> | <i>CCC Certification Date</i> |
|---|---|-------------------------------|
| Original | Port of Los Angeles Port Master Plan | April 1980 |
| Amendment 2 | Commercial Fishing Industry Plan | June 1981 |
| Amendment 3 | Risk Management Plan | November 1983 |
| Amendment 4 | Guidelines for Implementation | August 1982 |
| Amendment 6 | Master Planning Area 9, 190-Acre Landfill Site | June 1983 |
| Amendment 7 | Terminal Way Parcel, Boundary and Land Use | August 1983 |
| Amendment 8 | Map Revision to Area 2 and Area 6 | June 1984 |
| Amendment 9 | Slip 228 Dike and Fill | November 1984 |
| Amendment 10 | Terminal Way Parcel, General Cargo Land-Use | April 1985 |
| Amendment 12 | Piers 300/400 | April 1993 |
| Amendment 13 | 1.4 Acre Landfill at Pier 300 | June 1994 |
| Amendment 14 | General Cargo Use in Fish Harbor Parcel | August 1995 |
| Amendment 15 | Harbor Landfill Mitigation Credit Account | October 1996 |
| Amendment 16 | Banning's Landing Project at Head of Slip 5 in Wilmington | October 1996 |
| Amendment 17 | Phase II- Pier400 Landfill and Deep Water Channels | April 1997 |
| Amendment 19 | Main Channel Deepening Project | May 1998 |
| Amendment 21 | Channel Deepening and Fill Project, Increased Depth and New Landfills | May 2002 |
| Amendment 23 | West Channel/Cabrillo Marina Phase II Development Project | January 2006 |
| Amendment 24 | Main Channel Deepening Project, Modifications and New Disposal Sites | October 2009 |
| Amendment 25 | China Shipping Container Terminal Land Use Designation and Landfill | November 2009 |
| Amendment 26 | LA Waterfront Land Use Additions, Minor Fills and New Harbors | August 2011 |
| Amendment 27 | Al Larson Boat Shop Improvements Project | July 2012 |
| Note: Proposed amendments that were initially considered by the LAHD but not carried forward for approval by the CCC are not included in this table. Therefore, there are gaps in the amendment numbering sequence. | | |

1.3 Overview of the PMPU

The PMPU would serve as a long-range plan to establish policies and guidelines for future use of Port lands within the coastal zone, as required under the CCA. Port land outside the coastal zone is not subject to CDPs and, therefore, is not evaluated in the PEIR. The PMPU would consolidate areas characterized by predominant land use patterns, thereby reducing the number of planning areas, and would allocate a single allowable land use to most sites. The PMPU includes all required sections under CCA Chapter 8, Article 3 (Section 30711[a] and [b]), including permitted uses, design and location of land use areas, estimates of the effects of development on environmental resources, and anticipated projects listed as appealable. The PMPU includes appealable/fill projects and other projects that have been approved in certified CEQA documents and/or are currently undefined (i.e., in the conceptual design stage). The proposed appealable/fill projects included in the PMPU are in various planning stages and are expected to be initiated or completed within the next 5 years.

1 This PEIR focuses on land use changes that would result in changes and/or
2 intensification of activities with the potential for having adverse impacts on the
3 physical environment, as well as the proposed appealable/fill projects, as defined
4 under CCA Section 30715. The PEIR does not analyze the impacts of other projects
5 included in the PMPU that have already been evaluated in a certified CEQA
6 document. Furthermore, since some projects included in the PMPU are in the
7 conceptual design stage, sufficient project details are not available to support a
8 programmatic evaluation of potential impacts. These other projects are listed in the
9 PEIR for purposes of public disclosure and are addressed in Chapter 4.0, Cumulative
10 Analysis.

11 The proposed Program is described in detail in Chapter 2.0, Program Description.

12 **1.4 CEQA and the Purpose of a Program EIR**

13 CEQA was enacted by the California Legislature in 1970 and requires public agency
14 decision makers to consider the environmental impacts of their actions. When a state
15 or local agency determines that a proposed project has the potential for significant
16 environmental impacts after mitigation, an Environmental Impact Report (EIR) is
17 required to be prepared. The purpose of an EIR is to identify potentially significant
18 impacts of a proposed project on the environment, identify alternatives to the
19 proposed project, and indicate the manner in which those significant impacts can be
20 mitigated or avoided.

21 In accordance with CEQA Guidelines Section 15121(a), the purpose of an EIR is to
22 serve as an informational document that “will inform public agency decision-makers
23 and the public generally of the significant environmental impact of a project, identify
24 possible ways to minimize the significant impacts, and describe reasonable
25 alternatives to the project.”

26 Although this proposed Program requires discretionary approval from the LAHD
27 and, therefore, would normally be subject to the requirements of CEQA, a Port
28 Master Plan amendment is subject to approval by the CCC, which operates under its
29 own regulatory programs that replace the EIR with a comparable form of
30 environmental review. This Draft PEIR has been prepared in accordance with the
31 requirements of CEQA to assist the CCC in conducting mandated environmental
32 review and is, therefore, considered the appropriate document because it is a type of
33 EIR that is prepared for a series of actions that can be characterized as one large
34 program and that are related as follows, per CEQA Guidelines Section 15168:

- 35 ■ Geographically;
- 36 ■ As logical parts in the chain of contemplated actions;
- 37 ■ In connection with issuance of rules, regulations, plans, or other general criteria
38 to govern the conduct of a continuing program; or,
- 39 ■ As individual activities carried out under the same authorizing statutory or
40 regulatory authority, and having generally similar environmental impacts that can
41 be mitigated in similar ways.

1 Subsequent activities in the program must be examined in light of the PEIR to
2 determine whether an additional environmental document must be prepared. If a later
3 activity would have impacts that were not examined in the PEIR, a new IS would
4 need to be prepared leading to either an EIR or a Negative Declaration. If the agency
5 finds that no new impacts would occur or no new mitigation measures would be
6 required, the agency can approve the activity as being within the scope of the project
7 covered by the PEIR, and no new environmental document would be required. An
8 agency should incorporate feasible mitigation measures and alternatives developed in
9 the PEIR into subsequent actions in the program (CEQA Guidelines Section 15168).

10 The use of a PEIR may serve as a first-tier document for later CEQA review of
11 projects included within a program. A PEIR is intended as a process to simplify the
12 task of preparing subsequent environmental documents (CEQA Guidelines Section
13 15168). Accordingly, a PEIR can:

- 14 ■ Provide the basis in an IS for determining whether the later activity may have any
15 significant impacts;
- 16 ■ Be incorporated by reference to deal with regional influences, secondary impacts,
17 cumulative impacts, broad alternatives, and other factors that apply to the
18 program as a whole; and/or,
- 19 ■ Focus an EIR on a subsequent project to permit discussion solely of new impacts
20 that had not been considered before.

21 In general, the LAHD expects that although this PEIR would help focus the review of
22 the proposed appealable/fill projects, most of the projects that are included in this
23 PEIR would require separate environmental documents.

24 **1.5 Lead, Responsible, and Trustee Agencies**

25 Under the CCA, each port governing body such as the LAHD is required to prepare
26 and adopt a PMP that, among other purposes, describes the proposed uses of land and
27 water areas and estimates the effect of development on habitat areas and the marine
28 environment, and provides a review of existing water quality, habitat areas, and
29 quantitative and qualitative biological inventories, as well as proposals to minimize
30 and mitigate any substantial adverse impact (PRC Section 30711).

31 Under CEQA, the lead agency is the public agency that has the principal
32 responsibility for carrying out or approving a project that may have a significant
33 impact on the environment (PRC Division 13, Section 21067). LAHD is chartered to
34 develop and operate the Port under the California Tidelands Trust Act of 1911, the
35 Los Angeles City Charter (Article VI, Section 601) and the CCA (PRC Division 20,
36 Section 30700, *et seq.*). Therefore, the LAHD has the primary responsibility for
37 supervising or approving the program as a whole and is the appropriate public agency
38 to act as lead agency (CEQA Guidelines Section 15051[b]).

