7

SOCIOECONOMICS AND ENVIRONMENTAL QUALITY

7.1 Introduction

This section describes the existing socioeconomic conditions of the proposed project area and surrounding vicinity, as well as the factors contributing to positive or adverse conditions affecting environmental quality. The socioeconomic character of the local area in the vicinity of the Port and the larger Southern California region is described using information regarding employment and earnings, population, and housing resources. The description of environmental quality in the vicinity of the Port presents information regarding community redevelopment activities, planning and zoning actions taken by the City of Los Angeles in general and LAHD specifically, and other physical, social, and economic factors contributing to community perceptions of environmental quality. As discussed in this chapter, total employment attributable to the proposed Project would be approximately 3,669 jobs in 2015 in the Los Angeles area and approximately 3,801 jobs in the Los Angeles area by 2037 (Port of Los Angeles 2007, SCAG 2001).

7.2 Environmental Setting

The environmental setting includes existing or baseline conditions and describes attributes of the human and built environment (including infrastructure) in the vicinity of the Port and within the larger region of Southern California. For the purposes of this analysis and as used in this section, Southern California refers to a five-county region that includes the counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura (i.e., Imperial and San Diego Counties are excluded).

7.2.1 Socioeconomics

Socioeconomics encompasses a number of topical areas including employment and income, population, and housing. Within each of these areas, subtopics are addressed. These include an examination of conditions at different geographical scales that have relevance to the potential impacts associated with implementation of the proposed Project.

7.2.1.1 Population

7.2.1.1.1 Existing Population

The number of residents within the five counties of Southern California increased by 3.1 million between 1990 and 2007 at an average annual rate of almost 1.6%. The most rapid rate of changes took place in Riverside County (4.6% annually) and San Bernardino County (2.3% annually). While the largest numeric increase occurred in Los Angeles County (1.4 million persons), the rate of change was the least of the counties (1.04% annually) (see Table 7-1).

The population of the City of Los Angeles increased over the same time period but at a substantially slower pace. The number of residents increased by 532,682 persons at an average annual rate of 0.96%. Two cities in the South Bay section of Southern California saw population increase at rates greater than that for the City of Los Angeles: Signal Hill (2.13% annually) and Carson (1.06% annually). The community plan areas in the vicinity of the Port experienced only modest population gains of between 8 and 16% between 1990 and 2006.

Chapter 5, "Environmental Justice," discusses the racial/ethnic and age compositions of the population in the vicinity of proposed Project—the County of Los Angeles and the cities of Los Angeles, Long Beach, and Carson.

7.2.1.1.2 Projected Population

Population projections prepared by SCAG forecast a compound rate of growth over the 30-year period between 2005 and 2035 of just less than 1% annually for Southern California. The region is projected to add almost 5.8 million residents over the period. Between the period of 2005 and 2035, the highest growth rates are projected for Riverside (an increase of 1,665,348; 86.2%) and San Bernardino (an increase of 1,162,483; 58.22%) Counties. The population of the City of Los Angeles is projected to increase by almost 460,000 residents at an annual average rate of 0.4% (see Table 7-2).

Table 7-1. Population by Region, County, Place, and Community Plan Area (1990–2007)

	4/1/1990 (Census)	*4/1/2000 (Census)*	*1/1/2005 (DOF)*	*1/1/2006 (DOF)*	*1/1/2007 (DOF)*	*Numeric Increase (1990–2007)*	*Percent*	*Average Annual Percent*
Southern California (5-County Region)	14,531,529	16,373,645	17,919,625	18,107,823	18,315,210	3,783,681	26.04	1.63
Counties								
Los Angeles	8,863,052	9,519,338	10,191,080	10,257,994	10,331,939	1,468,887	16.57	1.04
Orange	2,410,668	2,846,289	3,050,403	3,071,924	3,098,121	687,453	28.52	1.78
Riverside	1,170,413	1,545,387	1,885,627	1,966,607	2,031,625	861,212	73.58	4.60
San Bernardino	1,418,380	1,709,434	1,948,454	1,993,983	2,028,013	609,633	42.98	2.69
Ventura	669,016	753,197	811,202	817,315	825,512	156,496	23.39	1.46
City of Los Angeles	3,485,398	3,694,820	3,943,572	3,980,422	4,018,080	532,682	15.28	0.96
Harbor Area Planning Commission	182,054	193,168	192,912	205,029	N/A	22,975	12.62	0.84
Community Plan Areas								
Harbor Gateway	36,011	39,685	39,738	41,796	N/A	5,785[1]	16.06	1.07
Port of Los Angeles	1,785	1,804	1,844	1,931	N/A	146[1]	8.18	0.55
San Pedro	74,175	76,173	76,756	80,879	N/A	6,704[1]	9.04	0.60
Wilmington-Harbor City	70,083	75,506	74,574	80,423	N/A	10,340[1]	14.75	0.98
Incorporated Cities								
Carson	83,995	89,730	97,999	98,110	98,178	14,183	16.89	1.06
Lakewood	73,553	79,345	83,391	83,397	83,641	10,088	13.72	0.86
Long Beach	429,321	461,522	489,931	490,798	492,912	63,591	14.81	0.93
Palos Verdes Estates	13,512	13,340	14,162	14,060	14,085	573	4.24	0.27
Rancho Palos Verdes	41,667	41,145	43,378	43,045	43,092	1,425	3.42	0.21

	4/1/1990 (Census)	*4/1/2000 (Census)*	*1/1/2005 (DOF)*	*1/1/2006 (DOF)*	*1/1/2007 (DOF)*	*Numeric Increase (1990–2007)*	*Percent*	*Average Annual Percent*
Redondo Beach	60,167	63,261	67,099	67,201	67,495	7,328	12.18	0.76
Rolling Hills	1,871	1,871	1,977	1,968	1,972	101	5.40	0.34
Rolling Hills Estates	7,789	7,676	8,164	8,102	8,099	310	3.98	0.25
Signal Hill	8,371	9,333	10,912	11,105	11,229	2,858	34.14	2.13
Torrance	133,107	137,946	146,909	147,299	148,558	15,451	11.61	0.73

[1] The population increase for the Southern California region, the five counties, Los Angeles City, and other incorporated cities is calculated for the period of 1990–2007. The population increase for the Harbor Area planning Commission and the three Community Plan Areas is calculated for the period of 1990–2006, as 2006 was the latest information available on the Los Angeles City Planning website.
Source: California Department of Finance 2007; Los Angeles City Planning Department Website, December 2007.

Table 7-2. Population Projections for Region, County, and Place (2005–2035)

								Change (2005–2035)		
	2005	*2010*	*2015*	*2020*	*2025*	*2030*	*2035*	*Numeric*	*Percent*	*Average Annual Percent*
Southern California (5-County Region)	17,982,655	19,216,079	20,218,791	21,192,904	22,097,476	22,943,062	23,736,844	5,754,189	32.00	1.07
Counties										
Los Angeles	10,206,001	10,615,730	10,971,602	11,329,829	11,678,552	12,015,889	12,338,620	2,132,619	20.90	0.70
Orange	3,059,952	3,314,948	3,451,755	3,533,935	3,586,283	3,629,539	3,653,990	594,038	19.41	0.65
Riverside	1,931,332	2,242,745	2,509,330	2,809,003	3,089,999	3,343,777	3,596,680	1,665,348	86.23	2.87
San Bernardino	1,971,318	2,182,049	2,385,748	2,582,765	2,773,945	2,957,753	3,133,801	1,162,483	58.97	1.97
Ventura	814,052	860,607	900,356	937,372	968,697	996,104	1,013,753	199,701	24.53	0.82

	2005	*2010*	*2015*	*2020*	*2025*	*2030*	*2035*	*Change (2005–2035)*		
								Numeric	*Percent*	*Average Annual Percent*
Cities										
Los Angeles	3,955,392	4,057,484	4,128,125	4,204,329	4,277,732	4,348,281	4,415,772	460,380	11.64	0.39
Carson	97,864	101,507	104,233	107,089	109,580	112,512	115,059	17,195	17.57	0.59
Palos Verdes Estates	14,083	14,175	14,188	14,223	14,255	14,283	14,308	225	1.60	0.05
Rancho Palos Verdes	43,130	43,192	43,246	43,251	43,256	43,261	43,266	136	0.32	0.01
Redondo Beach	67,018	68,095	69,928	71,016	72,046	73,135	74,136	7,118	10.62	0.35
Rolling Hills	1,970	1,985	1,988	1,994	2,000	2,006	2,012	42	2.13	0.07
Rolling Hills Estates	8,109	8,336	9,150	9,215	9,273	9,307	9,311	1,202	14.82	0.49
Torrance	146,820	150,393	152,825	155,464	158,005	160,444	162,772	15,952	10.87	0.36
Lakewood	83,231	84,060	84,354	84,420	84,425	84,430	84,435	1,204	1.45	0.05
Long Beach	489,427	503,251	517,226	531,854	545,980	559,598	572,614	83,187	17.00	0.57
Signal Hill	10,986	11,405	11,772	12,155	12,527	12,887	13,234	2,248	20.46	0.68

Source: SCAG 2008.

7.2.1.2 Economic

7.2.1.2.1 Employment

Existing conditions with regard to employment and income are described from a number of perspectives. They include the following:

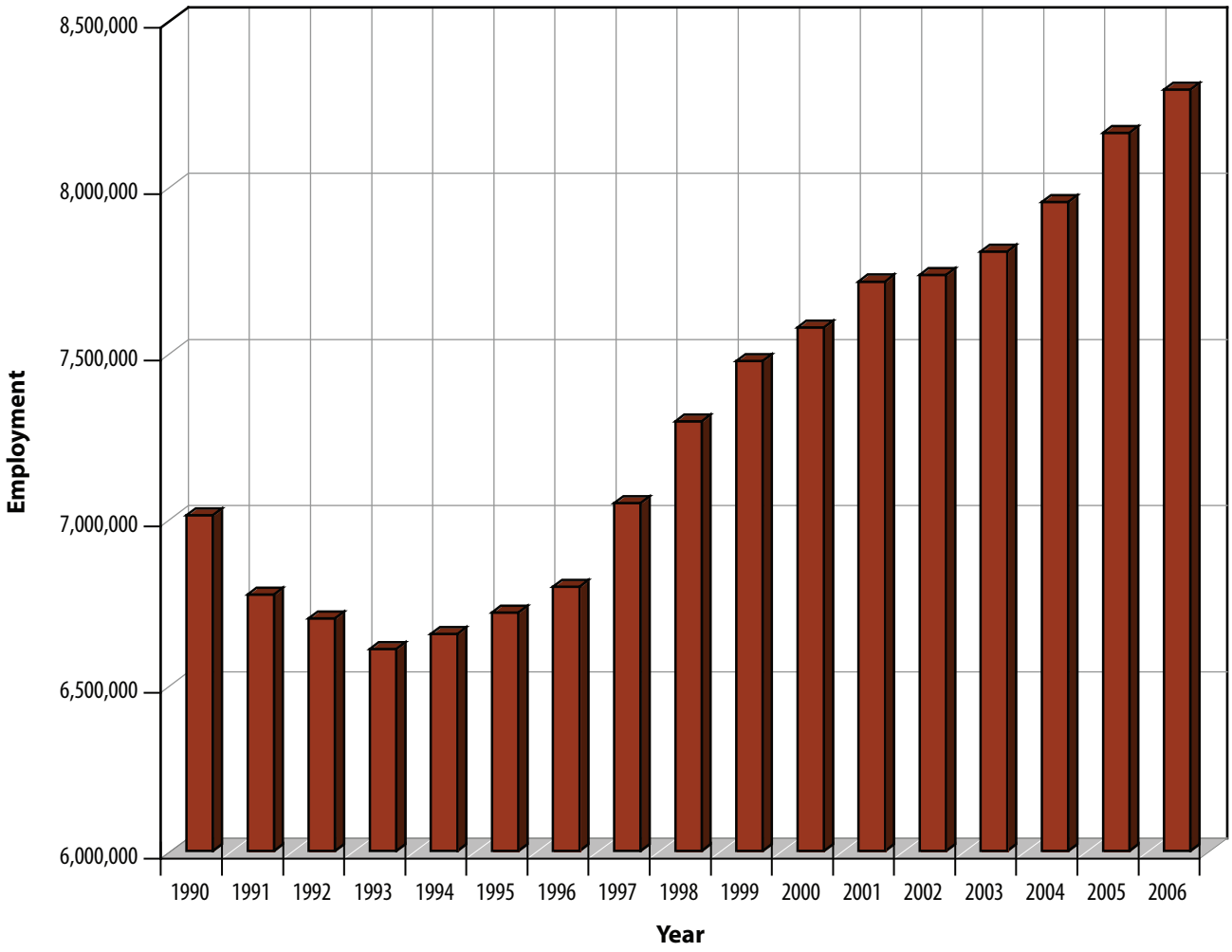
- conditions at the regional level (the five-county region within Southern California as identified above);
- contributions to the regional economy by the cruise industry;
- the role of the Port; and
- conditions at the county and local level (small geographical areas in the vicinity of the Port, including Wilmington, San Pedro, Carson, and Harbor City.).

Southern California

Between 1990 and 2006 employment in Southern California increased by more than one million jobs at an average annual rate of 1.5% (see Figure 7-1). Examination of the information presented in Table 7-3 illustrates the manner in which this growth varied geographically. The greatest increase in number of employees over the 16-year period (346,500 jobs) occurred in Orange County, whereas the largest percentage increase in employment occurred in Riverside County (94.1%). The employment in Riverside County grew at an annual average rate of 5.9%. San Bernardino County experienced the next greatest percentage increase in employment (250,500 jobs) for a 60.6% increase. Los Angeles County experienced an employment decrease of more than 49,300 jobs, which when compared to the base of almost 4,149,500 jobs in 1990, registered a decrease of 1.2% over the 16-year period (CEDD 2007).

Based on projections prepared by the Southern California Association of Governments (SCAG), employment in Southern California will continue to expand, especially in Riverside and San Bernardino Counties (see Table 7-4). These two counties are anticipated to experience much higher growth rates compared to those of Los Angeles, Orange, and Ventura Counties. Unemployment levels in the counties of Southern California have mirrored closely the cyclical pattern of that of the State of California (see Figure 7-2). Unemployment rose steeply in the early 1990s. This rise was associated with the reduction in military spending (especially in the aerospace industry) at the end of the Cold War. Rates peaked in 1993 and then fell gradually throughout the remaining 1990s with the rebound of the economy buoyed by the surge in activity in the computer software industry and the residential construction boom. Following this period, unemployment rates rose for a few years before moving downwards again.

Throughout these cycles, unemployment rates in Orange County were consistently lower than those in the other counties of Southern California as well as the state (see Table 7-5).



Source: California Employment Development Department, Labor Market Information Division, 2007.

