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ENVIRONMENTAL JUSTICE

5.1 Introduction

5.2 Environmental Setting

5.3 Applicable Regulations

5.4 Assessment

5.4.1 Methodology

5.4.2 Proposed Project and Cumulative Effects

Public comments received as part of the public involvement process for the EIS/EIR identified several concerns related to environmental justice. Those concerns are addressed below. Cross-references to other resource sections are provided, as needed, where additional analysis of these concerns is presented in the EIS/EIR.

- **Adverse effects from blight, off-port container storage, and tractor trailer parking in neighborhoods.** Section 3.8 (Land Use) addresses the potential for effects on neighborhood quality that relate to changes in land use, and Section 4.2.8 addresses cumulative effects and the proposed Project's contribution. Socioeconomics Chapter 7 also addresses these topics under the heading of environmental quality. The proposed Project would have less than significant effects on environmental quality and a less than cumulatively considerable contribution to cumulative impacts on neighborhood disruption (**Impact LU-3**) and, therefore, would not result in disproportionate effects.

- **Impacts on housing values.** Section 3.8 (Land Use) addresses the potential for effects on housing values (**Impact LU-4**), and Section 4.2.8 addresses cumulative effects and the proposed Project’s contribution (**Cumulative Impact LU-4**). Socioeconomics Chapter 7 also addresses this topic under the heading of property values. No changes in housing value trends are anticipated as a result of the proposed Project and therefore, there would be no disproportionate effects on minority and low-income populations.
- **Environmental justice and community impacts due to relocation of the Pier A rail yard.** Section 3.9, Noise describes construction noise impacts to an estimated 10-15 live-aboards in the marina south of the relocated rail yard, and Section 4.2.9 describes cumulative impacts related to construction noise (as well as other noise issues). This Port area is industrially zoned. As described below under **NOI-1**, the estimated population characteristics of the area indicate a disproportionate effect on minority populations but not on low-income populations. Alameda Street intervenes between the relocated Pier A rail yard and other, mostly industrial, land uses. The closest residential zoning and land use designations are to the northwest. Section 3.8, Land Use does not identify any significant land use impacts.
- **Effects of the proposed Project on ethnic retailers and wholesalers in nearby communities.** Individual ethnic and minority-owned businesses were not identified as part of the environmental documentation process. No businesses would be relocated as a result of the proposed Project. Businesses in nearby communities, including ethnic and minority businesses, could benefit from the proposed Project. For example, import wholesalers and import retailers rely on goods transported through the Port, which are projected to increase. In addition, other types of retailers in nearby communities could benefit from the proposed Project if they supply goods and services to the terminal, vessel operators or other cargo handling businesses, or if workers with these businesses or suppliers make purchases from the retailers.

5.4.2.1 Evaluation of Disproportionately High and Adverse Effects on Minority and Low-Income Populations

The proposed Project’s individual impacts are described for each resource in Chapter 3, and contributions to cumulative impacts in Chapter 4. This section provides a summary of impacts that would represent disproportionately high and adverse effects on minority and low-income populations. Section 5.4.2.2 addresses impacts that would not represent disproportionately high and adverse effects on minority and low-income populations.

5.4.2.2 Summary of Impacts that Would Not Cause Disproportionately High and Adverse Effects on Minority and Low-Income Populations

This section provides a summary of individual and cumulative impacts that would not cause disproportionately high and adverse effects on minority and low-income

populations, either (1) because the unmitigated proposed Project would not result in significant project impacts or make a cumulatively considerable contribution to cumulatively significant impacts; (2) mitigation measures applied to the proposed Project would reduce impacts to less than significant and cumulative contributions to less than cumulatively considerable; and/or (3) because the significant impact or cumulatively considerable contribution would not affect human populations or would not have a disproportionately high and adverse effect on minority and low-income populations based on comparison of the affected population to the general population. Most of the project's significant impacts would be reduced through mitigation and would not result in disproportionate effects on minority and low-income populations.

Land Use (Section 3.8 and Section 4.2.8)

Since the proposed Project has the capacity to affect land use within the Port and surrounding communities, the region of analysis for land use impacts includes the Port of Los Angeles and extends to adjacent areas, including the communities of Wilmington and San Pedro that would be assessed in terms of their compatibility with the intensification of Port industrial uses.

- **LU-1:** The proposed Project would be consistent with land use and density designations in land use plans that govern development, after plan amendments, and would have no impact or contribution to a cumulative impact. Thus, **Impact LU-1** would not result in disproportionately high and adverse effects on minority and low-income populations.
- **LU-2:** The proposed Project would be consistent with environmental goals and policies delineated in land use plans that govern buildout and would have no impact or contribution to a cumulative impact. Thus, **Impact LU-2** would not result in disproportionately high and adverse effects on minority and low-income populations.
- **LU-3:** With implementation of Mitigation Measures LU-1 and LU-2, The proposed Project would not have an individually significant impact with respect to Impact LU-3 related to disruption, division, or isolation of existing neighborhoods, communities, or land uses, nor would it make a cumulatively considerable contribution to such a cumulatively significant impact. Therefore, there would be no disproportionately high and adverse effects on minority and low-income populations.
- **LU-4:** The proposed Project would not have a significant effect on property values, nor a cumulatively considerable contribution to changes in property values, within surrounding communities. Since **Impact LU-4** is less than significant and less than cumulatively considerable (relative to both CEQA and No Federal Action/NEPA baselines), this impact would not result in disproportionately high and adverse effects on minority and low-income populations.

5.4.2.3 Beneficial Impacts

Under Executive Order 12898, offsetting benefits should also be considered by decision-makers when a project would result in disproportionately high and adverse effects. The proposed Project would create economic benefits in the form of jobs and income (see Chapter 7, Socioeconomics and Environmental Quality). In addition, construction of the Harry Bridges Buffer Area would create an aesthetic benefit (see Section 3.1, Aesthetics and Visual Resources) and a recreational amenity (see Section 3.12, Utilities and Public Services). If contaminated soils are encountered during construction, site remediation would result in beneficial impacts (see section 3.6, Groundwater and Soils). Since the proposed Project would also involve approval of new uses at Berths 136-147, it would allow the Port to impose new mitigation measures on the operation of the terminal there. With these mitigation measures in place, cancer risk would decrease in most of the areas in the vicinity of the Port (see section 3.2 Air Quality, and Appendix D3).

5.4.3 No Project Alternative

5.4.4 Project Without the 10-Acre Fill Alternative

5.4.5 Reduced Wharf Alternative

5.4.6 Omni Terminal Alternative

5.4.7 Landside Terminal Improvements Alternative

5.4.8 Summary of Disproportionate Effects on Minority and Low-Income Populations

5.5 Public Outreach

5.5.1 Alternative Forms of Distribution

5.5.2 Spanish Translation