39 CEQA Guidelines Section 15381 defines a “responsible agency” as “a public agency
40 which proposes to carry out or approve a project, for which a lead agency is
41 preparing or has prepared an EIR. For the purposes of CEQA, the term 'responsible
42 agency' includes all public agencies other than the lead agency that have

discretionary approval power over the project.” A “trustee agency” is a “state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California” (CEQA Guidelines Section 15386). In the case of the proposed Program, the CCC is the only responsible agency that would rely on this PEIR to ensure compliance with the CZMA and consistency with the CCA, perform a federal consistency determination, and certify the PMPU.

1.6 Scope and Content of the Draft Program EIR

The LAHD issued a NOP/IS to inform responsible and trustee agencies, public agencies, and the public that the LAHD was preparing a PEIR for the proposed Program, pursuant to CEQA. The NOP/IS (State Clearinghouse Number 2012071081) was circulated for a 30-day comment period from July 26, 2012 to August 24, 2012, to solicit input on the scope of the environmental analysis to be included in the PEIR. The LAHD held a public scoping meeting on August 14, 2012. Two individuals commented at the scoping meeting and 20 written comment letters on the NOP/IS were received during the public comment period. Table 1.6-1 presents a summary of the key comments received during the NOP/IS public comment period, and references the sections of the Draft PEIR that address the comments. The NOP/IS and public comments received are included in Appendix B of this PEIR.

Table 1.6-1. Summary of Key NOP Comments

| <i>Commenter</i> | <i>Key Issues</i> | <i>Sections Where Addressed</i> |
|---|--|--|
| California Department of Transportation (Caltrans) District 7 | <ul style="list-style-type: none"> ▪ Increases in traffic generated by proposed appealable/fill projects under PMPU will require a traffic study to evaluate impacts on state highways. ▪ Recommends modifications to two Interstate (I)-110 interchanges and widening of the connector between State Route (SR)-47 to I-110. ▪ Identifies mitigation measures to minimize impacts on state highways. ▪ Recommends limiting oversized truck trips to off-peak commute periods. ▪ Caltrans encroachment permits will be required for work within State right-of-way. | Section 3.12, Transportation and Circulation |
| Governor's Office of Planning and Research | <ul style="list-style-type: none"> ▪ NOP was circulated to all appropriate agencies. | Not applicable |
| State of California Public Utilities Commission | <ul style="list-style-type: none"> ▪ Evaluate impacts from future development adjacent to railroad right-of-ways (increase traffic volumes, pedestrian circulation, and Americans with Disabilities Act [ADA] compliance). ▪ Recommends mitigation measures: grade separation, improve existing at-grade railroad crossings, barriers to limit trespassing. | Section 3.12, Transportation and Circulation |

Table 1.6-1. Summary of Key NOP Comments

| <i>Commenter</i> | <i>Key Issues</i> | <i>Sections Where Addressed</i> |
|---|--|---|
| Central San Pedro Neighborhood Council | <ul style="list-style-type: none"> ▪ Enhance waterfront areas. ▪ Expand diversity of Port's economic activities. ▪ Connect Red Car with Los Angeles Metropolitan Transportation Authority (Metro) passenger rail system. ▪ Minimize truck traffic on city streets and address alternatives to reduce impacts. ▪ Provide more public access to ocean and channels. ▪ Ensure continued public recreational use of the Outer Harbor. ▪ Establish California Coastal Trail throughout the Port. ▪ Protect and preserve historic sites and buildings. ▪ Relocate hazardous material facilities owned and operated in San Pedro. ▪ Develop a renewable energy-based system. ▪ Concentrate industrial land uses on Terminal Island. ▪ Establish quiet zones for all rail activities adjacent to residential areas. ▪ Increase the percentage of rail cargo at the Port and provide access to Port via grade separations. ▪ Develop and expand nature preserves and marine habitats. ▪ Landscape areas between Port and adjacent communities. | Section 3.1, Aesthetics/Visual Resources; Section 3.3, Biological Resources; Section 3.4, Cultural Resources; Section 3.7, Hazards and Hazardous Materials; Section 3.9, Noise; Section 3.11, Recreation; Section 3.12, Transportation and Circulation; Section 3.13, Utilities |
| City of Los Angeles Bureau of Sanitation | <ul style="list-style-type: none"> ▪ The Wastewater Engineering Services Division determined the proposed Program is unrelated to sewers and does not require an analysis at this time. | Not applicable |
| Coalition for Clean Air | <ul style="list-style-type: none"> ▪ Include the Port's Greenhouse Gas (GHG) Emissions Reduction Plan in the PMPU. | Section 3.2, Air Quality and Greenhouse Gases |
| Communities for a Better Environment, Coalition for Clean Air, End Oil/Communities for Clean Ports, Natural Resources Defense Council | <ul style="list-style-type: none"> ▪ PMPU should maximize utilization of on-dock rail at the Port. ▪ PEIR should assess availability of existing and new lands to accommodate on-dock rail. ▪ PMPU should discourage new near-dock facilities (proposed Southern California International Gateway [SCIG] and Intermodal Container Transfer Facility [ICTF] facilities). ▪ Current diesel-fueled Port drayage fleet should be replaced with zero-emission systems. ▪ PEIR should evaluate the future of the San Pedro Bay Ports Clean Air Action Plan (CAAP) and measures such as the Clean Trucks Program (CTP) and Vessel Speed Reduction Program (VSRP). ▪ PEIR should include changes to CAAP and truck concession measures to reduce air pollution. ▪ PEIR should analyze mitigations that the Harbor Benefits Community Foundation can implement to mitigate impacts from Port growth. | Section 3.2, Air Quality and Greenhouse Gases; Section 3.12, Transportation and Circulation |
| ExxonMobil Pipeline Company | <ul style="list-style-type: none"> ▪ PMPU should include options to relocate or expand current ExxonMobil facilities in Planning Area 2. ▪ Requests PMPU designate the site of ExxonMobil's facility in Planning Area 2 as dual use (container and liquid bulk). ▪ Recommends designating south end of former Los Angeles Export Terminal [LAXT] site as dual use (maritime support and liquid bulk) to accommodate future oil operations. | Chapter 5.0, Program Alternatives |

Table 1.6-1. Summary of Key NOP Comments

| <i>Commenter</i> | <i>Key Issues</i> | <i>Sections Where Addressed</i> |
|--|--|---|
| Los Angeles Conservancy | <ul style="list-style-type: none"> ▪ PMPU should establish policies and procedures for protecting historic resources. ▪ PEIR should include a comprehensive historic resources survey. ▪ PMPU should include policies that mandate periodic survey updates. ▪ PEIR should assess the compatibility and flexibility of existing and proposed land uses with historic resources. ▪ Allocating a single land use may limit reuse options for historic resources. ▪ PMPU should include a range of allowable land uses in the Fish Harbor and Terminal Island Planning Areas. ▪ PEIR should include a management plan for proposed appealable/fill projects that impact historic resources. | Section 3.4, Cultural Resources |
| Los Angeles County Metropolitan Transportation Authority | <ul style="list-style-type: none"> ▪ PEIR should include a Traffic Impact Analysis that evaluates roadway and transit. | Section 3.12, Transportation and Circulation |
| Native American Heritage Commission | <ul style="list-style-type: none"> ▪ Recommends early consultation with Native American tribes. ▪ PEIR should consider the historical context and cultural landscape of the area of potential effects (APE). ▪ Requests avoidance of Native American burial sites. ▪ State regulations should be followed in the event of an inadvertent discovery of human remains. | Section 3.4, Cultural Resources; Section 3.8, Land Use |
| National Trust for Historic Preservation | <ul style="list-style-type: none"> ▪ Encourage adaptive reuse of historic structures in Fish Harbor and Terminal Island/Main Channel. ▪ Allowable land uses should remain flexible to ensure that rehabilitation of historic structures is prioritized. ▪ Include a specific "Allowable Land Use" category that recognizes and prioritizes the Port's historic buildings for reuse. | Section 3.4, Cultural Resources; Section 3.8, Land Use |
| Port Community Advisory Committee | <ul style="list-style-type: none"> ▪ Public safety should be a key focus of PMPU. ▪ PMPU should address all Port-owned and leased properties within and outside the coastal zone. ▪ Preserve historical buildings. ▪ PMPU should include several boatyards and repair facilities for small vessels. ▪ PMPU should include diversified land uses, not just container cargo uses. ▪ PMPU should ensure preservation of recreational uses in the Outer Harbor and prohibit development of a cruise ship terminal in this area and at Kaiser Point. ▪ PMPU should require relocation of hazardous materials from residential areas. ▪ I-710 Corridor Project Health Impact Assessment should be reviewed and incorporated into PMPU public record. | Chapter 2.0, Program Description; Section 3.2, Air Quality and Greenhouse Gases; Section 3.4, Cultural Resources; Section 3.7, Hazards and Hazardous Materials; Section 3.8, Land Use |
| Riverside County Transportation Commission | <ul style="list-style-type: none"> ▪ PEIR should address potential impacts related to traffic (truck and rail) increases in Riverside County. ▪ PEIR should include mitigation measures and alternatives to reduce traffic impacts in Riverside County. | Section 3.12, Transportation and Circulation |