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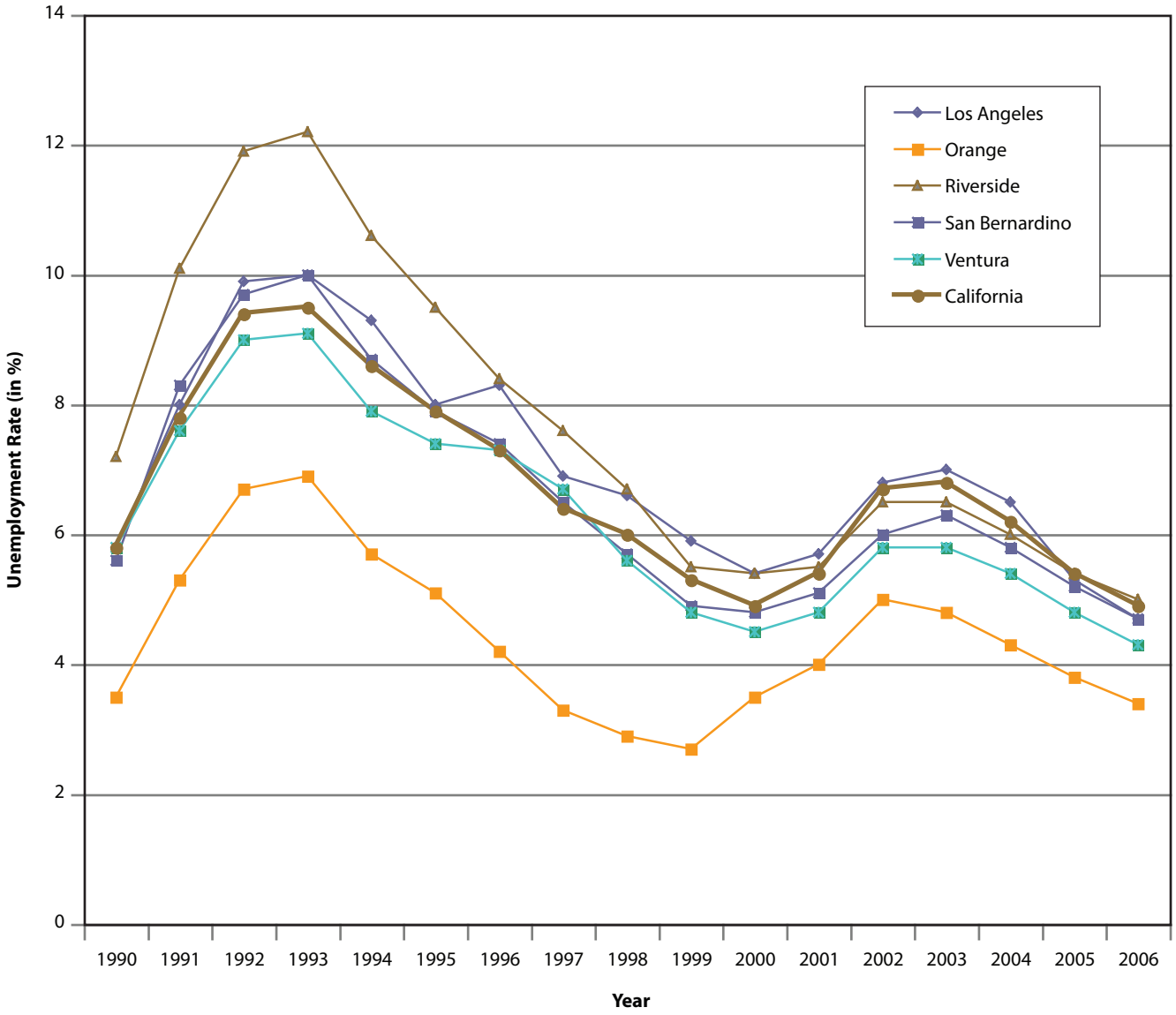
Figure 7-1
Employment in 5-County Southern California Region (1990-2006)



Source: California Employment Development Department, Labor Market Information Division, 2007.

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Figure 7-2
Unemployment Rate for State and Counties (1990-2006)

Table 7-3. Total Employment (Farm and Nonfarm) by County (1990–2006)

Year	*Los Angeles*	*Orangey*	*Riverside*	*San Bernardino*	*Ventura*	*SCAG Region*
1990	4,149,500	1,179,000	321,700	413,400	247,000	6,310,600
1991	3,992,600	1,150,800	322,700	418,900	246,000	6,131,000
1992	3,813,600	1,133,200	325,800	425,700	244,100	5,942,400
1993	3,716,800	1,122,700	332,000	423,800	245,000	5,840,300
1994	3,710,400	1,133,800	341,500	431,300	251,100	5,868,100
1995	3,754,500	1,158,000	355,300	446,400	254,300	5,968,500
1996	3,795,700	1,191,000	366,300	458,500	255,300	6,066,800
1997	3,872,000	1,240,700	388,400	474,800	260,000	6,235,900
1998	3,951,200	1,305,700	412,200	491,600	270,000	6,430,700
1999	4,010,200	1,352,200	441,600	518,700	281,100	6,603,800
2000	4,079,800	1,396,500	466,500	543,600	294,300	6,780,700
2001	4,082,000	1,420,800	484,300	566,400	299,000	6,852,500
2002	4,034,600	1,411,000	508,900	575,900	301,000	6,831,400
2003	3,990,800	1,436,200	529,600	589,900	304,400	6,850,900
2004	3,999,700	1,463,400	557,400	621,300	306,900	6,948,700
2005	4,031,600	1,496,500	593,100	647,100	313,700	7,082,000
2006	4,100,200	1,525,500	624,500	663,900	320,700	7,234,800
Change 1990–2006						
Number	-49,300	346,500	302,800	250,500	73,700	924,200
Percent	-1.2	29.4	94.1	60.6	29.8	14.6
Average Annual Percent	-0.1	1.8	5.9	3.8	1.9	0.9

Source: California Employment Development Department, Labor Market Information Division, 2007.

Table 7-4. Employment Projections (2005–2035)

Area	*2005*	*2010*	*2015*	*2020*	*2025*	*2030*	*2035*	*Change (2005–2035)*		
								Numeric	*Percent*	*Average Annual Percent*
Southern California (5-County Region)	**7,712,876**	**8,276,240**	**8,718,452**	**9,076,942**	**9,429,680**	**9,787,437**	**10,154,571**	**2,441,695**	**31.66**	**1.06**
Counties										
Los Angeles	4,397,025	4,552,398	4,675,875	4,754,731	4,847,436	4,946,420	5,041,172	644,147	14.65	0.49
Orange	1,615,936	1,755,167	1,837,771	1,897, 352	1,933,058	1,960,633	1,981,901	365,965	22.65	0.75
Riverside	650,319	784,998	911,381	1,042,145	1,168,769	1,295,487	1,413,522	763,203	117.36	3.91
San Bernardino	704,239	810,233	897,489	965,778	1,045,480	1,134,960	1,254,749	550,510	78.17	2.61
Ventura	345,357	373,444	395,936	416,936	434,937	449,937	463,227	117,870	34.13	1.14
Cities										
Los Angeles	1,764,768	1,820,092	1,864,061	1,892,039	1,925,148	1,960,393	1,994,134	229,366	13.00	0.43
Carson City	51,937	52,616	53,155	53,499	53,904	54,336	54,750	2,813	5.42	0.18
Palos Verdes Estates	3,447	3,560	3,649	3,706	3,774	3,845	3,914	467	13.55	0.45
Rancho Palos Verdes	6,191	6,406	6,577	6,686	6,815	6,952	7,083	892	14.41	0.48
Redondo Beach	30,079	30,586	30,989	31,246	31,548	31,871	32,180	2,101	6.98	0.23
Rolling Hills	476	490	502	509	518	527	536	60	12.61	0.42
Rolling Hills Estates	3,786	3,897	3,984	4,040	4,106	4,177	4,244	458	12.10	0.40
Torrance	104,992	107,277	109,092	110,252	111,615	113,071	114,464	9,472	9.02	0.30
Lakewood	17,000	17,606	18,088	18,396	18,758	19,144	19,514	2,514	14.79	0.49
Long Beach	180,842	185,938	189,987	192,573	195,614	198,860	201,967	21,125	11.68	0.39
Signal Hill	11,822	12,085	12,294	15,211	12,584	12,752	12,912	1,090	9.22	0.31

Source: SCAG 2008.

Table 7-5. Unemployment Rate (%) by County (1990–2006)

	County					
Year	*Los Angeles*	*Orange*	*Riverside*	*San Bernardino*	*Ventura*	*California*
1990	5.8	3.5	7.2	5.6	5.8	5.8
1991	8	5.3	10.1	8.3	7.6	7.8
1992	9.9	6.7	11.9	9.7	9	9.4
1993	10	6.9	12.2	10	9.1	9.5
1994	9.3	5.7	10.6	8.7	7.9	8.6
1995	8	5.1	9.5	7.9	7.4	7.9
1996	8.3	4.2	8.4	7.4	7.3	7.3
1997	6.9	3.3	7.6	6.5	6.7	6.4
1998	6.6	2.9	6.7	5.7	5.6	6
1999	5.9	2.7	5.5	4.9	4.8	5.3
2000	5.4	3.5	5.4	4.8	4.5	4.9
2001	5.7	4	5.5	5.1	4.8	5.4
2002	6.8	5	6.5	6	5.8	6.7
2003	7	4.8	6.5	6.3	5.8	6.8
2004	6.5	4.3	6	5.8	5.4	6.2
2005	5.3	3.8	5.4	5.2	4.8	5.4
2006	4.7	3.4	5	4.7	4.3	4.9

Source: California Employment Development Department, Labor Market information Division, 2007.

As mentioned above, jobs have decreased in Los Angeles County over the period of 1990–2006 (see Table 7-6). The decline in jobs in the Natural Resources and Mining, Manufacturing and Federal Government sector have led to this overall decline in the County. In the decade of the 1980s, the decline in manufacturing jobs numbered about 53,000 jobs (5.7%), while in the 1990s the loss increased to over 220,000 jobs (25%). This decline was more than offset by a substantial increase in jobs in other sectors of the economy, especially in the services sector, which saw an increase in employment of over 934,000 jobs (80%) between 1980 and 2000.

Research conducted by SCAG (June 2004) demonstrates that the average per capita income and average payroll per job in the five counties of Southern California have declined significantly over the last 10 to 15 years when compared to other metropolitan areas in the nation. This deterioration began noticeably with the severe economic dislocation experienced in the high-paying aerospace and defense manufacturing sector in the early 1990s during the post–Cold War recession. Although the region recovered from the employment loss in succeeding years, the quality (and salary) of the jobs created compared poorly with those lost.

Over the period 1990–2006, many of the lost jobs have been in well-paying sectors such as manufacturing (aerospace, electronic instrument, computer and peripheral, machinery, and fabricated metal) and Department of Defense and other federal agencies. Although a significant number of well-paying jobs were added to the regional economy over the same time period (arts/entertainment/recreation, wholesale trade, transportation and warehousing, construction, local government, and health care), the majority of new jobs were lower-paying in the services (office administrative, employment, and food and drinking places) and local government education sectors. The average annual wage level of the losing sectors was just over $45,000, while that of the gaining sectors was just over $33,000, which is almost 27% lower.

Since the proposed Project would involve a large construction effort over a long period of time, a discussion of trends in the construction sector in Los Angeles County is included. Employment in the construction industry registered an increase of 11,600 jobs (almost 8%) in a 16-year period (1990–2006). This represents an increase of 0.5% annually. In 2006, the construction industry represented 4% of the total employment in Los Angeles County (see Table 7-6).

Cruise Ship Industry

The State of California ranked second in economic impacts in the cruise ship industry, as the cruise line industry spent $1.5 billion in California (International Council of Cruise Industries website, 2005). It generated 44,677 jobs, and the wages in the industry totaled $1.9 billion. In addition, California is one of the most active cruise passenger source markets in the world. According to Cruise Line International Association Inc. (CLIA), California generated more than 1,185,000 passengers in 2005 (11.33% of the total North American Market), second only to Florida in this regard. The four major ports of California (San Francisco, Los Angeles, Long Beach, and San Diego) accounted for more than 1 million passenger embarkations in 2004, which is almost 14% of the U.S. total (Bermello Ajamil & Partners 2006).

The Port of Los Angeles is one of the leading cruise homeports on the West Coast of the United States. The World Cruise Center currently operates out of two existing terminals (Berths 91–92 and Berth 93), with two permanent berths (91–92 and 93) and a temporary third berth used on occasion at Berth 87. Since 1990, the number of ship calls has ranged from a high of 438 in 1993 to a low of 230 in 2004 (Bermello Ajamil & Partners 2006). In 2006, the cruise terminals had 265 ship calls and accommodated 1,184,223 passengers (Chase pers. comm.). A detailed description for the Cruise Ship Industry operations has been presented in Section 2.2.5, "Existing Cruise Ship Operations" of Chapter 2, "Project Description."

Geographical Distribution of Port Workers

The employment generated by maritime cargo activity at the marine terminals owned by the Port of Los Angeles can be categorized into trucking, International Longshore and Warehouse Union (ILWU), freight forwarders/customs house brokers, warehousing, steamship agents, chandlers, surveyors, etc. About 43,398 jobs are directly generated by activities at the marine terminals (Martin Associates 2007).

Table 7-6. Total Employment for Los Angeles County, California (1990–2006)

						Change (1990–2006)		
	1990	*1995*	*2000*	*2005*	*2006*	*Number*	*Percent*	*Average Annual Percent*
Industry Group								
Total, All Industries	4,149,500	3,754,500	4,079,800	4,031,600	4,100,200	-49,300	-1.19	-0.07
Total Farm	13,700	8,000	7,700	7,400	7,600	-6,100	-44.53	-2.78
Total Nonfarm	4,135,700	3,746,600	4,072,100	4,024,200	4,092,500	-43,200	-1.04	-0.07
Natural Resources and Mining	8,200	4,100	3,400	3,700	4,000	-4,200	-51.22	-3.20
Construction	145,100	113,300	131,700	148,700	156,700	11,600	7.99	0.50
Manufacturing	812,000	628,100	612,200	471,700	462,300	-349,700	-43.07	-2.69
Trade, Transportation, and Utilities	794,900	721,100	786,000	795,400	814,100	19,200	2.42	0.15
Information	186,200	190,900	243,700	207,600	209,700	23,500	12.62	0.79
Financial Activities	279,900	223,900	224,500	244,000	248,000	-31,900	-11.40	-0.71
Professional and Business Services	541,600	516,100	587,900	576,100	594,700	53,100	9.80	0.61
Educational and Health Services	384,700	372,200	416,800	471,300	481,300	96,600	25.11	1.57
Leisure and Hospitality	306,700	309,800	344,700	377,800	387,500	80,800	26.34	1.65
Other Services	136,700	131,300	140,000	144,300	145,700	9,000	6.58	0.41
Government	539,800	535,700	581,300	583,700	588,600	48,800	9.04	0.57
Federal Government	71,900	63,400	57,900	53,500	52,300	-19,600	-27.26	-1.70
State and Local Government	467,900	472,300	523,300	530,200	536,300	68,400	14.62	0.91
State Government	69,900	70,500	77,100	78,200	79,500	9,600	13.73	0.86
Local Government	398,100	401,800	446,200	452,000	456,800	58,700	14.75	0.92

Source: California Employment Development Department, Labor Market Information Division, 2007.

Table 7-7 presents the distribution of the 43,398 direct jobs by place of employment. The geographic residency is based on the results of the interviews with 721 firms. As this table indicates, 12.7% of the direct job holders reside in the City of Los Angeles (excluding Wilmington and San Pedro), 16.8% in the City of Long Beach, 13% in San Pedro, and 8.7% in Wilmington. Another 37% reside in other parts of Los Angeles County (Martin Associates 2007).

Table 7-7. Distribution of Direct Cargo Jobs by Place of Residency for the Port of Los Angeles

Jurisdiction	*Share (in %)*	*Cargo Direct Jobs*
City of Los Angeles (excluding San Pedro and Wilmington)	12.66	5,495
City of Long Beach	16.78	7,280
San Pedro	13.06	5,669
Wilmington	8.73	3,790
Other Los Angeles County	36.97	16,042
Orange County	7.76	3,367
Riverside County	1.15	498
San Bernardino County	2.25	978
Ventura County	0.13	58
Other Los Angeles County	0.51	220
Total	100.00	43,398
Totals may not add due to rounding. Source: Martin Associates, August 2007.		

Occupation by Place of Residence

Information regarding occupation (aggregated to industrial sectors similar to those addressed above) is contained in the 2000 decennial census. The definition of the categories varies somewhat from those presented earlier; however, these differences are small. The occupational breakdown (for the employed civilian population 16 years of age and over) is available for small geographical areas such as zip code areas, as presented in Table 7-8. The zip code areas selected are those in the immediate vicinity of the Port for the communities of Wilmington, San Pedro, Harbor City, and the cities of Torrance, Carson, and Long Beach.

Table 7-8. Occupational Breakdown (%) by Place of Residence, 2000 (Employed civilian population 16 years and over)

Percent by Occupation	*90501 Torrance*	*90502 Torrance*	*90710 Harbor City*	*90731 San Pedro*	*90732 San Pedro*	*90744 Wilming-ton*	*90745 Carson*	*90802 Long Beach*	*90806 Long Beach*	*90810 Long Beach*	*90813 Long Beach*
Agriculture, forestry, fishing and hunting, and mining:	0.19	0.23	0.05	0.58	0.36	0.63	0.37	0.31	0.58	0.68	0.42
Agriculture, forestry, fishing and hunting	0.10	0.23	0.05	0.53	0.36	0.48	0.17	0.21	0.10	0.54	0.18
Mining	0.09	0.00	0.00	0.05	0.00	0.15	0.20	0.09	0.48	0.14	0.24
Construction	5.98	3.69	3.86	6.63	4.22	6.89	3.45	4.88	4.73	5.39	8.79
Manufacturing	16.69	18.43	20.31	12.77	12.95	22.24	22.16	12.55	15.29	20.70	19.10
Wholesale trade	4.42	5.69	3.81	4.07	4.31	6.16	4.64	4.00	4.30	5.55	4.13
Retail trade	13.00	10.50	10.75	10.32	8.56	9.83	12.23	9.96	10.60	9.66	9.96
Transportation and warehousing, and utilities:	7.25	7.03	7.35	11.33	13.08	8.47	8.49	6.11	8.52	9.27	4.92
Transportation and warehousing	6.88	6.15	6.88	10.80	12.71	8.06	8.14	5.68	7.71	8.74	4.63
Utilities	0.38	0.88	0.47	0.52	0.36	0.42	0.35	0.44	0.80	0.53	0.29
Information	2.17	3.89	2.08	2.52	3.00	2.18	2.58	4.17	2.98	2.14	1.70
Finance, insurance, real estate, and rental and leasing:	5.01	6.85	5.95	5.28	6.49	3.44	4.86	5.45	4.45	3.78	3.51
Finance and insurance	3.06	4.50	3.99	3.19	4.51	1.95	3.23	3.25	2.98	2.81	1.55
Real estate and rental and leasing	1.95	2.35	1.95	2.09	1.98	1.49	1.63	2.20	1.48	0.97	1.95
Professional, scientific, management, administrative, and waste management	12.33	7.59	9.52	9.36	10.53	8.83	8.71	11.14	9.35	8.28	9.67

Percent by Occupation	*90501 Torrance*	*90502 Torrance*	*90710 Harbor City*	*90731 San Pedro*	*90732 San Pedro*	*90744 Wilming-ton*	*90745 Carson*	*90802 Long Beach*	*90806 Long Beach*	*90810 Long Beach*	*90813 Long Beach*
services:											
Professional, scientific, and technical services	5.46	4.23	3.05	4.10	8.33	1.70	4.08	5.13	3.45	2.48	2.15
Management of companies and enterprises	0.14	0.09	0.00	0.00	0.00	0.08	0.22	0.10	0.03	0.05	0.00
Administrative and support and waste management services	6.72	3.27	6.47	5.26	2.20	7.06	4.41	5.91	5.86	5.74	7.52
Educational, health, and social services:	16.35	18.39	18.39	18.38	21.94	12.42	18.25	20.97	20.61	19.07	12.21
Educational services	6.15	7.53	6.74	8.70	10.89	5.37	5.40	9.05	6.78	5.51	3.94
Health care and social assistance	10.20	10.87	11.65	9.68	11.05	7.05	12.85	11.92	13.82	13.57	8.28
Arts, entertainment, recreation, accommodation, and food services:	8.70	7.13	7.94	7.30	5.18	9.35	6.63	12.15	8.64	6.91	14.52
Arts, entertainment, and recreation	1.47	1.77	1.66	2.06	1.58	1.12	1.05	2.79	1.87	1.38	1.34
Accommodation and food services	7.24	5.36	6.28	5.24	3.61	8.23	5.58	9.36	6.77	5.53	13.18
Other services (except public administration)	5.13	4.27	6.11	7.31	4.93	7.90	4.78	5.61	6.09	5.83	9.06
Public administration	2.78	6.30	3.89	4.15	4.45	1.65	2.85	2.70	3.88	2.74	2.01

Source: Census 2000, Summary File (SF3).

The proportion engaged in the transportation and warehousing sector in 2000 for Los Angeles County was 4.43% and 3.64% for the City of Los Angeles. All of the communities near the Port have much higher proportions of their residents employed in the transportation and warehousing sector of the economy than is the case for Los Angeles County and the City of Los Angeles. The San Pedro area has proportions that are twice or more those of the County or City.

7.2.1.2.2 Income

The median household income reported in the 2000 Census in Los Angeles County was just over $42,000. Riverside and San Bernardino Counties had very similar values, while the values for Orange and Ventura Counties were $58,800 and $59,600, respectively. By comparison, the median household income for the City of Los Angeles was $36,600 (see Tables 7-9 and 7-10). Of total aggregate income, by far the largest proportion (between 69 and 77%) is contributed by wages and salary income at the county level.

Median family income varied between $46,500 and $65,300 across the five counties, and was $39,900 for the City of Los Angeles. For the zip codes in the vicinity of the Port, values exhibited a wider range: between $19,600 and $73,500. The median family income for San Pedro (zip code 90731) was $39, 057, while median family income for San Pedro (zip code 90732) was $73,461.

Table 7-9. Household and Family Income by Source of Income by County (1999)

	Los Angeles	*Orange*	*Riverside*	*San Bernardino*	*Ventura*	*City of Los Angeles*
Median household income ($) in 1999	42,189	58,820	42,887	42,066	59,666	36,687
Median family income ($) in 1999	46,452	64,611	48,409	46,574	65,285	39,942
Per capita income ($) in 1999	20,683	25,826	18,689	16,856	24,600	20,671
Contribution (%) to total aggregate income from:						
Wage or salary income	74.39	76.05	69.25	76.90	74.67	72.76
Self-employment income	8.28	7.76	6.89	6.03	8.20	9.60
Interest, dividends, or net rental income	7.22	7.48	8.24	4.15	6.92	8.00
Social Security	3.54	3.16	6.10	4.55	3.54	3.40
Supplemental Security Income	0.65	0.33	0.59	0.74	0.35	0.72
Public assistance income	0.51	0.16	0.36	0.60	0.16	0.56
Retirement income	3.70	3.59	6.15	4.96	4.55	3.24
Other types of income	1.72	1.47	2.44	2.07	1.62	1.73

Source: Census 2000, Summary File (SF3).

Table 7-10. Household and Family Income by Source of Income by City (1999)

	90501 Torrance	*90502 Torrance*	*90710 Harbor City*	*90731 San Pedro*	*90732 San Pedro*	*90744 Wilming -ton*	*90745 Carson*	*90802 Long Beach*	*90806 Long Beach*	*90810 Long Beach*	*90813 Long Beach*
Median household income ($) in 1999	42,117	48,601	42,299	35,910	63,614	30,259	50,610	25,860	31,488	36,966	20,015
Median family income ($) in 1999	47,076	51,829	45,854	39,057	73,461	30,800	53,218	26,865	31,050	40,119	19,594
Per capita income ($) in 1999	18,784	19,749	18,425	18,043	30,842	11,600	15,665	17,668	13,412	12,848	7,567
Contribution (%) to total aggregate income from:											
Wage or salary income	78.37	79.86	76.84	76.90	73.53	80.88	80.63	79.94	79.18	77.52	76.56
Self-employment income	7.48	5.51	6.81	6.65	5.58	4.90	3.26	5.03	4.79	2.54	3.95
Interest, dividends, or net rental income	4.32	3.08	4.43	4.41	7.92	2.76	3.07	3.53	3.92	3.48	1.75
Social Security	3.51	3.84	4.54	4.09	4.75	4.31	4.43	3.85	2.95	4.64	3.34
Supplemental Security Income	0.69	0.55	0.74	0.67	0.33	0.77	1.09	1.49	1.24	1.09	3.00
Public assistance income	0.50	0.34	0.42	0.81	0.07	1.20	0.44	0.98	1.98	1.03	4.65
Retirement income	3.79	5.55	4.69	4.35	6.32	3.04	5.09	3.31	3.93	7.42	2.77
Other types of income	1.33	1.28	1.53	2.12	1.50	2.14	1.99	1.87	2.00	2.26	3.99

Source: Census 2000, Summary File (SF3).

7.2.1.2.3 Business and Tax Revenue

In Ports O'Call Village and downtown San Pedro, prominent commercial uses include general retail and restaurants. Additionally, a few hotels and public agency offices are located in the area.

According to data compiled by the U.S. Census Bureau in the 2002 Economic Census, most business establishments, sales, and employees in the five-county region were distributed among wholesale and retail trade, health care and social assistance, accommodation and food service, professional services, real estate, and other service industries (see Table 7-11). Business establishments in the County of Los Angeles and the City of Los Angeles were similarly distributed (see Tables 7-12 and 7-13).

Table 7-11. Business Establishments—Southern California Association of Governments 5-County Region

Industry	*Number of Establishments*	*Sales, shipments, receipts, or revenue ($1,000)*	*Annual Payroll ($1,000)*	*Number of Employees*
Manufacturing[r]	27,681	180,413,543	33,292,643	849,098
Wholesale Trade	34,563	400,309,650	19,270,577	424,760
Retail Trade	49,500	169,131,736	16,927,875	688,929
Information	11,216	N	15,441,381	295,545
Real Estate	19,630	28,643,374	4,984,594	138,830
Professional/Scientific/Technical Services	45,731	66,382,570	26,228,389	604,825
Administrative/Support/Waste Management/Remediation Services	18,613	26,676,193	12,090,961	514,150
Education Services	3,013	2,044,270	672,232	28,696
Health Care and Social Assistance	41,862	63,692,278	23,641,028	663,528
Arts, Entertainment, and Recreation	10,829	16,064,060	6,473,536	147,001
Accommodation and Food Services	29,291	24,993,179	7,159,794	526,813
Other Services (except Public Administration)	26,688	16,537,893	4,527,736	192,686
Total	318,617	994,888,746	170,710,746	5,074,861

Notes: [r] = Revised; N = Not Available/Comparable

Source: U.S. Bureau of the Census, 2002 Economic Census.

Table 7-12. Business Establishments—Los Angeles County

Industry	*Number of Establishments*	*Sales, shipments, receipts, or revenue ($1,000)*	*Annual Payroll ($1,000)*	*Number of Employees*
Manufacturing[r]	17,205	108,052,135	19,989,479	530,939
Wholesale Trade	22,503	198,703,926	11,180,002	268,215
Retail Trade	28,636	92,100,128	9,229,786	378,933
Information	8,419	N	11,950,462	196,046
Real Estate	11,748	18,288,717	2,892,245	80,912
Professional/Scientific/Technical Services	27,228	46,298,686	18,648,945	472,705
Administrative/Support/Waste Management/Remediation Services	10,161	14,014,569	6,351,948	276,704
Education Services	1,816	1,201,198	418,327	17,668
Health Care and Social Assistance	25,087	39,939,654	14,872,337	410,340
Arts, Entertainment, and Recreation	9,028	11,672,471	5,195,906	89,734
Accommodation and Food Services	17,074	14,211,642	4,078,661	290,380
Other Services (except Public Administration)	16,091	10,637,545	2,816,107	121,669
Total	194,996	555,120,671	107,624,205	3,134,245

Notes: [r] = Revised; N = Not Available/Comparable

Source: U.S. Bureau of the Census, 2002 Economic Census.

Table 7-13. Business Establishments—City of Los Angeles

Industry	*Number of Establishments*	*Sales, shipments, receipts, or revenue ($1,000)*	*Annual Payroll ($1,000)*	*Number of Employees*
Manufacturing[r]	7,185	28,490,781	5,478,365	X
Wholesale Trade	9,138	49,019,131	3,762,685	X
Retail Trade [r]	11,208	30,196,646	3,173,429	162,210

Industry	*Number of Establishments*	*Sales, shipments, receipts, or revenue ($1,000)*	*Annual Payroll ($1,000)*	*Number of Employees*
Information	4,610	N	5,149,304	131,916
Real Estate	5,148	9,984,501	1,361,076	86,781
Professional/Scientific/Technical Services	12,711	18,771,827	7,719,349	X
Administrative/Support/Waste Management/Remediation Service	4,233	5,525,601	2,452,246	163,823
Educational Services	708	559,495	189,670	X
Health Care and Social Assistance	9,562	16,756,562	6,052,019	104,635
Arts, Entertainment, and Recreation	5,513	6,072,811	2,781,039	7,194
Accommodation and Food Services	6,771	5,592,058	1,643,262	161,780
Other Services[a]	6,638	4,532,793	1,143,054	43,780
Total	83,425	175,502,206	40,905,498	990,153

Notes: [a] = not published for places; [r] = Revised; N = Not Available/Comparable; X = Not Applicable

Source: U.S. Bureau of the Census, 2002 Economic Census.

The California Board of Equalization report on taxable sales for the third quarter of 2006 indicates that total taxable sales for SCAG 5-Counties region were $67,146,757. For the County of Los Angeles for the third quarter of 2006, total taxable sales were $34,326,157 while in the City of Los Angeles, total taxable sales were $9,996,427 for the third quarter of 2006.

The San Pedro community had 1,219 private business establishments, employing 13,638 people. The largest private sector industries in the San Pedro area were transportation and warehousing, accommodation and food services, retail trade, and health care (Kaiser Marston 2007).

The existing retail and restaurant activity in the Ports O'Call area on average shows retail sales levels of approximately $100 per square foot, and restaurants generate an average $300 per square foot (Kaiser Marston 2007). In contrast, successful retail projects typically have sales of $300 per square foot or more, while successful restaurants typically exhibit sales levels of $400 to $500 per square foot (Kaiser Marston 2007). Thus, Ports O'Call retail sales are one-third lower than most retail areas, and restaurant sales are 60 to 70% of sales generated in other successful areas (Kaiser Marston 2007).

7.2.1.3 Housing

Aspects of housing described below include construction trends, characteristics of the existing housing stock, and trends in housing prices.

7.2.1.3.1 Housing Construction

Housing construction typically exhibits a cyclical pattern in response to local, regional, and national economic conditions. In the case of Southern California, residential construction experienced periods of expansion between 1967 and 1972, 1975 and 1977, 1982 and 1986, and 1995 to the present, with periods of decline in between. The decline in activity from 1986 through 1993 was in response to the economic dislocation associated with reductions in military defense spending and base closures. From a level of over 133,000 units authorized for construction in 1988, the number fell to just over 28,000 in 1993 (see Figure 7-3). By 2004, the number of units authorized for construction had reached almost 90,000 and again started to decline, with about 71,000 units permitted for construction in 2006.

Over the 39-year period from 1967 to 2006, almost 3 million housing units were permitted for construction in Southern California. Of these units, the majority were constructed in Los Angeles County (39% of the regional total), followed by Orange County (with 21.7% of the total) and Riverside County (with 18.8% of the total).

The contribution made to the new housing constructed in Southern California by each of the individual counties has changed noticeably over time, as can be seen from the information presented in Figure 7-4. At the start of the reporting period, Los Angeles County contributed over 50% of all new residential construction in Southern California. However, this share declined to about 30% in the 1990s and climbed up a little by the end of the reporting period. In contrast, the Riverside County share increased from about 5% to almost 25%. Likewise, the San Bernardino County contribution rose from around 7% to about 17%.

7.2.1.3.2 Housing Characteristics

In Los Angeles County the proportion of owner-occupied housing units in 2000 was almost 48% (52% was renter-occupied). For the City of Los Angeles, the corresponding shares were 39 and 61%, respectively. Within the zip codes in the vicinity of the Port, the percentage of owner-occupied housing units varies from high values for western San Pedro and Carson to low values for Wilmington and areas of Long Beach (see Table 7-14).