Table 1.6-1. Summary of Key NOP Comments

| <i>Commenter</i> | <i>Key Issues</i> | <i>Sections Where Addressed</i> |
|--|--|--|
| SA Recycling | <ul style="list-style-type: none"> ▪ SA Recycling should be allowed to stay at their current location. ▪ PEIR should evaluate a grade separation alternative that allows SA Recycling to stay at their current location. ▪ A new facility at the proposed relocation site is not financially or operationally feasible. ▪ Operations at the proposed relocation site would result in potential conflicts with small craft marina operations across the channel. | Section 3.8, Land Use; Chapter 5.0, Program Alternatives |
| South Coast Air Quality Management District | <ul style="list-style-type: none"> ▪ PEIR should evaluate mitigation measures that would apply to entire port complex (e.g., reduce emissions from vessels, locomotives, cargo handling equipment, and trucks). ▪ PMPU should establish programmatic policies that will minimize competitive advantages and disadvantages for Port operators. ▪ PEIR should consider mitigation measures that could become available over the next several years but after PEIR approval (zero and near-zero emission technologies and Tier 2 and 3 ocean-going vessel incentives). ▪ PEIR should include a requirement to review and implement technologies as they become available. | Section 3.2, Air Quality and Greenhouse Gases |
| Frank O'Brien | <ul style="list-style-type: none"> ▪ PEIR land use analysis should include Port-owned lands outside coastal zone or off-port lands not owned by the Port but used to support Port activities. | Section 3.8, Land Use |
| Janet R. Gunter | <ul style="list-style-type: none"> ▪ PMPU should require relocation of hazardous and liquid bulk facilities adjacent to Wilmington to Terminal Island and Pier 500. ▪ Hazardous and liquid bulk terminals should be consolidated and relocated as stipulated in original PMP. ▪ Relocate liquefied propane gas storage facility to protect the public. | Section 3.7, Hazards and Hazardous Materials; Chapter 5.0, Program Alternatives |
| Joyce Dillard | <ul style="list-style-type: none"> ▪ PEIR should evaluate impacts on watersheds, Southern California Bight, sediment management, sea-level rise, flooding, air quality, geology and soils (methane and hazardous gas emissions), migratory birds, marine resources, and wetland mitigation banking. ▪ PMPU should include watershed regional management planning. | Section 3.2, Air Quality and Greenhouse Gases; Section 3.3, Biological Resources; Section 3.5, Geology; Section 3.7, Hazards and Hazardous Materials; Section 3.14, Water Quality, Sediments, and Oceanography |
| Lorna Salem | <ul style="list-style-type: none"> ▪ Port should consider a high-rise hotel with amenities for visitors. | Section 3.8, Land Use |
| Kathleen Woodfield/ San Pedro Peninsula Homeowners' Coalition | <ul style="list-style-type: none"> ▪ The PMPU should require relocation of hazardous and liquid bulk areas away from residential areas. ▪ Concerned about changing existing open space/recreational areas to industrial uses in San Pedro. | Section 3.7, Hazards and Hazardous Materials; Chapter 5.0, Program Alternatives |
| Carrie Scaville | <ul style="list-style-type: none"> ▪ Requested clarification of the Scoping Meeting presentation. | Clarification provided |

1.6.1 Scope of Analysis

This Draft PEIR has been prepared in conformance with CEQA (PRC Section 21000 *et seq.* and 14 California Code of Regulations [CCR] Section 15000 *et seq.*) and Port guidelines for the implementation of CEQA. This Draft PEIR, which includes all the sections required by CEQA, relies on policies and guidelines of the City of Los Angeles, including the LAHD.

The criteria for determining the significance of environmental impacts in this Draft PEIR are described in the section titled “Thresholds of Significance” under each resource topic in Chapter 3.0, Environmental Analysis. A “threshold of significance” is defined as an identified “quantitative, qualitative or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant” (CEQA Guidelines Section 15064.7 [a]). Except as noted in particular sections of the PEIR, the *L.A. CEQA Thresholds Guide* (City of Los Angeles 2006) will be used for purposes of this Draft PEIR, although some criteria were adapted to fit PMPU needs for conforming with CEQA and state regulations such as the CCA, as well as LAHD policies and objectives.

The analysis in this PEIR focuses on land use changes that would result in changes and/or intensification of activities with the potential for causing direct or indirect impacts on the physical environment; it includes the potential impacts of the proposed appealable/fill projects, as defined under CCA Section 30715. The PEIR does not include a detailed environmental review of the proposed appealable/fill projects and land use changes since, consistent with CEQA Guidelines Section 15168, sufficient details are not available. Therefore, for most resource areas, assessments of proposed appealable/fill project and land use changes in the PEIR rely primarily on qualitative assessments. Quantitative assessments are completed to the extent data allows. When appropriate levels of detail regarding the proposed appealable/fill projects become available, project-specific environmental documents will be prepared that incorporate this PEIR by reference, concentrate on the site-specific issues related to the proposed appealable/fill project, and focus on quantitative assessments. CDPs for the proposed appealable/fill projects would not be issued until the project-specific CEQA reviews are completed. However, it would not be necessary to seek a PMPU amendment from the CCC in regard to the proposed fill projects analyzed herein.

The following issues were determined in the NOP/IS to have potential environmental impacts and therefore are evaluated in this Draft PEIR:

- Aesthetics/Visual Resources;
- Air Quality and Greenhouse Gases (GHGs);
- Biological Resources;
- Cultural Resources;
- Geology;
- Groundwater and Soils;
- Hazards and Hazardous Materials;

- 1 ■ Hydrology/Water Quality;
- 2 ■ Land Use;
- 3 ■ Noise;
- 4 ■ Public Services;
- 5 ■ Recreation;
- 6 ■ Transportation and Circulation; and,
- 7 ■ Utilities.

8 In addition to the above, other topics are evaluated, including alternatives, cumulative
9 impacts, significant irreversible impacts, and growth inducing impacts. Mitigation
10 measures to reduce impacts to a less than significant level are proposed whenever
11 feasible. The NOP/IS concluded that the proposed Program would not create
12 significant adverse environmental impacts to the following resources: agricultural
13 resources, mineral resources, and population and housing. These resources are not
14 addressed in the Draft PEIR.

15 **1.6.2 Intended Uses of this Draft Program EIR**

16 The PEIR analyzes the potential significant environmental impacts of implementing
17 the PMPU. The PEIR does not recommend approval or denial of a project. The PEIR
18 serves as an informational document to inform decision-makers and the public of the
19 potential significant environmental impacts of the PMPU and recommends
20 alternatives and mitigation measures to avoid or minimize significant environmental
21 impacts. This Draft PEIR is being provided to the public for review, comment, and
22 participation in the planning process. After public review and comment, a Final PEIR
23 will be prepared, including responses to comments on the Draft PEIR received from
24 agencies, organizations, and individuals. The City of Los Angeles Board of Harbor
25 Commissioners (Board) will consider the information contained in the Final PEIR in
26 making a decision on whether to certify the PEIR and proceed with the PMPU.