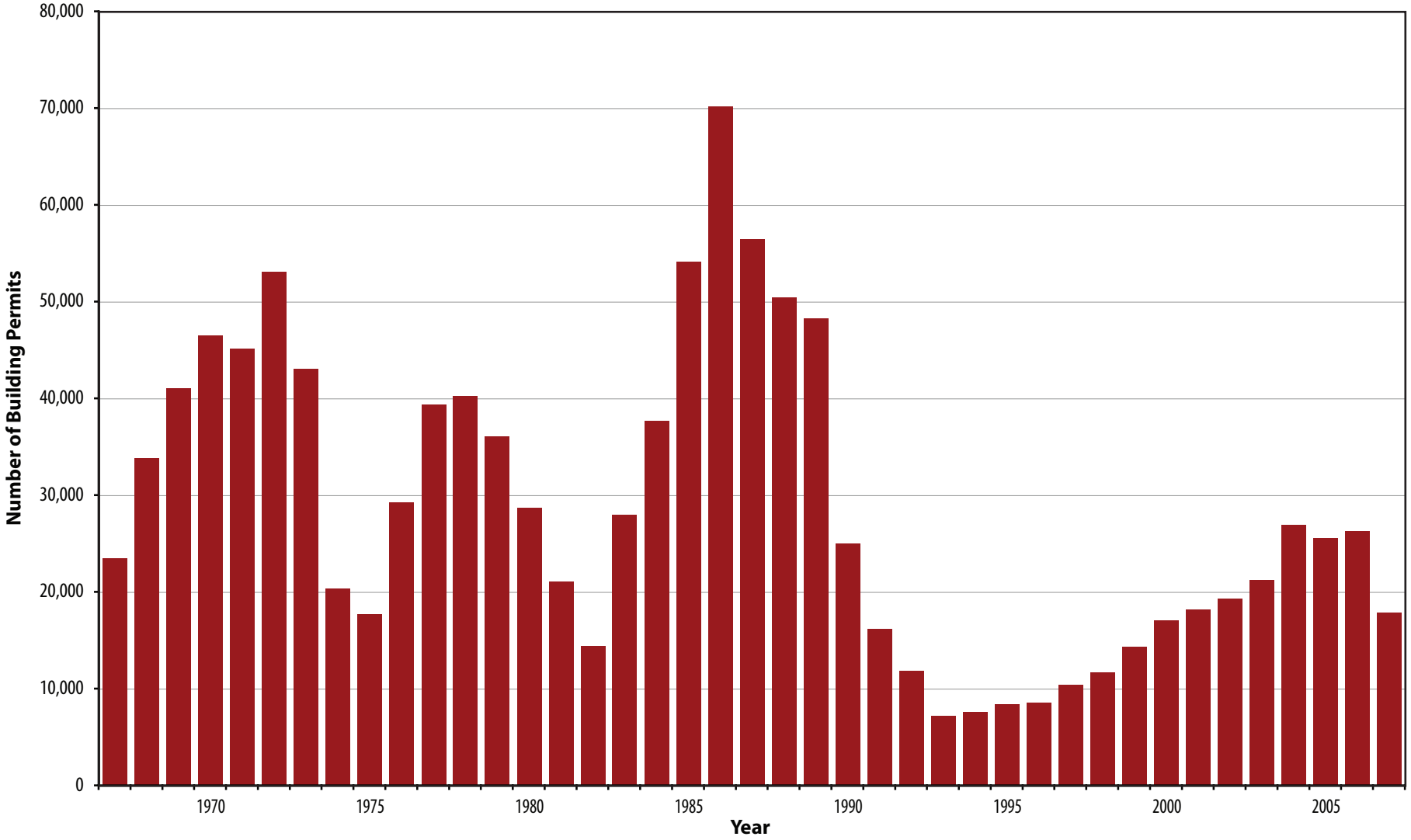
The San Pedro area has a mixed housing characteristic. The proportion of renters is high in the 90731 zip code area of San Pedro area (68%) while the 90732 zip code is low at about 27%. However, both zip code areas have relatively few apartment buildings containing 10 or more units. The median-year-built of the housing is 1960 in zip code

90731 and 1970 in zip code 90732. Home owners are well-established, having resided in the same residence since 1988 in the case of both zip code areas in San Pedro. The housing quality in both zip code areas of San Pedro is similar in terms of adequate plumbing and kitchen facilities (see Table 7-14).

7.2.1.3.3 Housing Price

Over the period 1990–2006, the median home price (for existing homes) in Los Angeles County increased from $251,000 to $515,063, which is a rise of over 105% at an average annual rate of 6.58%. Median prices in the other four counties of Southern California also increased: 9.05% annually in Orange County; 8.81% in Ventura County; 10.9% in Riverside County; and 11.4% in San Bernardino County. This rate of increase in home prices, however, did not take place uniformly over the time period. Economies, regional as well as national, experience cycles of growth: positive, neutral, and negative. Over the 5-year period 1990–1995, each of the Southern California counties experienced negative changes in home values. The greatest decline took place in Los Angeles County where median home values fell by 12.5% (2.5% annually). Over the 1995–2000 time period, prices increased approximately 4 to 5% annually. Between 2000 and 2006, the annual percentage growth exceeded 10% annually in all counties (except Los Angeles County, which grew slightly below 10% annually at 9.5%). The trends in prices of new homes mirrored closely those for existing homes (see Tables 7-15 and 7-16).

Table 7-17 shows the median home prices trends for communities in the City of Los Angeles from 2001–2006. Most of the communities have registered an increase of over 100% in median home prices. Communities with slower growth in median home prices had already higher home prices to begin with. The slump in home prices from 2005 to 2006 is reflective of the slowdown in the housing market throughout the country.



Note: The 2007 data has housing permits approved through October 2007.
Source: Construction Industry Research Board, 2007.

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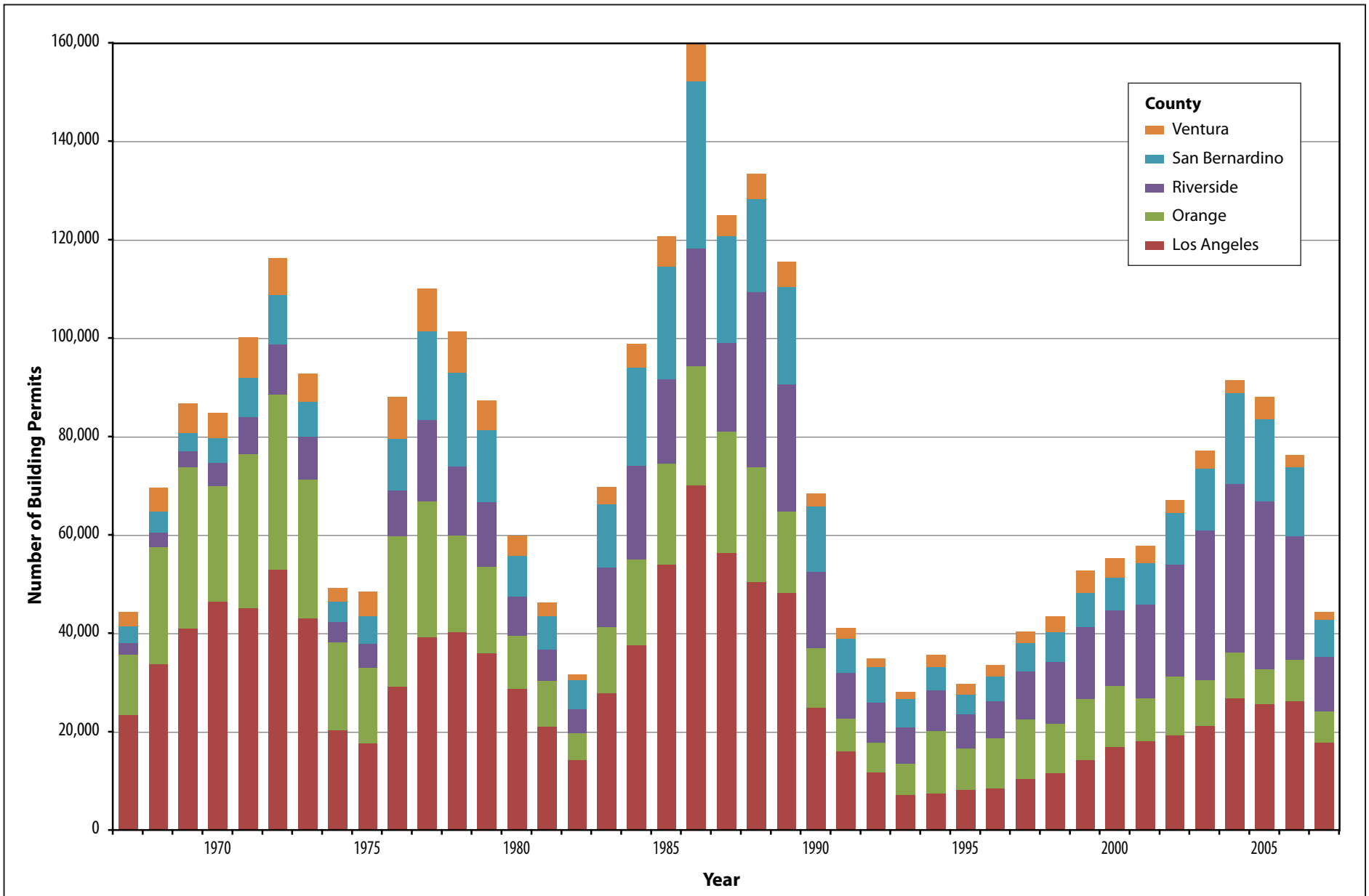
an ICF International Company

Figure 7-3
Housing Units Permitted in Los Angeles County (1967-2007)



Note: The 2007 data has housing permits approved up to October 2007.
Source: Construction Industry Research Board, 2007.

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Figure 7-4
Housing Units Permitted in 5-County Southern California Region (1967-2007)

Table 7-14. Housing Characteristics in 2000

	Los Angeles County	*City of Los Angeles*	*ZIP Code Area*										
			90501 Torrance	*90502 Torrance*	*90710 Harbor City*	*90731 San Pedro*	*90732 San Pedro*	*90744 Wilming-ton*	*90745 Carson*	*90802 Long Beach*	*90806 Long Beach*	*90810 Long Beach*	*90813 Long Beach*
Total Housing Units	3,270,909	1,337,668	14,367	5,801	8,603	22,522	9,501	14,600	15,145	20,442	15,528	9,518	17,745
Total occupied housing units	3,133,774	1,275,358	13,810	5,593	8,351	21,370	8,746	13,954	14,671	18,838	14,575	9,140	16,436
Percent owner-occupied	47.86	38.56	42.76	69.41	55.53	31.86	73.16	38.79	74.02	19.52	36.83	56.73	12.36
Percent renter-occupied	52.14	61.44	57.24	30.59	44.47	68.14	26.84	61.21	25.98	80.48	63.17	43.27	87.64
Vacancy rate (%)	4.38	4.89	4.03	3.72	3.02	5.39	8.63	4.63	3.23	8.51	6.54	4.14	7.96
Median number of rooms per unit	4.2	3.7	4.0	4.4	4.2	3.9	5.1	3.3	4.7	2.8	3.6	4.1	2.8
By Number of Units in Structure (%)													
Single detached units	48.72	39.23	47.52	52.58	43.15	34.95	52.80	43.25	63.61	4.33	36.86	64.69	16.53
Single attached units	7.39	6.56	8.25	14.46	6.88	8.85	16.82	9.01	12.12	2.21	9.12	6.79	6.16
2 units	2.74	3.20	2.74	0.53	1.69	5.70	0.43	3.35	1.33	2.74	5.84	2.51	6.62
3 or 4 units	6.05	6.45	8.52	2.69	5.31	20.88	5.17	8.95	2.03	7.86	12.91	5.65	16.69
5 to 9 units	8.23	9.44	10.72	7.17	7.22	11.39	8.22	10.72	2.26	12.68	17.48	5.64	17.34
10 to 19 units	8.05	10.36	7.73	1.45	11.51	7.65	2.94	8.16	1.67	26.21	8.48	3.43	22.27
20 to 49 units	8.85	12.83	7.99	4.90	5.14	5.40	5.64	7.26	2.95	20.48	5.40	3.53	8.43
50 or more units	8.25	11.25	3.79	8.77	6.46	4.76	5.44	6.42	4.23	22.86	3.62	4.50	5.71
Mobile home	1.63	0.61	2.74	7.45	12.41	0.16	2.54	1.99	9.75	0.07	0.24	3.18	0.26
Boat; RV; van; etc.	0.10	0.06	0.00	0.00	0.23	0.25	0.00	0.89	0.04	0.54	0.05	0.08	0.00
By Year Structure Built (%)													
1999 to March 2000	0.69	0.54	0.81	0.14	2.71	0.46	0.16	0.76	1.28	0.17	0.41	0.43	0.60

	Los Angeles County	City of Los Angeles	ZIP Code Area										
			90501 Torrance	90502 Torrance	90710 Harbor City	90731 San Pedro	90732 San Pedro	90744 Wilming-ton	90745 Carson	90802 Long Beach	90806 Long Beach	90810 Long Beach	90813 Long Beach
1995 to 1998	2.01	1.90	2.18	2.93	5.95	1.30	2.95	1.67	1.80	0.92	1.42	0.89	2.09
1990 to 1994	4.15	3.72	5.46	4.21	2.58	4.40	3.20	3.41	3.88	6.12	1.89	1.18	4.87
1980 to 1989	12.33	11.09	9.68	17.95	12.48	12.21	19.76	12.49	11.86	11.45	11.30	4.41	14.16
1970 to 1979	15.58	15.02	12.92	23.36	29.44	15.16	24.71	15.49	16.08	12.49	11.50	14.30	15.50
1960 to 1969	17.83	17.53	22.15	19.70	24.31	17.18	14.74	18.43	30.21	16.91	12.93	15.58	19.12
1950 to 1959	22.27	20.49	23.26	24.41	12.00	16.05	19.06	21.99	24.56	14.81	18.23	24.30	14.36
1940 to 1949	12.25	12.99	12.06	3.90	6.89	13.04	6.69	11.80	7.09	10.10	21.32	28.48	10.53
1939 or earlier	12.90	16.71	11.48	3.41	3.64	20.20	8.74	13.96	3.24	27.03	21.01	10.42	18.77
Housing units: Median year structure built	1961	1960	1961	1969	1971	1960	1970	1961	1965	1959	1954	1955	1963
Median year householder moved into unit: Total	1995	1996	1996	1994	1995	1996	1993	1996	1992	1998	1996	1993	1997
Median year householder moved into unit: Owner occupied	1989	1988	1990	1990	1990	1988	1988	1985	1988	1996	1993	1986	1993
Median year householder moved into unit: Renter occupied	1997	1997	1997	1997	1997	1997	1997	1997	1997	1998	1997	1997	1998
Percent lacking complete plumbing facilities	1.11	1.45	1.11	0.55	1.28	0.90	0.23	1.90	0.65	1.58	1.59	1.22	1.89
Percent lacking complete kitchen facilities	1.75	2.41	1.77	0.88	1.00	1.92	0.95	2.60	0.72	2.87	1.78	1.65	2.62
Source: U.S. Census Bureau, Summary Files (SF)(a)1 and 3(b), 2000.													

Table 7-15. Home Price by County (Existing Homes) (1990–2006)

	County				
Year	*Los Angeles*	*Orange*	*Riverside*	*San Bernardino*	*Ventura*
1990	251,000	252,241	146,014	126,261	243,035
1991	252,915	251,004	149,181	131,920	238,657
1992	247,377	246,730	152,182	132,197	235,427
1993	237,198	241,622	143,890	129,880	230,744
1994	232,165	240,706	141,936	127,123	226,505
1995	219,735	234,187	135,489	120,660	225,846
1996	217,747	231,683	135,663	119,954	223,801
1997	230,908	243,081	143,106	121,364	227,862
1998	247,593	260,191	152,852	127,503	245,510
1999	252,392	271,714	154,500	134,251	259,257
2000	270,912	297,768	167,380	144,499	280,754
2001	285,477	319,801	182,371	153,963	299,626
2002	328,015	370,125	205,814	169,847	344,970
2003	374,666	426,427	237,225	195,315	400,027
2004	389,972	506,168	300,642	236,699	471,604
2005	469,543	579,249	370,092	316,697	552,752
2006	515,063	617,302	400,622	356,638	585,575
Change (1990–1995)					
Percent	-12.46	-7.16	-7.21	-4.44	-7.07
Average Annual %	-2.49	-1.43	-1.44	-0.89	-1.41
Change (1995-2000)					
Percent	23.29	27.15	23.54	19.76	24.31
Average Annual %	4.66	5.43	4.71	3.95	4.86
Change (2000–2006)					
Percent	47.40	51.76	58.22	59.48	52.05
Average Annual %	9.48	10.35	11.64	11.90	10.41
Change (1990–2006)					
Percent	105.20	144.73	174.37	182.46	140.94
Average Annual %	6.58	9.05	10.90	11.40	8.81

Table 7-16. Home Price by County (New Homes) (1990–2006)

	County				
Year	*Los Angeles*	*Orange*	*Riverside*	*San Bernardino*	*Ventura*
1990	223,726	268,113	170,100	169,856	284,268
1991	224,719	265,913	166,649	175,110	266,937
1992	207,111	259,212	158,320	162,921	256,765
1993	201,948	246,540	151,335	150,632	255,759
1994	211,785	258,449	152,804	149,325	245,503
1995	221,207	250,416	151,890	153,443	249,088
1996	245,466	254,471	159,987	153,378	247,597
1997	252,662	272,376	166,339	167,513	265,581
1998	259,870	315,761	186,782	175,823	294,692
1999	294,461	354,342	215,743	194,836	346,736
2000	306,924	404,611	248,156	211,863	360,888
2001	332,257	436,923	250,003	222,583	380,329
2002	362,541	474,852	268,878	240,382	423,091
2003	417,695	450,365	295,048	268,440	489,020
2004	449,728	649,253	355,761	291,129	651,229
2005	449,374	705,917	411,707	364,224	696,102
2006	476,687	694,797	439,692	395,707	662,290
Change (1990–1995)					
Percent	-1.13	-6.60	-10.71	-9.66	-12.38
Average Annual %	-0.23	-1.32	-2.14	-1.93	-2.28
Change (1995–2000)					
Percent	38.75	61.58	63.38	38.07	44.88
Average Annual %	7.75	12.32	12.68	7.61	8.98
Change (2000–2006)					
Percent	55.31	71.72	77.18	86.77	83.52
Average Annual %	9.22	11.95	12.86	14.46	13.92
Change (1990–2003)					
Percent	113.07	159.14	158.49	132.97	132.98
Average Annual %	7.07	9.95	9.91	8.31	8.31
Source: LAEDC 2007.					

Table 7-17. Home Price by Community (2001–2006)

	2001	*2002*	*2003*	*2004*	*2005*	*2006*	*Average Annual % Change (2001–2006)*
Carson	225,000	250,000	318,500	410,000	465,000	530,000	135.56
El Segundo	N.A.	N.A.	535,000	781,250	N.A.	N.A.	N.A.
Gardena	196,500	250,000	310,000	370,000	515,000	499,000	153.94
Hawthorne	226,000	260,000	322,000	410,000	520,000	522,000	130.97
Hermosa Beach	544,000	570,000	750,000	976,500	N.A.	N.A.	N.A.
Inglewood	182,500	233,500	243,750	380,000	470,000	505,000	176.71
Lawndale	193,000	237,000	313,500	379,500	532,500	520,000	169.43
Lomita	300,000	359,000	N.A.	N.A.	N.A.	N.A.	N.A.
Manhattan Beach	680,000	797,000	1,100,000	1,250,000	1,425,000	1,275,000	87.50
Marina Del Ray	562,500	457,000	N.A.	N.A.	N.A.	N.A.	N.A.
Palos Verdes Estates	631,500	685,000	1,065,000	1,117,500	N.A.	N.A.	N.A.
Playa Del Rey	279,000	345,000	352,000	475,000	N.A.	N.A.	N.A.
Rancho Palos Verdes	610,000	615,500	742,500	900,000	1,056,364	947,500	55.33
Redondo Beach	420,000	475,000	580,000	717,000	780,000	735,000	75.00
San Pedro	262,500	320,000	379,500	454,000	539,000	525,000	100.00
Torrance	327,750	380,000	439,250	527,000	610,000	592,500	80.78
Wilmington	N.A.	N.A.	275,000	355,000	N.A.	N.A.	N.A.

N.A. = Not Available

Source: California Association of Realtors website 2007.

7.2.2 Environmental Quality

7.2.2.1 Introduction

Environmental quality and the effect of urban decay and blight on communities in the vicinity of the ports have recently become the focus of attention at the national level. This relationship has been recognized by a number of national organizations (ULI 2002). Such concerns are shared by communities in the vicinity of the Port of Los Angeles, residents, community groups, and other entities. "Environmental quality" refers to an aggregative set of factors that contribute to the overall condition of the natural, physical, and human environment. In the context of an urban setting, some key

contributing factors include visual quality and aesthetics, land use compatibility and encroachment, socioeconomic conditions, real property values and attributes, air and water quality, hazardous materials and waste sites, and the adequacy of public facilities and services. For the purposes of this discussion, environmental quality is addressed in the following topics:

- City of Los Angeles Community Redevelopment Agency (CRA/LA) industrial redevelopment area in San Pedro,
- other city of Los Angeles programs and plans designed to regulate or improve community land uses and/or revitalize neighborhoods in the vicinity of the proposed Project and ordinances related to open storage,
- community perception (i.e., nonregulatory issues) of environmental quality and blight and related local conditions, and
- impacts of the proposed San Pedro Waterfront Project.

7.2.2.2 Applicable Land Use Plans and Policies

Laws, programs, plans, and ordinances relevant to the evaluation of environmental quality and blight for the study area are described below. These include California redevelopment law, the Neighborhood Block Grant program, City of Los Angeles community plans, and existing and proposed plans of the Port of Los Angeles.

7.2.2.2.1 California Redevelopment Law

California's Community Redevelopment Law (Health and Safety Code, Section 33000 et seq.) codifies the authority for certain entities to identify areas that are "blighted" according to the statutory definition of blight, to designate these areas for redevelopment, to prepare redevelopment plans, and to carry out activities subject to these plans in order to support development or redevelopment of these areas. The statutory definition of blight has changed over time, and in 1993 was changed to require evidence of both physical and economic blight conditions in a predominantly urban area: "The combination of conditions…must be so prevalent and so substantial that it causes a reduction of, or lack of proper utilization of the area to such an extent that it constitutes a serious physical and economic burden to the community which cannot reasonably be expected to be reversed or alleviated by private enterprise or governmental action, or both without redevelopment." (Health and Safety Code, Section 33000 et seq.) The statute describes the types of physical and economic conditions that cause blight. Section 33031 of the California Redevelopment Law:

(a) Physical conditions that cause blight include:

- (1) Buildings in which it is unsafe or unhealthy for persons to live or work. These conditions can be caused by serious building code violations, dilapidation and deterioration, defective design or physical construction, faulty or inadequate utilities, or other similar factors. (2) Factors that prevent or substantially hinder the

economically viable use or capacity of buildings or lots. This condition can be caused by a substandard design, inadequate size given present standards and market conditions, lack of parking, or other similar factors. (3) Adjacent or nearby uses that are incompatible with each other and which prevent the economic development of those parcels or other portions of the project area. (4) The existence of subdivided lots of irregular form and shape and inadequate size for proper usefulness and development that are in multiple ownership.

(b) Economic conditions that cause blight include:

- (1) Depreciated or stagnant property values or impaired investments, including, but not necessarily limited to, those properties containing hazardous wastes that require the use of agency authority as specified in Article 12.5 (commencing with Section 33459). (2) Abnormally high business vacancies, abnormally low lease rates, abandoned buildings, or excessive vacant lots within an area developed for urban use and served by utilities. (3) A lack of necessary commercial facilities that are normally found in neighborhoods, including grocery stores, drug stores, and banks and other lending institutions. (4) Residential overcrowding or an excess of bars, liquor stores or other businesses that cater exclusively to adults that have led to problems of public safety and welfare. (5) A high crime rate that constitutes a serious threat to the public safety and welfare.

7.2.2.2.2 San Pedro Redevelopment Projects

The CRA has also established redevelopment project areas in San Pedro, including the 693-acre Pacific Corridor Redevelopment Project established in 2002 and the 60-acre Beacon Street Project established in 1969 (see Figure 7-5). These projects include retail and mixed uses. Neither one of these redevelopment areas is within the proposed project site.

The Pacific Corridor Redevelopment Project Area extends from the south side of Knoll Hill and is generally bordered by Capital Drive on the north, Gaffey Street on the west, 22nd Street on the south, and Harbor Boulevard on the east. The project includes development/rehabilitation of commercial/retail uses, a "welcome park," a transit center, additional parking and residential uses, formation of an Arts District, and provision of business incentives and other strategies. Historically, Pacific Avenue served as the main commercial street for the San Pedro community in the downtown area. More recently, however, it became an economically stagnant area with many empty storefronts and high incidents of crime and graffiti. Construction of the Gaffey Street off ramp from the 110 Freeway further exacerbated the decline by redirecting customers elsewhere (CRA/LA 2007a).

The Beacon Street Redevelopment Project Area is roughly bordered by 3rd Street on the north, Mesa Street on the west, 7th Street on the south, and Harbor Boulevard on the east. "The Beacon Street Redevelopment Project has transformed a once seedy waterfront area into a modern downtown community, with new commercial residential, cultural, and institutional uses replacing the pawn shops, bars, missions, and pool halls that had previously dominated the area. Major recent undertakings are acquisition and

rehabilitation of the historic Warner Grand Theatre, and development of a 14-screen movie theater complex" (CRA/LA 2007b).

7.2.2.2.3 Port of Los Angeles Master Plan

The Port of Los Angeles Master Plan (revised June 2002) provides for the short- and long-term development, expansion, and alteration of the Port. The PMP has been certified by the California Coastal Commission and is intended to be consistent with the Port of Los Angeles Plan (discussed below), an Element of the City's General Plan. The PMP divides the Port into a series of master planning areas, for which it identifies short-term plans and preferred long-range uses. The proposed San Pedro Waterfront Project encompasses three PMP Planning Areas: Planning Areas 1, 2, and 3 (see Figure 3.8-1 in Section 3.8, "Land Use and Planning"). Short- and long-term uses in these areas are described more fully in Section 3.8, "Land Use and Planning."

7.2.2.2.4 Port of Los Angeles Plan (City of Los Angeles General Plan)

The Port of Los Angeles Plan (adopted in 1982 with subsequent amendments), part of the City of Los Angeles General Plan Land Use Element, is intended to serve as the official 20-year guide to the continued development and operation of the Port. It is intended to be consistent with the PMP, as described above.

The Plan designates the northern and western portions of the Port, including the West Basin, as Commercial/Industrial land uses, which are further classified as General/Bulk Cargo and Commercial/Industrial Uses/Non-Hazardous uses. General Cargo includes container, break-bulk, neo-bulk, and passenger facilities. Commercial uses include restaurants and tourist attractions, offices, retail facilities, and related uses. Industrial uses include light manufacturing/industrial activities, ocean-resource industries, and related uses.

The remainder of the Port to the southeast is similarly designated and classified, differentiated only by a Hazardous Uses classification (City of Los Angeles 1982a). The Port of Los Angeles Plan contains several objectives and policies applicable to the West Basin. Section 3.8, "Land Use and Planning" discusses the Plan in detail.

7.2.2.2.5 San Pedro Community Plan

Although the proposed Project falls within the West Channel/Cabrillo Beach and West Bank planning areas within the Port of Los Angeles Plan area, it abuts the San Pedro Community Plan area along its western edge (Harbor Boulevard and Crescent Avenue divides the two plan areas). Policies and objectives in the San Pedro Community Plan address issues such as coordination of Port development with surrounding communities to minimize adverse environmental impacts; coordination of Port development with the San Pedro Community Plan, the Beacon Street Redevelopment Project, and the development of the Central Business District of San

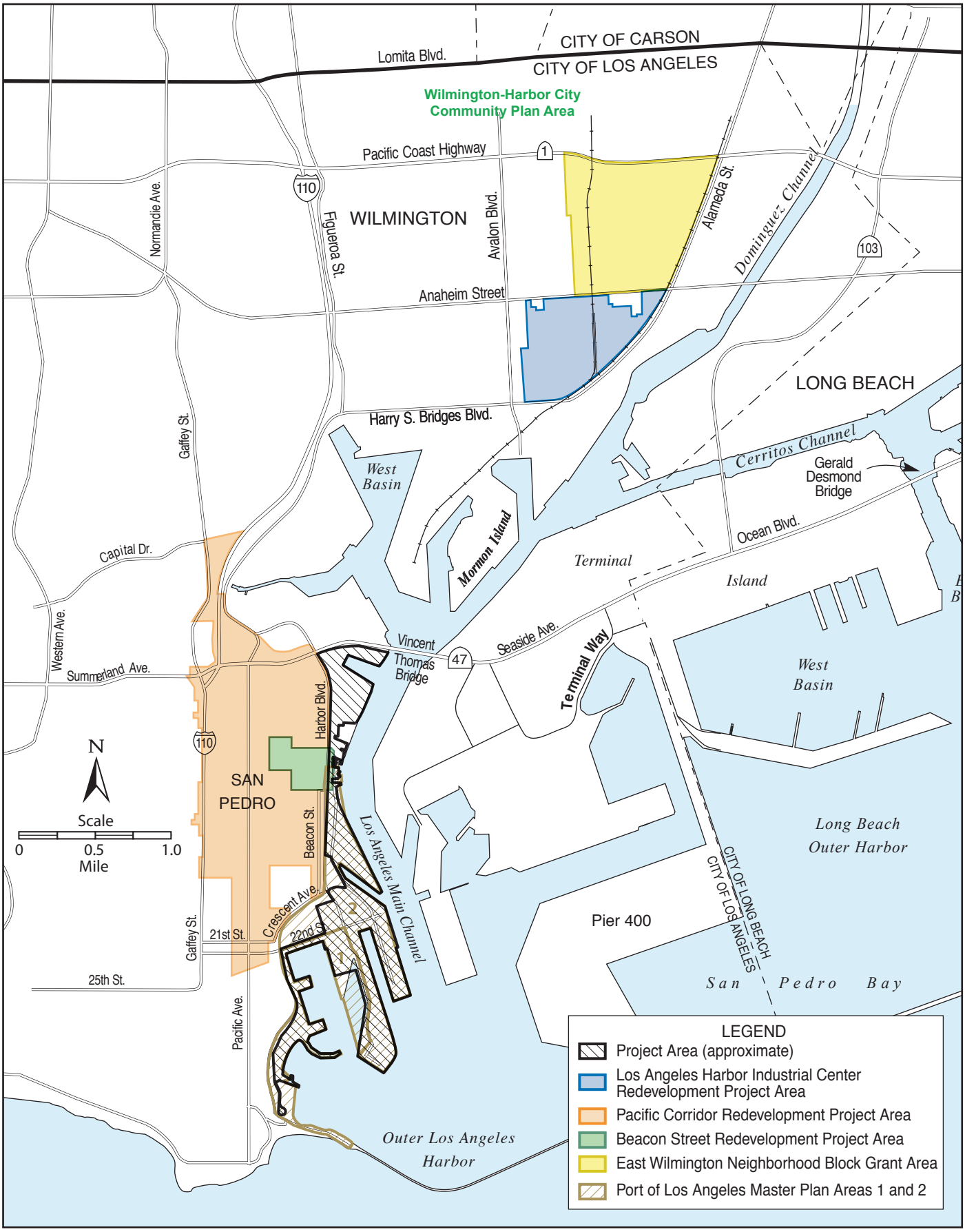

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Figure 7-5
Redevelopment Projects

Pedro; phase-out of underutilized railroad lines; recommended location of a rapid transit terminal; and recommended phase-out of various uses including potentially hazardous and/or incompatible land uses now adjacent to commercial and residential areas of San Pedro and, at specific sites, relocation and no further expansion of facilities used for the storage, processing, or distribution of potentially hazardous petroleum or chemical compounds.

The proposed project site is entirely within the Port of Los Angeles Plan and only shares a common boundary with the San Pedro community Plan area. Hence, the adjacency issues, which relate to Harbor Boulevard and the relationship between the two plans. Section 3.8, "Land Use and Planning" discusses the relevant Goals and Objectives in detail.

7.2.2.2.6 San Pedro Specific Plan

The City Council established the San Pedro Specific Plan (City of Los Angeles1990:1–2) for the San Pedro Community Plan area in 1990. The PMP is the governing document for the proposed Project. However, as San Pedro is adjacent to the proposed Project and shares Harbor Boulevard as a common boundary, the relevant purposes from this document that relate to the proposed Project have been discussed in Section 3.8, "Land Use and Planning" in detail.

7.2.2.3 Other Conditions and Concerns

This section discusses other potential conditions and concerns not specifically addressed in the regulatory section above.

7.2.2.3.1 Land Use Concerns

The proposed project site contains a variety of natural and developed land uses between the Vincent Thomas Bridge and Cabrillo Beach that are characteristic of current and former Port-related activities. Adjacent properties include LAHD property to the north, multiple residential, commercial/office, and retail/restaurant uses to the west and the Pacific Ocean to the south and additional LAHD facilities to the east.