27 The LAHD will use the PEIR's program-scale analysis to focus later CEQA documents
28 prepared for the proposed appealable/fill projects through a process known as "tiering."
29 PRC Section 21068.5 defines "tiering" as "the coverage of general matters and
30 environmental impacts in an EIR prepared for a policy, plan, program, or ordinance
31 followed by narrower or site-specific EIRs which incorporate by reference the
32 discussion in any prior EIR and which concentrate on the environmental impacts which
33 (a) are capable of being mitigated, or (b) were not analyzed as a significant impact on
34 the environment in the prior EIR." CEQA Guidelines Section 15152(c) states that when
35 a lead agency is using the tiering process in connection with an EIR for a large-scale
36 planning approval, such as a general plan or component thereof, the development of
37 detailed, site-specific information may not be feasible and can be deferred to a project-
38 specific CEQA document. For each proposed appealable/fill project, LAHD will
39 determine the appropriate CEQA document (e.g., EIR or Negative Declaration) or, in
40 some instances, a National Environmental Policy Act (NEPA) document that would
41 evaluate the environmental impacts of the projects. Future documents analyzing the
42 proposed appealable/fill projects will incorporate the PEIR by reference and will
43 concentrate on the site-specific issues related to the particular project (CEQA
44 Guidelines Section 15152).

The PEIR identifies mitigation measures and related performance standards that LAHD would apply to the proposed appealable/fill projects if the PEIR is certified. In future site-specific review, LAHD would apply the performance standards set forth in an EIR to confirm that one or more mitigation measures would effectively avoid or reduce particular environmental impacts (CEQA Guidelines Section 15126.4[a][1][B]).

1.6.3 Draft Program EIR Organization

Table 1.6-2 contains a list of sections required under CEQA, and references the specific chapter in this document where the information is located. To facilitate access to information about the proposed Program and alternatives, including specific impacts, this Draft PEIR is organized into the chapters described below.

Table 1.6-2. Organization and Contents of the Draft PEIR

| <i>Draft PEIR Chapter</i> | <i>Description</i> |
|---|--|
| Executive Summary | Summarizes the proposed Program and alternatives, potential significant impacts and mitigation measures, the environmentally superior alternative (in accordance with CEQA), public comments and concerns, and unresolved issues and areas of controversy. |
| Chapter 1.0, Introduction | Describes the intended uses of the document and authorizing actions, the scope, content, and organization of the document, and the relationship to existing plans and policies. |
| Chapter 2.0, Program Description | Describes the purpose and need and the objectives and elements of the proposed Program. |
| Chapter 3.0, Environmental Analysis | Describes, for each environmental resource area, the baseline conditions as of 2011, criteria for judging whether an impact is significant, impact assessment methodology, impacts that would result from the proposed Program, and applicable mitigation measures that would eliminate or reduce significant impacts. |
| Chapter 4.0, Cumulative Analysis | Provides a summary of significant cumulative impacts and whether or not the proposed Program contributes to that significant impact. |
| Chapter 5.0, Program Alternatives | Describes the alternatives evaluated in this document and the alternatives considered but eliminated from further consideration. Provides an assessment of the potential impacts that would result from the proposed Program alternatives and applicable mitigation measures that would eliminate or reduce significant impacts. |
| Chapter 6.0, Environmental Justice | Addresses the possible impacts of the proposed Program on minority populations and low-income communities adjacent to the PMPU area. |
| Chapter 7.0, Socioeconomics and Environmental Quality | Identifies the socioeconomic impacts associated with the proposed Program. |
| Chapter 8.0, Growth-Inducing Impacts | Presents whether or not the proposed Program would result in growth-inducing impacts. |
| Chapter 9.0, Significant Irreversible Changes | Describes the significant irreversible changes associated with the proposed Program. |
| Chapter 10.0, References | Identifies the documents and persons consulted in preparing the Draft PEIR. |
| Chapter 11.0, List of Preparers and Contributors | Lists the individuals involved in preparing the Draft PEIR. |
| Chapter 12.0, Acronyms and Abbreviations | Provides definitions for acronyms and abbreviations used in the Draft PEIR. |
| Appendices | Present additional background information and technical detail for several of the resource areas. |

1.7 Key Principles Guiding Preparation of this Draft Program EIR

1.7.1 Emphasis on Significant Environmental Impacts

This Draft PEIR focuses on the potential significant adverse environmental impacts of the proposed Program and each alternative, and on the relevance of those impacts to the decision-making process. “Environmental impact,” as defined by CEQA includes physical impacts on the environment. CEQA Guidelines Section 15360 defines the “environment” as follows: “The physical conditions which exist within the area which will be affected by a proposed project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.” Environmental impacts required to be analyzed under CEQA do not include strictly economic impacts (e.g., changes in property values) or social impacts (e.g., a particular group of persons moving into an area). CEQA Guidelines Section 15131(a) states that, “economic or social effects of a project shall not be treated as significant effects on the environment. A PEIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes.” The economic or social impacts of a project may be used to determine the significance of physical changes caused by the project (CEQA Guidelines Section 15131[b]). Based on CEQA Guidelines and statutes, the LAHD is not required to treat economic or social impacts as significant environmental impacts absent a related physical impact on the environment. Therefore, such impacts are only discussed to the extent necessary for determining the significance of physical impacts of the proposed Program and alternatives.

1.7.2 Forecasting vs. Speculation

In this Draft PEIR, the LAHD and its consultants have made their best efforts to evaluate the reasonable, foreseeable, direct, indirect, and cumulative environmental impacts of the proposed Program. However, CEQA does not require the LAHD to engage in speculation about impacts that are not reasonably foreseeable (CEQA Guidelines Section 15144, 15145). In these instances, CEQA does not require a worst-case analysis.

1.7.3 Reliance on Environmental Thresholds and Substantial Evidence

The identification of impacts as “significant” or “less than significant” is one of the important functions of an EIR. While impacts determined to be “less than significant” need only be acknowledged as such, an EIR must identify mitigation measures for

1 impacts identified as “significant.” In preparing this document, the LAHD has based
2 its conclusions about the significance of environmental impacts on identifiable
3 thresholds (i.e., the *L.A. CEQA Thresholds Guide* [City of Los Angeles 2006] and
4 South Coast Air Quality Management District [SCAQMD] CEQA significance
5 thresholds) and/or other scientific and analytical bases, and has supported these
6 conclusions with substantial scientific evidence. The criteria for determining the
7 significance of environmental impacts are described for each resource section in
8 Chapter 3.0, Environmental Analysis. The threshold of significance under CEQA for
9 a given environmental impact is the level at which the LAHD finds a potential impact
10 of the proposed Program or alternative to be significant.

11 **1.7.4 Disagreement Among Experts**

12 It is possible that during the public review process experts may disagree with
13 assumptions, analysis, conclusions, and other materials presented in the Draft PEIR.
14 This Draft PEIR has summarized conflicting opinions, where such information is
15 known in advance. All such information will be considered by the decision makers
16 during the public review process. However, to be adequate under CEQA, the Draft
17 PEIR need not resolve all such disagreements among experts. In rendering a decision
18 on a project where there is a disagreement among experts, the decision makers are
19 not obligated to select the most conservative, environmentally protective, or liberal
20 viewpoint. They may give more weight to the views of one expert than to those of
21 another, and need not resolve a dispute among experts. In their proceedings, they
22 must consider the comments received and address objections, but need not follow
23 such comments or objections so long as they state the basis for their decision and that
24 decision is supported by substantial evidence. Disagreement among experts does not
25 make an EIR inadequate (CEQA Guidelines Section 15151).

26 **1.7.5 CEQA Baseline**

27 CEQA Guidelines state that “an EIR must include a description of the physical
28 environmental conditions in the vicinity of the project, as they exist at the time the
29 notice of preparation is published – from both a local and regional perspective. This
30 environmental setting will normally constitute the baseline physical conditions by
31 which the Lead Agency determines whether an impact is significant. The description
32 of the environmental setting shall be no longer than is necessary to an understanding
33 of the significant effects of the proposed project and its alternatives” (CEQA
34 Guidelines Section 15125[a]).

35 The PEIR must identify significant impacts that would be expected to result from
36 implementation of the PMPU by comparing the proposed Program to a baseline
37 condition. The difference between the proposed Program and the baseline is then
38 compared to a threshold of significance to determine if the difference between the
39 two is considered significant. The baseline normally represents existing conditions in
40 the vicinity of the proposed project as they exist at the time the NOP is published
41 (CEQA Guidelines Section 15125). For the purposes of this PEIR, the baseline is
42 calendar year 2011, the time period which is considered representative of existing
43 conditions and for which the most recent and relevant data are available.

1 It is important to acknowledge that growth in the port complex will increase
2 substantially by 2035 with or without implementation of the PMPU. Therefore, the
3 cumulative analysis for some resources in Chapter 4.0, Cumulative Analysis, includes
4 a comparison of expected future conditions with the PMPU and the expected future
5 conditions without the PMPU. This comparison is included in the PEIR for
6 informational purposes only and does not constitute the baseline condition by which
7 the LAHD will determine whether an impact is significant.