As described fully in Section 2.2, "Existing Conditions," the variety of land uses include public waterfront and open space areas, commercial development, transportation and parking facilities, and cruise ship facilities and operations. Figure 2-3 of the document shows the existing conditions of the proposed project site and surrounding area.

Based on the San Pedro Community Plan public outreach process (City of Los Angeles 2007), and the scoping meetings conducted on September 15, 2005, September 29, 2005, October 11, 2005, and January 23, 2007, for the proposed Project,

a number of issues affecting the socioeconomics and environmental quality have been identified. San Pedro lacks high-end retail, entertainment, and retail establishments. San Pedro lacks any major draw to attract visitors to San Pedro as a destination community. Another issue is lack of enforcement of existing codes and adequate design standards. Poor physical condition of older commercial areas and proliferation of unsightly facades has led to physical deterioration of San Pedro commercial areas, especially the downtown. Residents feel that the open spaces in San Pedro are insufficient and are unevenly distributed. There is a need for developing an integrated relationship with the Port of Los Angeles to improve the vitality of downtown San Pedro, World Cruise facilities, and Ports O'Call.

7.2.2.3.2 Other Community Concerns

Comments provided during scoping meetings reveal that people fear that the proposed expansion of the Port envisioned as part of the proposed Project (cruise industry, Ports O'Call) would not provide sufficient local jobs. Other concerns of the public include aging infrastructure of the area and lack of maintenance of public facilities.

Parking is another major concern for the community. According to the San Pedro Community Plan, parking supply, facilities, and restrictions must be reviewed for appropriateness to encourage economic vitality in San Pedro. Better public transit and pedestrian and bicycle facilities are needed in the area. The Waterfront Red Car route is too limited according to people, as expressed during the scoping meetings conducted in 2005 and 2007.

Economic vitality of commercial areas—including the waterfront area, San Pedro downtown, the main commercial corridors, and the expansion of tourism and community-serving uses—is another important concern. There is high office and retail vacancy along with signs of visual blight like vacant weed- and garbage-strewn lots, vandalism and graffiti, and homeless encampments. The public outreach process confirms that the perception of crime within the (Redevelopment) project areas is strong.

People are also concerned regarding Port-related impacts like traffic, noise, air pollution, visual, and aesthetic impacts from port-related activities like cruise ship facilities and parking structures.

7.2.2.3.3 The Economic Impact of the Cruise Industry on Downtown San Pedro

Cruise service related to the home porting of a vessel contributes to the local and regional economies by providing employment and income to individuals, tax revenues to local and state governments, and revenue to businesses engaged in providing operational services and supplies to the vessels and passengers.

In general associated industries that benefit from the cruise industry include tourism-related businesses such as travel agencies, airlines and hotels, business service providers, food processing, ship repair companies, advertising and legal services, insurance carriers, petroleum refining, and the entertainment and amusement industries.

There would be sales generated by firms engaged in supplying services and materials to the vessels while in port, as well as firms in the San Pedro Area visitor industry that supply services to cruise passengers staying in hotels before and after the cruise, and those purchasing food and retail items prior to or after the cruise. Cruise passengers eating at a local restaurant would create direct economic benefits for the restaurant. Of the economic benefits related to the cruise industry, the Harbor area (comprising of San Pedro and Wilmington) is home to up to 52% of the jobs and captures 42% of the revenue generated by activities directly and indirectly supporting the cruise industry (Martin Associates 2007). The economic benefits of the cruise industry in the Harbor area (defined as San Pedro, Wilmington, and Harbor City) were 1,277 jobs representing $52.5 million in income (Martin Associates 2007). The industry was responsible for $108.1 million in output (or revenue) in the Harbor area, and $5.7 million in state and local taxes were generated here (Martin Associates 2007). Based on the cruise ship industry study for Port of Los Angeles for 226 home port vessel departures in 2006, over $1.1 million was generated per vessel, $478,000 of which was generated in the Harbor area (Martin Associates 2007).

7.2.2.4 Community Facilities and Services

The LAPD and the Port Police provide police services to the Port. The LAPD Harbor Community station is located at 221 North Bay View Avenue. Port Police Headquarters is located in the LAHD Administration Building at 425 S. Palos Verdes Street.

The LAFD currently provides fire protection and emergency services for the proposed project site.

Fire Stations in the Port area include Stations 36, 85, 48, 101, 38, 112, 40, 49, 110, and 111. The primary responding fire station to the proposed project area would be Station 112 at 444 S. Harbor Blvd, Berth 86. There are 15 staff members at this station, and it houses Fire Boat #2 and is considered a marine task force.

There are no schools in the immediate vicinity (within 0.2 miles) of the proposed project area. Figure 3.13-1 in Chapter 3.13, “Utilities and Public Services,” shows the location of the nearby community facilities. Chapter 3.13 discusses the effect of the proposed Project in detail.

7.2.2.5 The Port's Role

7.2.2.5.1 Port History

The Port of Los Angeles was created in 1907 with the establishment of the Los Angeles Harbor Commission (see Section 3.4, "Cultural Resources," for additional detail). Port growth was relatively slow until after World War I. Growing exports of local oil and lumber, shipbuilding, fishing, and cannery activities resulted in the construction of numerous warehouses and sheds between 1917 and 1930. In 1917, an extensive railroad was established for transporting goods from the Harbor throughout the U.S. Port growth continued during the Depression of the 1930s with new cargo and passenger terminal construction, in some cases replacing outdated wooden cargo structures. Passenger terminals were constructed at the Port during the Port's modernization related to containerized storage, between 1948 and 1953.

The World Cruise Center, located at Pier 93 along the San Pedro waterfront, was recently renovated and expanded in September 2002. The Cruise Center is located along the Main Channel and can accommodate five full-size vessels simultaneously. This facility currently serves 21 cruise vessels representing 13 passenger lines. In 1990, the facility handled approximately 560,000 passengers. In 2006 the Port had 258 cruise calls and about 1.1 million passengers. It is expected that the cruise throughput would expand from 1,150,000 revenue passengers in 2006 to between 1,732,000 and 2,200,000 (rounded) passengers by 2020 (Bermello Ajamil & Partners 2006). Similarly, cruise vessel calls would climb from 258 to nearly 400 calls by 2020 (Bermello Ajamil & Partners 2006).

7.2.2.5.2 Port Environmental Programs and Initiatives

LAHD is implementing a number of measures designed to reduce impacts of Port operations and improve environmental quality in nearby communities. This section provides a brief overview of LAHD's Environmental Management Policy. Section 1.6, Port of Los Angeles Environmental Initiatives, provides a more complete description of the LAHD's Environmental Management Policy and measures planned and implemented in accordance with that policy.

On August 27, 2003, the Board of Harbor Commissioners approved development of an Environmental Management Policy for the Port. The purpose of the Environmental Management Policy is to provide an introspective, organized approach to environmental management; further incorporate environmental considerations into day-to-day Port operations; and achieve continual environmental improvement. Numerous initiatives and programs under the Environmental Management Policy relate to impacts of Port operations on environmental quality in nearby communities, including programs aimed at improving efficiency of cargo handling and reducing cargo storage time, use of electrified cranes, use of electric and alternative fuel vehicles, on-dock rail systems and use of the grade-separated Alameda Corridor, reducing truck traffic during daytime peak periods, and technology sharing with other ports to continue improving pollution control

technologies. One recently approved plan under the policy, the San Pedro Bay's CAAP, specifically aims to reduce public health risk from Port operations in the nearby communities. The Clean Trucks Program, a subcomponent of CAAP, was approved in 2007 and aims at reducing the pollution from diesel-powered trucks in the port. To help protect water and air quality in the Harbor, the Port of Los Angeles is also developing a CMP. The program advocates that marina operators and boaters use best management practices—environmentally friendly alternatives to some common boating activities that may cause pollution or contaminate the environment. Other Port initiatives for environmental quality include Cabrillo Beach Water Quality Improvements, Consolidated Slip Remediation, Oil Spill Prevention, Sediment Quality Improvement Programs, Watershed and Stormwater Management, and Water Quality Monitoring.

7.3 Thresholds for Significance

7.3.1 National Environmental Protection Act (NEPA)

The primary catalyst for change to socioeconomic resources is a change in economic activity (i.e., employment, income, and tax revenues). A change in employment in an area has the potential to affect population, housing, and associated community services and infrastructure. This is especially the case when the additional job opportunities created through implementation of a project (during both the construction and operation phases) cannot be satisfied by the local workforce. Such a situation can trigger a movement of workers to the area to fill the new jobs. Such an influx may be temporary, as in the case of short-lived construction activity, or permanent, as in the case where workers move to an area to fill long-term jobs. The movement of workers (and sometimes their accompanying family members) into an area depends mainly on the number of job opportunities made available by the proposed project and the number and skill mix of workers available in the local labor force.

While NEPA does not require use of significance criteria, the following significance criteria applicable to socioeconomics include:

1. Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere;
2. Cause a substantial change in revenue for local businesses, government agencies, or Indian tribes;
3. Cause substantial change in local employment or labor force;
4. Cause a substantial decrease in property values.

The significance criteria that would be applicable to Environmental Quality include:

5. Conflict with applicable land use plans and policies associated with socioeconomics (including public services or utilities).

7.3.2 California Environmental Quality Act (CEQA)

"Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effects 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." 14 CCR Section 15131, subd. (a).

Therefore, a socioeconomic significance conclusion under NEPA does not necessarily require a significance conclusion under CEQA unless those socioeconomic effects could be traced to a physical change in the environment.

7.4 Impacts and Mitigation Measures

This section addresses proposed project effects related to socioeconomics, followed by a discussion of proposed project effects related to environmental quality.

7.4.1 Socioeconomics

7.4.1.1 Proposed Project

7.4.1.1.1 Displacement of People or Existing Housing or Construction of New Housing due to Project Acquisitions and Displacements

The proposed Project would be developed on land owned by LAHD. There would be no acquisitions or relocations of housing as a part of the proposed Project. The proposed Project would temporarily relocate live-aboards to the future Cabrillo Way Marina, which would be constructed before the proposed Project (LAHD 2003). Once the proposed Project has been constructed, the live-aboards would be moved back to their current location. Existing boaters may be relocated temporarily or permanently to other marinas within the San Pedro area and would not disrupt the community. Therefore, no impacts due to acquisition and displacement would occur and no replacement housing would be required.

Population Growth

The proposed Project does not include the development of new housing or infrastructure that would directly induce population growth. However, the proposed commercial establishments could indirectly lead to an increase in area population. Also, workers in the cruise ship industry may choose to live in the local area. Additionally, improvements such as the promenade, additional commercial and retail venues, and more open space areas may aid in making the San Pedro area more

attractive to future residents. However, no major shifts in population are expected as a direct result of the project.

Construction of the proposed Project is expected to take place over the next seven years, through 2015. The proposed Project would also generate 7,363 construction jobs (Based on the 8.5 construction jobs/ million dollars of construction cost. This estimate is from the U.S. Bureau of Economic Analysis). The number of construction workers employed and working on site would vary over the course of the construction period. Because construction workers commute to a job site that often changes many times throughout the course of the year, they are not likely to relocate their households to any significant degree as a consequence of opportunities for construction work. In addition, many workers are highly specialized and move among job sites as dictated by the need for their skills. Also, because of the highly specialized nature of most construction projects, workers are likely to be employed on the job site only for as long as their skills are needed to complete a particular phase of the construction process.

The County has a large pool of construction labor (156,700 people employed in construction industry in 2006, see Table 7-6) from which to draw. Therefore, it is reasonable to assume that most construction workers would not relocate their households to work on proposed master plan projects. Construction-phase employment, therefore, would not result in a substantial increase in local or regional population. Thus, as per Chapter 8, "Growth-inducing Impacts," negligible impacts to population are anticipated.

NEPA Determination

The proposed project would not displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere; therefore, the impact under NEPA would be less-than-significant.

CEQA Determination

Since the proposed Project would not result in population growth, acquisitions, or displacements, no physical changes are anticipated as a result of the proposed Project. The proposed Project would not have significant impact under CEQA.

7.4.1.1.2 Local Business and Tax Revenue

Business Displacements

To successfully redevelop Ports O'Call, the Port plans to partner with a master developer in order to redevelop the entire area homogeneously. Some existing businesses would be retained, while other existing leaseholds would be allowed to expire.

The existing lease for the Jankovich & Son fueling station at Berth 74 expired in 2007 and is on hold-over on a month-to-month lease term. As part of the proposed

Project, a new fueling station would be developed at Berth 240 on Terminal Island. This move is consistent with the effort to de-industrialize the San Pedro Waterfront area, removing potential hazards to human health and safety.

Construction of the North Harbor would displace a temporary cruise ship berth at Berths 87–90 that is occasionally used by embarking and disembarking cruise passengers. Construction of the 7th Street Pier would involve demolition of the porte cochere at the existing Acapulco Restaurant, removal of existing surface parking, which would be replaced in a new surface lot to the west of the Acapulco Restaurant, and demolition of 12 marina slips and a portion of the floating dock (4,000 square feet). However, the existing marina slips would be replaced as part of the Cabrillo Way Marina Project.[1] The proposed Project includes building two new outer harbor berths for cruise ship terminals. Thus, the impact would not be significant in terms of displacement of businesses.

Local Business and Tax Revenues

The proposed Project would lead to increased tax revenues by expanding the tax base of the area with introduction of new marine commercial developments and new restaurants, expanding the cruise ship industry, and by the provision of a new conference center. The construction of the Downtown and 7th Street Harbors, with new public open spaces that consist of promenade areas, plazas, parks, and landscape and hardscape areas, would make downtown San Pedro more attractive to visitors. Hence, there would be an overall beneficial impact of the proposed Project on the local business revenue.

Each cruise ship spent $478,000 in the local area and generated $25,221 in state and local taxes (Martin Associates 2007). Based on the cruise calls projected for 2015 and 2037 for the Port of Los Angeles, the proposed Project would generate $131.5 million in 2015 and $137 million in revenue for the local area from the cruise ships. Similarly, the cruise ship industry would generate $6.8 million in 2015 and $7.2 million in 2037 in state and local taxes.

NEPA Determination

The proposed Project would not result in substantial change in revenue for local businesses, government agencies, or Indian Tribes. Hence, the impact under NEPA would be less than significant.

CEQA Determination

The beneficial economic effects of the proposed Project would not result in physical changes to the area. The proposed Project would not have significant impact under CEQA.

[1] The Cabrillo Marina Phase II Project was approved by the Board of Harbor Commissioners in December 2003 and involves redevelopment of the existing marina at Berth 37 south, through the Watchorn Basin. The impacts of the project have been evaluated in Cabrillo Marina Phase II Supplemental EIR.

7.4.1.1.3 Local Employment and Labor Force

The proposed Project would improve the facilities for the cruise ships and would provide opportunities for upgrading the existing Ports O'Call site through redevelopment, as well as new commercial development. The cruise ship industry would lead to increased jobs, but it would not result in a significant increase in employment in the local area, since most of the cruise ship employees are not citizens of Southern California. However, the proposed Project would also allow for the redevelopment of approximately 150,000 square feet of existing commercial space and would provide for 150,000 square feet of new development within the Ports O'Call. Approximately 125,000 square feet would be developed for restaurant uses, and approximately 175,000 square feet would be developed for commercial uses. Ports O'Call would also include a new 75,000-square-foot conference center. Therefore, when completed, the Ports O'Call area would have a total of 375,000 square feet of commercial, retail, restaurant, and conference space. The expansion of the Waterfront Red Car Maintenance Facilities would lead to a small increase in employment as well. Apart from the employees generated from the operation of the proposed Project, the proposed Project would also generate substantial employment during the construction period spread over seven years.

These new project components would lead to increased employment.