8 **1.7.6 Duty to Mitigate**

9 According to CEQA Guidelines Section 15126.4(a), an EIR shall describe feasible
10 measures that could minimize significant adverse impacts. However, mitigation
11 measures are not required for impacts which are not found to be significant (CEQA
12 Guidelines Section 15126.4[a][3]). Public agencies have the authority to require
13 feasible changes (mitigation) that would substantially lessen or avoid a significant
14 impact on the environment associated with activities involved in a project, subject to
15 certain limitations (CEQA Guidelines Sections 15040, 15041).

16 **1.7.7 Requirements to Evaluate Alternatives**

17 CEQA Guidelines Section 15126.6 requires that an EIR describe a range of
18 reasonable alternatives to a proposed project, or to the location of the project, that
19 could feasibly attain most of the basic objectives of the proposed project but would
20 avoid or substantially lessen any significant environmental impacts. The PEIR should
21 compare merits of the alternatives, including the No-Program Alternative, and
22 determine an environmentally superior alternative. A PEIR need not consider every
23 conceivable alternative to the proposed Program. Rather, it must consider a
24 reasonable range of potentially feasible alternatives that will foster informed decision
25 making and public participation. There is no absolute rule governing the nature or
26 scope of the alternatives to be discussed other than the rule of reason. Chapter 5.0,
27 Program Alternatives, of this Draft PEIR discusses potential alternatives to the
28 proposed Program and evaluates their suitability.

29 **1.8 Port of Los Angeles Environmental** 30 **Initiatives**

31 **1.8.1 Port of Los Angeles Environmental** 32 **Management Policy**

33 The LAHD's Environmental Management Policy was adopted on August 27, 2003.
34 The purposes of this policy are to provide an introspective, organized approach to
35 environmental management, to further incorporate environmental considerations into
36 day-to-day Port operations, and to achieve continual environmental improvement.
37 The text of the policy is as follows:

38 *The Port of Los Angeles is committed to managing resources and conducting Port*
39 *developments and operations in both an environmentally and fiscally responsible*

1 *manner. The Port strives to improve the quality of life and minimize the impacts of its*
2 *development and operations on the environment and surrounding communities*
3 *through the continuous improvement of its environmental performance and the*
4 *implementation of pollution prevention measures, in a feasible and cost effective*
5 *manner that is consistent with the Port's overall mission and goals, as well as with*
6 *those of its customers and the community.*

7 *To ensure this policy is successfully implemented the Port will develop and maintain*
8 *an environmental management program that will:*

- 9 1. *Ensure this environmental policy is communicated to Port staff, its customers,*
10 *and the community;*
- 11 2. *Ensure compliance with all applicable environmental laws and regulations;*
- 12 3. *Ensure environmental considerations include feasible and cost effective options*
13 *for exceeding applicable regulatory requirements;*
- 14 4. *Define and establish environmental objectives, targets, and best management*
15 *practices and monitor performance;*
- 16 5. *Ensure the Port maintains a Customer Outreach Program to address common*
17 *environmental issues; and,*
- 18 6. *Fulfill the responsibilities of each generation as trustee of the environment for*
19 *succeeding generations through environmental awareness and communication*
20 *with employees, customers, regulatory agencies, and neighboring communities.*

21 *The Port is committed to the spirit and intent of this policy and the laws, rules and*
22 *regulations which give it foundation (Port of Los Angeles 2003).*

23 LAHD's Environmental Management Policy is exemplified in existing
24 environmental initiatives of the Port and its customers, such as the voluntary Vessel
25 Speed Reduction Program (VSRP), Source Control Program, Least Tern Nesting Site
26 Agreement, Hazardous Materials Management Policy, Environmental Management
27 System (EMS) with LAHD's Construction and Maintenance Division, and Clean
28 Marinas Program. As described in the following sections, these programs, many of
29 which relate to the proposed Program, are Port-wide initiatives intended to reduce
30 environmental impacts.

31 **1.8.2 Environmental Plans and Programs**

32 LAHD has implemented a variety of plans and programs to reduce the environmental
33 impacts associated with operations at the Port. These programs range from the San
34 Pedro Bay Ports Clean Air Action Plan (CAAP); the Port of Los Angeles and Long
35 Beach Water Resources Action Plan (WRAP); deepening the harbor channels to
36 accommodate larger and more efficient ships; converting LAHD's fleet to electric,
37 hybrid, and alternative-fuel vehicles; and technology advancement program grants
38 and incentives to demonstrate and encourage the use of emissions reduction
39 technology in Port-related goods movement. All of these efforts ultimately reduce the
40 environmental impacts of Port operations.

1.8.2.1 San Pedro Bay Ports Clean Air Action Plan

LAHD has had a Clean Air Program in place since 2001 and began monitoring and measuring air quality in surrounding communities in 2004. Through the 2001 Air Emissions Inventory, LAHD has been able to identify emission sources and relative contributions in order to develop effective emissions reduction strategies. LAHD's Clean Air Program has included progressive programs such as alternative maritime power (AMP), use of emulsified fuel and diesel oxidation catalysts in yard equipment, alternative fuel testing, and the VSRP.

In 2004, LAHD developed a plan to reduce air emissions through a number of near-term measures. The measures were primarily focused on decreasing nitrogen oxides (NO_x), but also diesel particulate matter (DPM) and sulfur oxides (SO_x). In August 2004, a policy shift occurred and Mayor James K. Hahn established the No Net Increase Task Force to develop a plan that would achieve the goal of No Net Increase in air emissions at the Port relative to 2001 levels. The plan identified 68 measures to be applied over the next 25 years that would reduce particulate matter (PM) and NO_x emissions to the baseline year of 2001. The measures included: near-term measures; local, state, and federal regulatory efforts; technological innovations; and longer-term measures still in development.

In 2006, in response to a new mayor and a new Board, LAHD, along with the Port of Long Beach and in conjunction with the SCAQMD, California Air Resources Board (CARB) and U.S. Environmental Protection Agency (USEPA), began work on the CAAP, a comprehensive strategy to cut air pollution and reduce health risks from port-related air emissions. The CAAP's goal was to expand on existing emissions reductions strategies and to develop new ones. The draft CAAP was released for public review on June 28, 2006, and was approved at a joint meeting of the Los Angeles and Long Beach Boards of Harbor Commissioners on November 20, 2006.

Through the CAAP, the ports have established uniform air quality standards for San Pedro Bay. Specific strategies to significantly reduce the health risks posed by air pollution from port-related sources include:

- Aggressive milestones with measurable goals for air quality improvements;
- Specific goals set forth as standards for individual source categories;
- Recommendations to eliminate emissions of ultrafine particulates;
- Technology advancement programs to reduce GHGs; and,
- Public participation processes with environmental organizations and the business communities.

The CAAP focuses primarily on reducing DPM, along with NO_x and SO_x. This reduces emissions and health risk and allows for future Port growth while progressively controlling the impacts associated with growth. The CAAP includes, as strategies for achieving this goal, 30 emission control measures that are designed to meet Source-Specific Performance Standards. These measures are implemented mainly through the environmental review process and included in new leases or through Port-wide tariffs, memoranda of understanding (MOU), voluntary action, and incentive programs.

1 The Port and the Port of Long Beach approved the 2010 CAAP Update (CAAP
2 Update) in November 2010. The CAAP Update includes updated and new emission
3 control measures which support the updated Source-Specific Performance Standards
4 and the Project-Specific Standard from the original CAAP. In addition, the CAAP
5 Update includes the recently developed San Pedro Bay Standards which encompass
6 the Source- and Project-Specific Standards and provide long-term goals for reducing
7 the impacts of cumulative port-related operations. The goals set forth as the San
8 Pedro Bay Standards are the most significant addition to the CAAP and include both
9 a bay-wide health risk reduction standard and a bay-wide mass emission reduction
10 standard. Ongoing Port-wide CAAP progress and effectiveness will be measured
11 against these bay-wide Standards which consist of the following reductions as
12 compared to 2005 emissions levels:

- 13 ■ Health Risk Reduction Standard: 85 percent reduction in DPM by 2020;
- 14 ■ Emission Reduction Standards:
 - 15 □ By 2014, reduce emissions by 72 percent for DPM, 22 percent for NO_x, and
16 93 percent for SO_x; and,
 - 17 □ By 2023, reduce emissions by 77 percent for DPM, 59 percent for NO_x, and
18 92 percent for SO_x.

19 The Project-Specific Standard remains as adopted in the original CAAP in 2006 –
20 that new projects meet the 10 in 1,000,000 excess residential cancer risk threshold, as
21 determined by health risk assessments (HRAs) conducted subject to CEQA statutes,
22 regulations, and guidelines, and implemented through required CEQA mitigations
23 and/or lease negotiations. Although the Port and the Port of Long Beach have each
24 adopted the Project-Specific Standard as a policy, the Board retains the discretion to
25 consider and approve projects that exceed this threshold if the Board deems it
26 necessary by adoption of a statement of overriding considerations at the time of
27 project approval.

28 The Source-Specific Performance Standards of the CAAP address a variety of port-
29 related emission sources – ships, trucks, trains, cargo-handling equipment and harbor
30 craft – and outline specific strategies to reduce emissions from each source category.
31 The applicable emission control measures (as detailed in Section 4 of the CAAP
32 Update) for the proposed Program are discussed in Section 3.2, Air Quality and
33 Greenhouse Gases.

34 **1.8.2.2 Port of Los Angeles Sustainable Construction** 35 **Guidelines**

36 The Port of Los Angeles Sustainable Construction Guidelines were adopted in
37 February 2008 and updated in November 2009. The guidelines are used to establish
38 air emission criteria for inclusion in bid specifications for construction. The
39 guidelines reinforce and require sustainability measures during performance of the
40 construction contracts, balancing the need to protect the environment, be socially
41 responsible, and provide for the economic development of the Port. Future
42 resolutions are anticipated to expand the guidelines to cover other aspects of
43 construction, as well as planning and design. These guidelines support the
44 forthcoming Port Sustainability Program.

1 The intent of the guidelines is to facilitate the integration of sustainable concepts and
2 practices into all capital projects at the Port and to phase in the implementation of
3 these procedures in a practical, yet aggressive, manner. These guidelines are made a
4 part of all construction specifications advertised for bids, and in the case of the
5 proposed Program, made part of engineering permit conditions for the proposed
6 appealable/fill projects.

7 Significant features of these guidelines include, but are not limited to:

- 8 ■ All ships and barges used primarily to deliver construction-related materials for
9 LAHD construction contracts shall comply with the VSRP and use low-sulfur
10 fuel within 40 nautical miles (nm) of Point Fermin;
- 11 ■ Harbor craft shall meet USEPA Tier-3 engine emission standards;
- 12 ■ All dredging equipment shall be electric;
- 13 ■ On-road heavy-duty trucks shall comply with USEPA 2004 on-road emission
14 standards for particulate matter less than 10 microns in diameter (PM₁₀) and NO_x
15 and shall be equipped with a CARB-verified Level 3 device. Emission standards
16 will be raised to USEPA 2007 on-road emission standards for PM₁₀ and NO_x by
17 January 1, 2012;
- 18 ■ Construction equipment (excluding on-road trucks, derrick barges, and harbor
19 craft) shall meet USEPA Tier 3 emission off-road standards. The requirement
20 will be raised to Tier 4 by January 1, 2015. In addition, construction equipment
21 shall be retrofitted with a CARB-certified Level 3 diesel emissions control
22 device;
- 23 ■ Construction projects shall comply with SCAQMD Rule 403 regarding fugitive
24 dust, and other fugitive dust control measures; and,
- 25 ■ Best Available Control Technology (BACT) will be required on construction
26 equipment (including on-road trucks) to further reduce air emissions.

27 **1.8.2.3 Environmental Management System**

28 In December 2003, LAHD was selected by the USEPA, the American Association of
29 Port Authorities, and the Global Environment and Technology Foundation to
30 participate in the Port EMS Assistance Project. One of only 11 U.S. ports to be
31 selected, the Port is the first California seaport to incorporate the program into its
32 operations.

33 An EMS is a set of processes and practices that enable an organization to reduce
34 environmental impacts and increase operational efficiency. Participating ports are
35 selected on the basis of existing environmental programs, diverse maritime facilities,
36 and management resources. An EMS weaves environmental decision making into the
37 organization's overall business practices, with a goal of systematically improving
38 environmental performance. An EMS follows the "Plan-Do-Check-Act" model of
39 continual improvement. LAHD has implemented the EMS within its Construction
40 and Maintenance Division facilities, with the goal of expanding the EMS to
41 additional functions over the course of the next several years.

1.8.2.4 Other Environmental Programs

1.8.2.4.1 Air Quality

- **Alternative Maritime Power.** AMP reduces emissions from container vessels docked at the Port. Normally, ships shut off their propulsion engines when at berth but use auxiliary diesel generators to power electrical needs such as lights, pumps, and refrigerator units. These generators emit an array of pollutants, primarily NO_x, SO_x, and particulate matter smaller than or equal to 10 or 2.5-microns in diameter (PM₁₀ or PM_{2.5}). The AMP program dramatically reduces these emissions by allowing ships to “plug in” to shore-side electrical power while at dock instead of using their onboard generators. (This process is also referred to as cold-ironing.) AMP facilities have been installed and are currently in use at the World Cruise Center, China Shipping Terminal Berths 100 and 102, Yusen Terminal at Berth 215, TraPac Terminal, and the Evergreen Terminal Berth 230, with plans for future facilities at these locations and others such as the American President Lines (APL), APM, and Yang Ming terminals.
- **OffPeak Program.** The OffPeak Program extends cargo terminal operations by five night and weekend work shifts. It is managed by PierPASS, an organization created by marine terminal operators. This program has been successful in increasing cargo movement, reducing truck waiting time inside Port terminals, and reducing truck traffic during peak daytime commuting periods.
- **On-Dock Rail and the Alameda Corridor.** Use of rail for long-haul cargo is acknowledged as an air quality benefit (Alameda Corridor Transportation Authority [ACTA] 1992). Four on-dock rail yards at the Port significantly reduce the number of short-distance truck trips (the trips that would normally convey containers to and from offsite rail yards). Combined, these intermodal facilities eliminate an estimated 1.4 million truck trips per year and the emissions and traffic congestion that would go along with them. A partner in the Alameda Corridor Project, LAHD is using the corridor to transport cargo to downtown rail yards at 10 to 15 miles per hour (mph) faster than before. Use of the Alameda Corridor allows cargo to travel the 20 miles to downtown Los Angeles at a faster pace and promotes the use of rail versus truck. In addition, the Alameda Corridor eliminates 200 rail/street crossings and the emissions produced by cars waiting on the streets as the trains pass.
- **Tugboat Retrofit Project.** The engines of several tugboats in the Port were replaced with ultra-low-emission diesel engines. This was the first time this technology had been applied to such a large engine. Emissions testing showed a reduction of more than 80 tons of NO_x per year, which is nearly three times better than initial estimates. Under the Carl Moyer Program, the majority of tugboats operating in the Port and Port of Long Beach have since been retrofitted.
- **Electric and Alternative Fuel Vehicles.** More than 35 percent of the Port’s fleet has been converted to electric or alternative-fuel vehicles. These include heavy-duty vehicles as well as passenger vehicles. LAHD has proactively embarked on the use of emulsified fuels that are verified by CARB to reduce DPM by more than 60 percent compared to diesel-powered equipment.

- 1 ■ **Electrified Terminal Operating Equipment.** The 57 ship-loading cranes
2 currently in use at the Port run on electric power. In addition, numerous other
3 terminal operations equipment has been fitted with electric motors.
- 4 ■ **Yard Equipment Retrofit Program.** Over the past decade, diesel oxidation
5 catalysts have been applied to nearly all yard tractors at the Port. This program
6 has been carried out with Port funds and funding from the Carl Moyer Program.
- 7 ■ **Vessel Speed Reduction Program.** Under this voluntary program, oceangoing
8 vessels slow down to 12 knots within 20 or 40 nm of the entrance to Los Angeles
9 Harbor, thus reducing emissions from main propulsion engines. Currently, over
10 90 percent of ships comply with this voluntary program at 20 nm.