Component	*Employment generated*
Cruise Ship Industry	The cruise ship industry in Port of Los Angeles would generate 3,025 jobs in 2015 and 3,157 jobs in 2037 overall in Los Angeles area. There are an existing estimated 2,478 employees in the cruise ship industry in the Los Angeles area.[2] Out of these, 1,650 jobs in 2015 and 1,722 jobs in 2037 would be in the Harbor area itself.
Commercial Redevelopment and New Commercial Development	600 jobs[3] (assuming 1 employee/500 square feet of commercial space)[4]
Waterfront Red Car Facility Expansion	Total of 44 additional jobs in Phase I and 94 additional jobs in Phase II; for 138 new jobs.
Total New Jobs	3,801 new jobs through 2037 in Los Angeles Area

The proposed Project would also generate 7,363 construction jobs (based on the 8.5 construction jobs/million dollars of construction cost. This estimate is from the U.S. Bureau of Economic Analysis). These construction jobs would further result in 17,671 indirect jobs (based on 2.4 jobs for every construction job, given by U.S.

[2] The jobs are calculated using the employees per ship data based on the study "Local and Regional Economic Benefits Of The Cruise Industry At The Port Of Los Angeles "by the Martin Associates in 2007 and estimated cruise calls for 2015 and 2037 provided by the Port of Los Angeles.
[3] The calculations for employees generated from the commercial component of the project exclude the 75,000 square feet convention center. The convention center would have minimal full-time employees for maintenance purposes.
[4] The employee generation rates are based on the SCAG Employee Density Study, October, 2001.

Bureau of Economic Analysis). However, as mentioned before, construction of the proposed Project is expected to take place over the next seven years, through 2015. The number of construction workers employed and working on site would vary over the course of the construction period. The County has a large pool of construction labor (156,700 people employed in construction industry in 2006; see Table 7-6) from which to draw.

NEPA Determination

The proposed Project would not result in substantial change in local labor force and employment. Hence, the impact under NEPA would be less than significant.

CEQA Determination

The proposed Project would not result in substantial change in local labor force and employment. As a result, the proposed Project is not anticipated to result in indirect physical changes like construction of new housing to accommodate new labor force of the proposed Project. The proposed Project would not result in significant impact under CEQA.

7.4.1.1.4 Property Value Trends

Proposed project facilities would be designed and built to comply with existing municipal codes and standards. The proposed Project would not cause building code violations, dilapidation and deterioration, defective design or physical construction, faulty or inadequate utilities, or other similar factors. The proposed Project would provide public amenities like open spaces, promenades, more parking, and better coastal access for the public, in addition to expanding commercial uses from 150,000 square feet to 375,000 square feet. The proposed Project would use required design standards, and facilities would be sized given present standards, market conditions, and expected growth.

The proposed Project entails a deindustrialization of the waterfront; therefore, a reduction in property value is not expected with the addition of public amenities like the waterfront promenade and increased open space acreage, aesthetic improvements, and transportation improvements, including extension of the Waterfront Red Car line to Cabrillo Beach and the Outer Harbor Cruise Terminals. In addition, the San Pedro area is undergoing redevelopment initiatives by the City and CRA in terms of commercial revitalization of downtown San Pedro, and a number of high rise residential projects that have been recently completed or are underway (City of Los Angeles, Community Redevelopment Agency 2008). While proximity of the Port may historically have led to lower residential property values in communities nearest the Port compared to more affluent communities in southern Los Angeles County such as Redondo Beach and Rancho Palos Verdes, residential property values in communities near the Port have grown in recent years and do not exhibit depreciated or stagnant values. However, the recent housing market slump has led to decreased property values throughout California, a trend mirrored in the study area and the nearby communities. It is not anticipated that the proposed Project would change

residential property trends in the areas immediately adjacent to the Port. Median home prices increased at high rates in a number of communities in the South Bay area of Los Angeles County from 1997 to 2006. Home prices increased in all communities regardless of price levels at the beginning of the period. Those communities with the highest growth rates were often communities with the lowest home prices.

The proposed Project would increase the number of direct, indirect, and induced jobs and income in the region, and result in other economic benefits. While the economic impacts are beneficial, the increase in jobs attributable to the proposed Project would be relatively small compared to current and projected future employment in the larger economic region (as noted in Section 7.4.1 above). Thus, the proposed Project would also not likely contribute substantially to effects on property values due to its direct or indirect economic impacts.

NEPA Determination

The proposed Project would not result in substantial decrease in property values of the area. Hence, the impact under NEPA would be less than significant.

CEQA Determination

As discussed above, the proposed Project would not likely contribute substantially to effects on property values due to its direct or indirect economic impacts. The proposed Project would not have significant impact under CEQA.

7.4.1.2 Alternative 1—Alternative Development Scenario 1

Alternative 1 differs from the proposed Project in the following aspects:

- Two berths would be included at the Inner Harbor and one at the Outer Harbor for cruise ships.
- Berths 91–92 Terminal would be demolished and a 200,000-square-foot terminal would be built along with a 100,000-square-foot terminal at the Outer Harbor.
- Surface parking would be reduced in size for non-cruise passengers at Outer Harbor from 400 to 200.
- Harbor Boulevard would be reduced to one lane southbound at 7th Street/Sampson Way, providing a roundabout to prevent northbound traffic along Harbor Boulevard at 13th Street, and a two-way roadway extending from Crescent Street from Miner Street to Sampson Way would be constructed.
- Waterfront Red Car Museum and Maintenance Facility would be located at Warehouse No. 1.

Due to reduced cruise ship berths, Alternative 1 would lead to fewer cruise ship calls in 2037. This would lead to 1,650 local jobs[5] in the Harbor area being generated by the cruise ship industry in 2037, instead of 1,722 under the proposed Project. Also, the local revenue from the cruise ship industry is estimated to be $131.5 million dollars in 2037 under the alternative instead of $137 million. Similarly the state and local taxes generated from the alternative would be $6.9 million in 2037 instead of $7.2 million from the proposed Project. The commercial component under this alternative is similar to the proposed Project. Alternative 1 would generate fewer jobs, taxes, and revenue than the proposed Project in 2037 due to reduced cruise calls.

Other than the employment and local revenue, Alternative 1 would have fewer impacts than the proposed Project in terms of population growth, acquisition and displacements, and property values. The alternative would not result in displacement of people or existing housing. The construction workers would not generate demand for additional housing. The alternative would not have any impacts on property values of the area due to the direct or indirect economic impacts.

NEPA Determination

Alternative 1 would not result in displacement of people or housing in the area or require replacement housing. The alternative would not substantially change local business and revenues for local businesses, government agencies, or Indian tribes. The alternative would not change local employment or labor force substantially, and would not result in a substantial decrease in property values of the area. Hence, there would not be adverse socioeconomic impacts under NEPA.

CEQA Determination

As discussed above, Alternative 1 would not substantially change the property values due to its direct or indirect economic impacts and would not result in a physical change to the environment. Alternative 1 would not have significant impact under CEQA.

7.4.1.3 Alternative 2—Alternative Development Scenario 2

Alternative 2 differs from the proposed Project in the following aspects:

- Surface parking would be increased and a parking structure is proposed at the Outer Harbor.
- Harbor Boulevard would be reduced to one lane southbound, providing a roundabout to prevent northbound traffic along Harbor Boulevard at 13th Street. A two-way roadway extending Crescent Street from Miner Street to Sampson Way would be constructed.

[5] The jobs are calculated using the employees per ship data based on the study "Local and Regional Economic Benefits of the Cruise Industry at the Port of Los Angeles" by Martin Associates in 2007 and estimated cruise calls for 2015 and 2037 provided by the Port of Los Angeles.

Since Alternative 2 and the proposed Project are the same in terms of proposed commercial space, cruise ship operations, and Waterfront Red Car facilities, Alternative 2 would result in the same socioeconomic impacts as the proposed Project as discussed in Section 7.4.1.1.

NEPA Determination

Alternative 2 would not result in displacement of people or housing in the area or require replacement housing. The alternative would not substantially change local business and revenues for local businesses, government agencies, or Indian tribes. The alternative would not change local employment or labor force substantially, and would not result in a substantial decrease in property values of the area. Hence, there would not be adverse socioeconomic impacts under NEPA.

CEQA Determination

As discussed above, Alternative 2 would not likely contribute substantially to effects on property values due to its direct or indirect economic impacts and would not result in a physical change to the environment. Alternative 2 would not have significant impact under CEQA.

7.4.1.4 Alternative 3—Alternative Development Scenario 3 (Reduced Project)

In general, this alternative is reduced in scale compared to the proposed Project and the other development scenario alternatives. Alternative 3 differs from the proposed Project in the following ways:

- Two berths are proposed at the Inner Harbor and one at the Outer Harbor for cruise ships.
- A 100,000-square-foot terminal is proposed for the Outer Harbor instead of 200,000 square feet of terminal space.
- Berth 91 terminal would be demolished and a 200,000-square-foot terminal rebuilt along with a 100,000-square-foot terminal in the Outer Harbor.
- There would be no conference center.
- Commercial space would be reduced at Ports O'Call (187,500 square feet instead of 375,000 square feet).
- There would be no new parking structures at Berths 78–83, 73-77, and the bluff site for Ports O'Call and the Downtown Harbor.
- Harbor Boulevard would be reduced to one lane each way with greenbelt and there would be no extension of Crescent Street to Sampson Way.
- The Waterfront Red Car Museum would be located at 7th Street; Waterfront Red Car Maintenance Facility would be located at Ports O'Call rail yard site.

Alternative 3 reduces the size of the facilities for cruise ships. The alternative also reduces the scale of commercial development at the Ports O'Call village and does not include the new conference center. These factors would reduce the employment and income generated from Alternative 3. Due to reduced cruise ship facilities, the alternative would lead to fewer cruise ship calls in 2037. This would lead to 1,650 local jobs[6] in the Harbor area being generated by the cruise ship industry in 2037, instead of 1,722 under the proposed Project. Also, the local revenue from the cruise ship industry would be $131.5 million dollars in 2037 under the alternative instead of $137 million. Similarly the state and local taxes generated from the alternative would be $6.9 million in 2037 instead of $7.2 million from the proposed Project. The decreased commercial component under Alternative 3 would generate 375 jobs[7] from commercial development instead of 600 jobs generated under the proposed Project. Under Alternative 3 the employment generated from the Waterfront Red Car expansion would be similar to the proposed Project. Alternative 3 would generate fewer jobs, taxes, and revenue than the proposed Project in 2037 due to reduced cruise calls and Ports O' Call development.

Other than employment and local revenue, Alternative 3 would have fewer impacts than those for the proposed Project in terms of acquisition and displacements, and property values. The alternative would not result in any major shifts in population by proposing housing or displacing population. The construction workers would not generate demand for additional housing. The alternative would not result in impacts on the property values of the area due to the direct or indirect economic impacts.

NEPA Determination

Alternative 3 would not result in displacement of people or housing in the area or require replacement housing. The alternative would not substantially change local business and revenues for local businesses, government agencies, or Indian tribes. The alternative would not change local employment or labor force substantially, and would not result in a substantial decrease in property values of the area. Hence, there would not be adverse socioeconomic impacts under NEPA.

CEQA Determination

As discussed above, Alternative 3 would not likely contribute substantially to effects on property values due to its direct or indirect economic impacts and would not result in a physical change to the environment. The alternative would not have significant impact under CEQA.

7.4.1.5 Alternative 4—Alternative Development Scenario 4

Alternative 4 differs from the proposed Project in the following aspects:

[6] The jobs are calculated using the employees per ship data based on the study "Local and Regional Economic Benefits of the Cruise Industry at the Port of Los Angeles" by Martin Associates in 2007 and estimated cruise calls for 2015 and 2037 provided by the Port of Los Angeles.
[7] The calculations for employees generated from the commercial component of the project for 187,500 square feet using the employee generation rates are based on the SCAG Employee Density Study, October, 2001.

- Three cruise ship berths would be provided at the Inner Harbor; there would be no Outer Harbor Cruise Terminals or berths.
- Berth 91 terminal would be demolished and a 200,000-square-foot terminal would be rebuilt.
- Berths 91–93 Inner Harbor parking structure would be reduced in size.
- Some surface parking at the Outer Harbor would be provided to support the proposed Outer Harbor Park.
- There would be no North Harbor.
- Harbor Boulevard would remain at existing capacity.
- S.S. Lane Victory would be relocated to Ports O'Call.

Since the North Harbor would not be constructed, the temporary cruise ship berth at Berths 87–90 that is occasionally used by embarking and disembarking cruise passengers would not be displaced. Alternative 4 reduces the scale of the facilities for cruise ships, leading to less revenue being generated from the alternative in comparison to the proposed Project. The commercial component of Alternative 4 is the same as that of the proposed Project. This would lead to 1,650 local jobs[8] in the Harbor area being generated by the cruise ship industry in 2037, instead of 1,722 under the proposed Project. Also, the local revenue from the cruise ship industry would be $131.5 million dollars in 2037 under the alternative instead of $137 million. Similarly the state and local taxes generated from the alternative would be $6.9 million in 2037 instead of $7.2 million from the proposed Project. However, the jobs generated from the commercial component and Waterfront Red Car facilities would be the same as those for the proposed Project. Alternative 4 would generate fewer jobs and revenue than the proposed Project in 2037 due to reduced cruise calls.

Other than the employment, taxes, and local revenue, Alternative 4 would have fewer impacts than the proposed Project in terms of population growth, acquisition and displacements, and property values. The alternative would not result in any major shifts in population by proposing housing or displacing population. The construction workers would not generate demand for additional housing. The alternative would have impacts on the property values of the area due to the direct or indirect economic impacts.

NEPA Determination

Alternative 4 would not result in displacement of people or housing in the area or require replacement housing. The alternative would not substantially change local business and revenues for local businesses, government agencies, or Indian tribes. The alternative would not change local employment or labor force substantially, and would not result in a substantial decrease in property values of the area. Hence, there would not be adverse socioeconomic impacts under NEPA.

[8] The jobs are calculated using the employees per ship data based on the study "Local and Regional Economic Benefits of the Cruise Industry at the Port of Los Angeles" by Martin Associates in 2007 and estimated cruise calls for 2015 and 2037 provided by the Port of Los Angeles.

CEQA Determination

As discussed above, Alternative 4 would not likely contribute substantially to effects on property values due to its direct or indirect economic impacts and would not result in a physical change to the environment. The alternative would not have significant impact under CEQA.

7.4.1.6 Alternative 5—No-Federal-Action Alternative

The No-Federal-Action Alternative eliminates all of the proposed Project elements that would require a federal permit. The federal project basically consists of all harbor cuts and dredging activities; removal of existing and construction of new bulkheads, wharves, pilings, piers, rock slope protection, floating docks, and promenades that cover waters of the United States; and ocean disposal of dredge material. Landside construction activities within 100 feet of the shoreline also require a USACE permit. Alternative 5 differs from the proposed Project in terms of the following aspects:

- Three berths at Inner Harbor would be constructed for cruise ships (no wharf work).
- Berth 91 terminal would be demolished and a 200,000-square-foot terminal rebuilt.
- Berths 91–93 Inner Harbor parking structure would be reduced in size.
- Some surface parking at the Outer Harbor would be provided to support the proposed Outer Harbor Park.
- No new piers and promenades would be constructed.
- There would be no change to mudflat.
- Harbor Boulevard would remain at existing capacity.
- S.S. Lane Victory would be relocated to Ports O'Call.
- Ralph J. Scott would be located in the original proposed location near Fireman's Plaza.

Alternative 5 would not construct any harbors, piers, and promenades. The alternative would not lead to temporary displacement of boats, and would provide limited coastal access; thus, the property value improvements under the alternative would be less than the proposed Project. Alternative 5 would reduce the scale of the facilities for cruise ships, leading to less revenue being generated from the alternative in comparison to the proposed Project. The commercial component of Alternative 5 is same as that of the proposed Project. The revenue generated from the commercial component of the alternative would be similar to the proposed Project. Due to reduced cruise ship facilities, Alternative 5 would lead to fewer cruise ship calls in

2037. This would lead to 1,650 local jobs[9] in the Harbor area being generated by the cruise ship industry in 2037, instead of 1,722 under the proposed Project. Also, the local revenue from the cruise ship industry would be $131.5 million dollars in 2037 under the alternative instead of $137 million. Similarly the state and local taxes generated from the alternative would be $6.9 million in 2037 instead of $7.2 million from the proposed Project. Alternative 5 would generate fewer jobs, taxes, and revenue than the proposed Project in 2037 due to reduced cruise calls.

Other than the employment and local revenue, Alternative 5 would have fewer impacts than the proposed Project in terms of population growth, acquisition and displacements, and property values. The alternative would not result in any major shifts in population by proposing housing or displacing population. The construction workers would not generate demand for additional housing as well. The alternative would not have impacts on the property values of the area due to the direct or indirect economic impacts.