11 1.8.2.4.2 Water Quality

- 12 ■ **Water Resources Action Plan.** The Port and Port of Long Beach have
13 developed a coordinated WRAP, a comprehensive effort to target remaining
14 water and sediment pollution sources in San Pedro Bay (Port and Port of Long
15 Beach 2009). Both ports face ongoing challenges from contaminants that remain
16 in port sediments, flow into the harbor from port lands, and flow from upstream
17 sources in the watershed, well beyond the ports' boundaries. The goals for the
18 WRAP are: 1) to support the attainment of full beneficial uses of harbor waters
19 and sediments by addressing the impacts of past, present, and future port
20 operations; and, 2) to prevent port operations from degrading existing water and
21 sediment quality. Both ports are working closely with federal and state officials
22 and other stakeholders to develop measures that will further minimize landside
23 and waterside sources of pollutants in San Pedro Bay. The WRAP incorporates
24 these new programs while continuing the many water quality initiatives already
25 underway at both ports. The final plan was adopted at a joint meeting of the Los
26 Angeles and Long Beach Boards of Harbor Commissioners on August 12, 2009.
- 27 ■ **Clean Marina Program.** LAHD has developed a Clean Marina Program to help
28 protect water and air quality in Los Angeles Harbor. The program advocates that
29 marina operators and boaters use best management practices (BMPs)
30 representing environmentally friendly alternatives to some common boating
31 activities that may cause pollution or contaminate the environment. It also
32 includes several innovative clean water measures unique to the Port. The Clean
33 Marina Program features both voluntary components and measures required
34 through Port leases; CEQA mitigation requirements; or established federal, state,
35 and local regulations.
- 36 ■ **Water Quality Monitoring.** LAHD has been monitoring water quality at 31
37 established stations in San Pedro Bay since 1967. Samples are tested on a
38 monthly basis for dissolved oxygen (DO), biological oxygen demand, and
39 temperature. Other observations are noted, such as odor and color, as well as the
40 presence of oil, grease, and floating solids. The results of this long-term
41 monitoring initiative show that substantial improvement in harbor water quality
42 has occurred over the last four decades. It is notable that present water quality at
43 the Port is among the best of any industrialized port in the world.
- 44 ■ **Cabrillo Beach Water Quality Improvements.** The Port is one of the few
45 industrial ports in the world that also has a swimming beach. Inner Cabrillo
46 Beach provides still water for families with small children. However, bacteria in

1 shoreline waters frequently exceed water quality standards. LAHD has invested
2 several million dollars in water circulation/quality models and studies to
3 investigate and remediate the problem. Recently, LAHD repaired storm drains
4 and sewer lines in this area and replaced the beach sand as part of its
5 commitment to make sure that Cabrillo Beach continues to be an important
6 regional recreational asset.

7 **1.8.2.4.3 Habitat Management and Endangered Species**

- 8 ■ **California Least Tern Nesting Site Management.** The endangered California
9 least tern (a species of bird) shares a home with the Port's largest container
10 terminal on Pier 400. In 1979, LAHD began providing nesting habitat for the
11 species and in 1984 entered into a memorandum of agreement (MOA) with the
12 U.S. Fish and Wildlife Service (USFWS), the U.S. Army Corps of Engineers
13 (USACE), and California Department of Fish and Game (CDFG) for
14 management of a 15-acre least tern nesting site. The MOA sets forth the
15 responsibilities of the signing parties for management of the designated least tern
16 nesting site within the Harbor, and is renewed every 3 to 5 years, most recently in
17 2012.
- 18 ■ **Interagency Biomitigation Team.** As part of the development for mitigation of
19 the Deep-Draft Navigation Improvements, including the Pier 400 Landfill, the
20 San Pedro Bay port complex established an interagency mitigation team to
21 evaluate and provide solutions for impacts from landfill and terminal
22 construction on marine resources in the ports. The primary agencies involved
23 include the USACE, USFWS, National Oceanic and Atmospheric Administration
24 (NOAA) Fisheries/National Marine Fisheries Service (NMFS), and CDFG. A
25 number of mitigation agreements have been established through this
26 coordination, and the team continues to meet as necessary to address
27 environmental issues associated with port development and operations.

28 **1.8.2.4.4 General Port Programs**

- 29 ■ **Green Terminal Program.** LAHD is developing a green terminal program that
30 would be applied to the long-term development of Port container facilities. The
31 program would involve all aspects of terminal construction and operation and
32 include guidance on a suite of environmental measures to minimize the impacts
33 of cargo handling on air, water, and land resources.
- 34 ■ **Channel Deepening.** By deepening the main and ancillary channels, the Port can
35 accommodate larger ships. Larger ships would result in fewer ship visits to bring
36 in the same amount of goods, and fewer ships would result in fewer emissions.
- 37 ■ **Green Ports Program.** LAHD and the Port of Shanghai have signed an historic
38 agreement to share technology aimed at improving air and water quality and
39 mitigating environmental impacts on the operations of the ports.
- 40 ■ **Recycling.** LAHD incorporates a variety of innovative environmental ideas into
41 Port construction projects. For example, when building an on-dock rail facility,
42 LAHD saved nearly \$1 million and thousands of cubic yards of landfill space by
43 recycling existing asphalt pavement instead of purchasing new pavement. LAHD
44 also maintains an annual contract to crush and recycle broken concrete and
45 asphalt. In addition, LAHD has successfully used recycled plastic products, such

1 as fender piles and protective front-row piles, in many wharf construction
2 projects.

3 **1.8.2.5 Port of Los Angeles Strategic Plan 2012-2017**

4 On April 19, 2012, the Board approved a 5-year strategic plan that guides the Port's
5 priorities, objectives and various initiatives for developing infrastructure, enhancing
6 overall competitiveness, growing market share, optimizing land use, advancing
7 maritime technologies and sustainability efforts, and maintaining the Port's top
8 ranking as the nation's trade gateway to the Pacific Rim (Resolution # 12-7292). The
9 *Port of Los Angeles Strategic Plan 2012-2017* builds on the previous 2006-2011 5-
10 year plan.

11 The strategic plan includes seven strategic objectives with metrics to measure the
12 Port's performance and success in implementing the initiatives and goals under each
13 objective:

- 14 ■ Objective 1: Develop and Maintain World Class Infrastructure;
- 15 ■ Objective 2: Retain and Grow Market Share;
- 16 ■ Objective 3: Advance Technology and Sustainability;
- 17 ■ Objective 4: Optimize Land Use;
- 18 ■ Objective 5: Create a Positive Workplace Culture;
- 19 ■ Objective 6: Increase Stakeholder and Community Awareness and Support; and,
- 20 ■ Objective 7: Strengthen Financial Performance.

21 Objectives 3 and 4 reduce the environmental impacts associated with operations at
22 the Port.

23 Objective 3 promotes the advancement of technology and sustainability initiatives.
24 Of the four initiatives under this objective, Initiative 1 establishes increasing the
25 number of zero emission trucks in the Port drayage fleet, focusing on trips to and
26 from rail yards, through the development of an action plan to be completed by the
27 end of 2014, with a goal of increasing zero emission trucks to 50 percent of the
28 drayage fleet or 100 percent of the trucks calling at the near-dock rail yards by the
29 end of fiscal year 2019/20. Initiative 2 is to partner with educational institutions to
30 create workforce development programs that provide a smooth transition to
31 automated terminal technology, recognizing the Port's commitment to work with
32 customers to advance emerging technologies that enhance the environment and result
33 in more efficient cargo handling. Initiative 3 is to examine opportunities for efficient
34 and renewable energy for Port-owned and customer facilities in partnership with
35 PortTechLA and CleanTechLA. Lastly, Initiative 4 is to examine and encourage
36 AMP alternatives as a means to a more rapid and efficient reduction of vessel
37 emissions by implementing at least one demonstration project by 2013.

38 Objective 4 encourages optimizing land uses within the Port. Because the San Pedro
39 Waterfront and portions of the Wilmington Waterfront are committed to enhanced
40 public access and recreational uses, Terminal Island and other areas of the Port must
41 be reserved and placed into service to accommodate the Port's primary cargo

1 handling business. This objective includes five initiatives to promote optimizing land
2 uses within the Port. Initiative 1 recommends updating the PMP, including the
3 Terminal Island Plan, by June 2013. Initiative 2 encourages optimizing job creation
4 diversity by expanding visitor-serving maritime commercial and academic uses
5 within the San Pedro Waterfront. Initiative 3 is to ensure that uses of Port property
6 are revenue efficient and enhanced by maximizing agreements that reflect current
7 land values and market-based compensation by cargo sector. Initiative 4 encourages
8 creating development plans for the full utilization of contaminated facilities, low
9 performing assets, and for the removal of unused assets. Initiative 5 promotes
10 eliminating non-water dependent use facilities from Port cargo-designated waterfront
11 properties.

12 **1.8.2.6 Port of Los Angeles Leasing Policy**

13 On February 1, 2006, the Board approved a comprehensive Leasing Policy for the
14 Port that establishes a formalized, transparent process for tenant selection and also
15 includes environmental requirements as a provision in Port leases. In January of
16 2008, the Board approved a first amendment to the Port Leasing Policy incorporating
17 additional environmental requirements.

18 Specific emission-reducing provisions contained in the Leasing Policy are:

- 19 ■ Use of clean “low emission” trucks and locomotives to service the terminal
20 Cargo Handling Equipment purchases must meet one of the following standards:
 - 21 □ Cleanest available NO_x alternative-fueled engine, meeting 0.01 grams
22 (g)/brake horse power (bhp)-hour (hr) PM;
 - 23 □ Cleanest available NO_x diesel-fueled engine, meeting 0.01 g/bhp-hr PM; or,
 - 24 □ Cleanest available engine (either fuel type) and install cleanest Verified
25 Diesel Emissions Controls (VDECs) available.
- 26 ■ Compliance with VSRPs;
- 27 ■ Use of clean AMP or cold-ironing technology, plugging into shore-side electric
28 power while at dock, where appropriate; and,
- 29 ■ Use of low sulfur fuel in main and auxiliary engines while sailing within the
30 boundaries of the South Coast Air Basin (SCAB).

31 **1.8.2.7 Port of Los Angeles Green Building Policy**

32 In 2007 LAHD adopted a Green Building Policy, stipulating the following for all
33 buildings of new construction 7,500 square feet or greater:

- 34 ■ Buildings meeting the intention set forth by Leadership in Energy and
35 Environmental Design (LEED) New Construction (LEED NC) (i.e., office
36 buildings) will be designed to a minimum standard of LEED NC Gold (U.S.
37 Green Building Council 2009);
- 38 ■ Buildings of the typology that was not the primary focus for LEED NC (i.e.,
39 marine utilitarian buildings) will be designed to a minimum standard of LEED
40 NC Silver (U.S. Green Building Council 2009);

- 1 ■ All LAHD-owned existing buildings 7,500 square feet or greater will be
2 inventoried and evaluated for their applicability to LEED Existing Building
3 (LEED EB) standards. The operation and maintenance procedures of the building
4 will then be used to determine the priority for certification to LEED EB standards
5 (U.S. Green Building Council 2008);
- 6 ■ All other buildings not encompassed in the above criteria will be designed and
7 constructed to comply or be consistent with the highest practical and applicable
8 LEED standards or their equivalent to the extent feasible for the building's
9 purpose; and,
- 10 ■ In addition to meeting LEED standards, all new Port buildings will incorporate
11 solar power to the maximum feasible extent as well as incorporate the best
12 available technology for energy and water efficiency.

13 LAHD will also:

- 14 ■ Participate in the Los Angeles Department of Water and Power's (LADWP) New
15 Construction Incentive Program utilizing the Performance Method or Prescriptive
16 Method;
- 17 ■ Maintain a staff dedicated to the advancement of sustainable practices, with that
18 staff developing green guidelines and sustainable strategies for Port
19 developments, maintenance, and operations; and,
- 20 ■ Continuously evaluate their sustainable practices and maintain contact with
21 existing City department organizations for the advancement of those practices.

22 **1.8.2.8 City of Los Angeles Policies - Green LA Action Plan**

23 The City released its climate action plan, *Green LA: An Action Plan to Lead the*
24 *Nation in Fighting Global Warming*, in May 2007 (City of Los Angeles 2007). The
25 Green LA Plan is a voluntary program that sets a goal of reducing the City's GHGs
26 to 35 percent below 1990 levels by 2030. Climate LA is the implementation
27 framework that contains the details of the more than 50 action items that are included
28 in Green LA. The majority of the actions described in the Green LA Plan are not
29 project-specific and include City-wide actions. Some of the measures the City will
30 take to achieve the 35 percent reduction goal include the following:

- 31 ■ Increasing the amount of renewable energy provided by LADWP;
- 32 ■ Improving the energy efficiency of all City departments and City-owned
33 buildings;
- 34 ■ Converting City fleet vehicles, refuse collection trucks, street sweepers and buses
35 to alternative fuel vehicles;
- 36 ■ Providing incentives and assistance to existing LADWP customers in becoming
37 more energy efficient;
- 38 ■ Changing transportation and land use patterns to reduce dependence on
39 automobiles;
- 40 ■ Decreasing per capita water use;
- 41 ■ "Greening" the Port and the four airports operated by the City (including Los
42 Angeles International Airport [LAX] and LA/Ontario International Airport); and,

- 1 ■ Promoting expansion of the “green economy” throughout the city.

2 The Green LA Plan calls for the following Port-specific actions:

- 3 ■ Fully implement the CAAP;
- 4 ■ Complete a strategic plan for the Port, including sustainable and green growth
- 5 options; and,
- 6 ■ Complete an economic development plan for the Port, identifying opportunities
- 7 to link the Port’s investment in green growth to new economic opportunities in
- 8 the green sector.

9 **1.8.2.9 Sustainability and Port Climate Action Plan**

10 The Green LA Plan (Section 1.8.2.8) directs the Port to develop an individual

11 Climate Action Plan, consistent with the goals of Green LA, to examine opportunities

12 to reduce GHG emissions from operations.

13 In accordance with this directive, the Port’s Climate Action Plan developed in

14 December of 2007 covers currently listed GHG emissions related to the Port’s

15 activities, such as Port buildings and Port workforce operations (LAHD 2007). The

16 Plan outlines specific steps that LAHD has taken and will take on global climate

17 change. These steps include specific actions related to energy audits, green building

18 policies, onsite photovoltaic solar energy, green energy procurement, tree planting,

19 water conservation, alternative fuel vehicles, increased recycling, and green

20 procurement.

21 The *Port of Los Angeles 2011 Sustainability Report* (Port 2011) provides an

22 assessment of existing programs and policies that address the Port’s material issues

23 related to sustainability: green growth, health risk reduction, air quality, energy and

24 climate change, water quality, habitat protection, open space and greening, land use,

25 local economic development, and environmental justice.

26 LAHD also completes annual GHG inventories of the Port and reports these to the

27 appropriate climate registry. The 2006–2009 data were reported to the California

28 Climate Action Registry (CCAR), and subsequent data has been reported to The

29 Climate Registry (TCR).

30 LAHD, as a Department of the City of Los Angeles and as a port associated with a

31 major city, is a participant in the Clinton Climate Initiative as a Climate Leadership

32 Group (C40) City. LAHD is also signatory to the California Sustainable Goods

33 Movement Program.

1.9 Availability of the Draft Program EIR

The Draft PEIR is being distributed directly to agencies, organizations, and interested groups and persons for comment during a 45-day formal review period in accordance with CEQA Guidelines Sections 15087 and 15105. During the 45-day public review period the Draft PEIR is available for general public review at the following locations:

Los Angeles Harbor Department
Environmental Management Division
222 W. 6th Street, Suite 1080
San Pedro, CA 90731

Los Angeles Public Library
Central Branch
630 West 5th Street
Los Angeles, CA 90071

Los Angeles Public Library
San Pedro Branch
921 South Gaffey Street
San Pedro, CA 90731

Los Angeles Public Library
Wilmington Branch
1300 North Avalon Boulevard
Wilmington, CA 90744

In addition to printed copies of the Draft PEIR, electronic versions are also available. Due to the size of the document, the electronic versions have been prepared as a series of PDF files to facilitate downloading and printing. Members of the public can request a CD containing the Draft PEIR by sending an email to ceqacomment@portla.org. The Draft PEIR is also available in its entirety on the LAHD website at: <http://www.portoflosangeles.org/environment/publicnotice.htm>.

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