NEPA Determination

Alternative 5 would not result in displacement of people or housing in the area or require replacement housing. The alternative would not substantially change local business and revenues for local businesses, government agencies, or Indian tribes. The alternative would not change local employment or labor force substantially, and would not result in a substantial decrease in property values of the area. Hence, there would not be adverse socioeconomic impacts under NEPA.

CEQA Determination

As discussed above, Alternative 5 would not contribute substantially to effects on property values due to its direct or indirect economic impacts and would not result in a physical change to the environment. The alternative would not have significant impact under CEQA.

7.4.1.7 Alternative 6—No-Project Alternative

This alternative considers what would reasonably be expected to occur on the site if no LAHD or federal action would occur. This alternative would not allow implementation of the proposed Project or other physical improvements at the San Pedro Waterfront area. Under this alternative, some related projects and some other reasonably foreseeable actions would occur even if the proposed Project is not approved. The alternative would not result in displacements of parking for the Acapulco Restaurant. Alternative 6 would not enhance public amenities, commercial waterfront development opportunities in Ports O'Call, or transportation infrastructure in the area. Thus, the indirect population growth and increase in property values due to Alternative 6 would be less than that under the proposed Project. Alternative 6 would not include expansion of cruise ship facilities or the Ports O'Call

[9] The jobs are calculated using the employees per ship data based on the study "Local and Regional Economic Benefits of the Cruise Industry at the Port of Los Angeles" by Martin Associates in 2007 and estimated cruise calls for 2015 and 2037 provided by the Port of Los Angeles.

redevelopment. Therefore, this alternative would not increase the employment or tax revenues from the commercial component of the proposed Project. Due to a lack of enhancements for cruise ship facilities, Alternative 6 would lead to fewer cruise ship calls in 2037. This would lead to 1,650 local jobs[10] in the Harbor area being generated by the cruise ship industry in 2037, instead of 1,722 under the proposed Project. Also, the local revenue from the cruise ship industry would be $131.5 million dollars in 2037 under the alternative instead of $137 million. Similarly the state and local taxes generated from the alternative would be $6.9 million in 2037 instead of $7.2 million from the proposed Project. Alternative 6 would not result in environmental justice issues.

NEPA Determination

Alternative 6 would not result in displacement of people or housing in the area or require replacement housing. The alternative would not substantially change local business and revenues for local businesses, government agencies, or Indian tribes. The alternative would not change local employment or labor force substantially, and would not result in a substantial decrease in property values of the area. Hence, there would not be adverse socioeconomic impacts under NEPA.

CEQA Determination

As discussed above, Alternative 6 would not contribute substantially to effects on property values due to its direct or indirect economic impacts. The alternative would not have a significant impact under CEQA.

7.4.2 Environmental Quality

7.4.2.1 Methodology

The analysis for environmental quality impacts draws upon information gained from a number of sources. They include: (a) discussions with LAHD environmental and planning and research staff; (b) site visits to communities in the vicinity of the Port (especially San Pedro, since it is the community closest to the proposed Project); (c) a review of selected Port-related and other documents containing information relevant to the topic of environmental quality and blight; and (d) a review of City of Los Angeles plans and program information containing relevant data for the area. Based on the location of the proposed project site, the study area for this evaluation focuses on the community of San Pedro.

Section 7.2.2 described existing conditions related to environmental quality. This included describing the regulatory setting in which, under California Redevelopment Law, a "blighted area" refers to an area officially designated for redevelopment by a public agency based on physical and economic conditions. The Beacon Project area and the Pacific Commercial Corridor project area are identified as blighted by the

[10] The jobs are calculated using the employees per ship data based on the study "Local and Regional Economic Benefits of the Cruise Industry at the Port of Los Angeles" by Martin Associates in 2007 and estimated cruise calls for 2015 and 2037 provided by the Port of Los Angeles.

Community Redevelopment Agency of Los Angeles, and both abut the proposed project area. Section 7.2.2 also described other conditions which, independent of any public agency designation, the community may perceive as reducing environmental quality or causing urban decay because of an area being physically degraded or deteriorated or other types of physical, social, and economic conditions being visible to or experienced by the public. These were identified based on the summary of the community comments from the proposed Project's public outreach process conducted from November 2006 through March 2007.

The effects discussion for environmental quality identifies proposed Project elements that would contribute to deterioration of environmental quality in adjacent neighborhoods. It also discusses elements of the proposed Project, including proposed transportation system improvements. The section also discusses the effect proposed Project can have on community cohesion and its environmental justice effects.

7.4.2.2 Proposed Project

7.4.2.2.1 Land Use and Urban Decay

The proposed Project is not located within a redevelopment plan, nor is it located within a community plan or a specific plan. Therefore, the proposed Project would not affect implementation of these plans. Additionally, the proposed Project would not affect the existing blighted conditions in surrounding redevelopment project areas. In fact, addition of public amenities like the waterfront promenade, increased open space acreage, aesthetic improvements, transportation improvements including the extension of the Waterfront Red Car line to Cabrillo Beach, and the Outer Harbor Cruise Terminals would have a beneficial impact on the neighborhood. The proposed Project is completely located within the Port of Los Angeles Community Plan, which is an element of the City's General Plan and PMP areas.

The proposed Project involves a variety of land uses within the proposed project area, including public waterfront and open space areas, commercial development, transportation and parking facilities, and expanded cruise ship facilities and operations. A general plan amendment would be required as a part of the proposed Project that would make the Berth 240 fueling station consistent with existing land use plans and policies. Hence, no project components are nonconforming land uses. These uses would be consistent with the existing and surrounding land uses. (See Section 3.8, "Land Use and Planning," for details.)

The proposed development would address community land use concerns like increased opportunities for access to the waterfront and to open space, and enhanced commercial development to serve the needs of the community as well as the visitors. The design of the proposed open spaces and art features would include public input at various stages. The development under the proposed Project would adhere to and enforce local design standards, codes, and urban design policies. The proposed Project would not have adverse impacts on land use and neighborhoods.

The proposed Project's urban decay analysis addresses the impacts of the proposed commercial development in Ports O'Call Village and its effect on the existing commercial establishments in downtown San Pedro and its effect on visual blight.

There is a low probability of urban blight being triggered as a result of the proposed Project. The proposed Project would not result in relocation of functions to the Port from other areas. There is a low potential for businesses now located in downtown San Pedro to relocate into the new facilities proposed within the Port. The underutilized and vacant facilities within the Port would be demolished and replaced by new facilities. The key commercial-retail complex within the Port, the Ports O'Call Village, would be redeveloped. New promenades, open space, hardscape and landscape areas, water cuts, and parking would enhance utilization of the waterfront by the public, while also improving the aesthetic quality to some degree. The commercial development under the proposed Project would serve the waterfront visitors and the cruise passengers and would not compete with business in downtown San Pedro. Thus, the proposed Project would not have adverse impacts on the land uses and neighborhoods in downtown San Pedro in terms of urban decay. Section 3.1, "Aesthetics," discusses urban blight in detail.

7.4.2.2.2 Access, Circulation, and Parking

The proposed Project includes transportation improvements to Harbor Boulevard and Sampson Way. The Waterfront Red Car extension and relocation would serve to connect communities to the Port and allow residents and visitors to better access coastal resources, including the waterfront promenade, recreational opportunities, open space, commercial, retail, restaurants, and marinas/harbors. The proposed Project includes construction of parking structures to increase the parking supply of the area.

Other than the short-term access disruptions related to the proposed Project's construction, no permanent barriers to neighborhood access would result from the proposed Project. Existing access points and circulation routes to and from the residential neighborhoods and commercial areas near the proposed project area would all be open once the proposed Project is completed. The parking proposed as a part of the proposed Project would serve the increased parking demand as a result of the proposed Project. Section 3.11, "Transportation and Circulation (Ground)," discusses traffic, circulation, and parking impacts in detail. The proposed Project would not have adverse impacts on access, circulation, or parking.

7.4.2.2.3 Community Facilities

The proposed Project would enhance the public access to the waterfront and open spaces, including parks and other landscape amenities through the promenades. The proposed Project also includes improvements to transit facilities, enhanced parking spaces, and extension of the Waterfront Red Car line. The proposed Project would improve coastal access through waterfront promenades and new harbors. The construction phase of the proposed Project may temporarily interrupt access to

community facilities and would not interrupt emergency services. (See Chapter 3.13, "Public Services and Utilities," for a more detailed analysis). Thus, the proposed Project would not have significant adverse impacts on community facilities.

7.4.2.2.4 Community Cohesion

The proposed Project is adjacent to the San Pedro community and would not divide or isolate the community. The proposed Project would temporarily relocate the live-aboards to Cabrillo Marine Phase II, which would be constructed prior to the proposed project (LAHD 2003). These live-aboards would move back to their current locations, once the proposed project has been constructed. Construction activities along Harbor Boulevard and Sampson Way would result in traffic detours, resulting in temporary impacts on the local community. However, these impacts would only last for the period of construction. Once completed, improvements to Harbor Boulevard and Sampson Way would serve to streamline vehicular traffic into and out of the Port and away from adjacent communities. Unlike the previous efforts for waterfront redevelopment in San Pedro, the proposed Project does not propose to widen Harbor Boulevard. There were community concerns about proposed project traffic congesting Harbor Boulevard and leading to people cutting through the community and using neighborhood streets. These concerns have been addressed in Section 3.11, "Transportation and Circulation (Ground)." For further information regarding traffic impacts, see that section. The Waterfront Red Car extension and relocation would serve to connect surrounding communities, including Wilmington, to the Port and would allow residents and visitors better access to coastal resources including the waterfront promenade, recreational opportunities, open space, commercial, retail, restaurants, and marinas/harbors. The proposed Project also includes creation of an approximately 0.79-acre Town Square in front of the historic San Pedro Municipal Ferry Building (the existing Los Angeles Maritime Museum) at the foot of 6th Street and would incorporate a portion of the downtown promenade, bus drop-off areas, and surface parking (14 spaces).

No new physical barriers would be installed within the community. The relocation of live-aboards would be temporary and the live-aboards would move back to their current locations once the project is constructed. Therefore, no impacts on community cohesion would occur.

7.4.3 Comparison of the Alternatives

Table 7-18 compares the socioeconomic and environmental quality impacts of the proposed Project and different project alternatives.

Table 7-18. Comparison Matrix

	Proposed Project	*Alternative 1*	*Alternative 2*	*Alternative 3*	*Alternative 4*	*Alternative 5*	*Alternative 6*
Socioeconomic							
Acquisitions, and Displacements							
Population Growth	The proposed Project would not result in direct population growth as no housing has been proposed. Indirect growth may result due to commercial establishments, workers in the cruise ship industry living in the local area, and improvements such as promenade, shopping, open spaces, etc., making the area more attractive to future residents. However, no major shifts in population expected due to the proposed Project. The proposed Project would cause	The impacts would be less than the proposed Project.	The impacts would be same as the proposed Project.	Alternative 3 would have reduced scale of commercial development and enhancements to cruise ship industry. Hence, the alternative would have similar but reduced impact on population growth.	The impacts would be less than the proposed Project.	The impacts would be less than the proposed Project.	Since there would be no improvements for cruise ship industries or facilities such as the promenade, shopping, open spaces, etc., the status quo of the current conditions would be maintained. This alternative would not have any incentive for indirect population growth as compared to the proposed Project.

	Proposed Project	*Alternative 1*	*Alternative 2*	*Alternative 3*	*Alternative 4*	*Alternative 5*	*Alternative 6*
	minimal growth.						
Acquisitions and Displacements	The proposed Project would not lead to any housing acquisitions or displacements. The proposed Project would be phased so as to not permanently relocate live-aboards. Existing boaters may be relocated temporarily to other marinas so as to not disrupt the community.	The impacts would be less than the proposed Project.	The impacts would be same as the proposed Project.	The impacts would be less than the proposed Project.	The impacts would be less than the proposed Project.	The impacts would be less than the proposed Project.	Alternative 6 would not include any new construction and improvements. Thus, no acquisitions and displacements would occur as there would be no construction work carried out under the alternative.
Business and Local Revenue							
Business Displacement	Construction of the North Harbor would displace a temporary cruise ship berth at Berths 87–90 that is occasionally used for embarking and disembarking cruise passengers. Construction of the 7th Street Pier would involve	The impacts would be less than the proposed Project.	The impacts would be the same as the proposed Project.	The impacts would be less than the proposed Project.	The impacts would be same as the proposed Project.	Alternative 5 does not involve construction of harbors, piers, or the waterfront promenade. Hence, the alternative would not result in effects on the Acapulco Restaurant or the 12 marina slips. Thus, the alternative would	Under this alternative, no construction would be carried out. Thus, the alternative would not lead to any business displacements.

	Proposed Project	*Alternative 1*	*Alternative 2*	*Alternative 3*	*Alternative 4*	*Alternative 5*	*Alternative 6*
	demolition of the porte cochere at the existing Acapulco Restaurant, removal of existing surface parking, and demolition of approximately 12 marina slips and a portion of the floating dock (4,000 square feet). However, the existing marina slips would be temporarily relocated to Cabrillo Marina Phase II Project (which would be completed prior to the proposed Project) and moved back to San Pedro after project is constructed. The proposed Project includes building of 2 new outer harbor berths for cruise ship terminals. Thus, the impact would					have a less impact on business displacement than the proposed Project.	

	Proposed Project	*Alternative 1*	*Alternative 2*	*Alternative 3*	*Alternative 4*	*Alternative 5*	*Alternative 6*
	not be significant.						
Local revenues	The proposed Project would lead to increased tax revenues by expanding the tax base of the area with the introduction of new marine commercial developments, expanding the cruise ship industry, and building a new conference center. The construction of the Downtown Harbor and promenade would make the downtown San Pedro area more attractive to visitors and thus help increase local revenue. The proposed Project would generate $131.5 million in 2015 and $137 million in revenue for the local area from	Due to reduced cruise calls in 2037 as compared to the proposed Project, the alternative would generate $131.5 million in revenue for the local area from the cruise ships in 2037 in comparison to $137 million of the proposed Project. Similarly, the cruise ship industry in the alternative would generate $6.8 million in 2037 in state and local taxes instead of $7.2 million under the proposed Project.	The impacts would be same as the proposed Project.	There would be no conference center and a reduced scale of commercial development and cruise ship industry improvements under the alternative. This would lead to reduced revenue from this alternative as compared to the proposed Project. Due to reduced cruise calls in 2037 as compared to the proposed Project, the alternative would generate $131.5 million in revenue for the local area from the cruise ships in 2037 in comparison to $137 million of the proposed Project. Similarly, the cruise ship	Due to reduced cruise calls in 2037 as compared to the proposed Project, the alternative would generate $131.5 million in revenue for the local area from the cruise ships in 2037 in comparison to $137 million of the proposed Project. Similarly, the cruise ship industry in the alternative would generate $6.8 million in 2037 in state and local taxes instead of $7.2 million under the proposed Project.	Due to reduced cruise calls in 2037 as compared to the proposed Project, the alternative would generate $131.5 million in revenue for the local area from the cruise ships in 2037 in comparison to $137 million of the proposed Project. Similarly, the cruise ship industry in the alternative would generate $6.8 million in 2037 in state and local taxes instead of $7.2 million under the proposed Project.	There would be no improvements to the cruise ship industry or new commercial development under this alternative. This alternative would result in less revenue than the proposed Project. Due to reduced cruise calls in 2037 as compared to the proposed Project, the alternative would generate $131.5 million in revenue for the local area from the cruise ships in 2037 in comparison to $137 million of the proposed project. Similarly, the cruise ship industry in the alternative would generate $6.8 million in 2037 in state and local taxes instead of $7.2 million under the proposed Project.

	Proposed Project	*Alternative 1*	*Alternative 2*	*Alternative 3*	*Alternative 4*	*Alternative 5*	*Alternative 6*
	the cruise ships. Similarly, the cruise ship industry would generate $6.8 million in 2015 and $7.2 million in 2037 in state and local taxes.			industry in the alternative would generate $6.8 million in 2037 in state and local taxes instead of $7.2 million under the proposed Project.			
Employment							
Employment	The proposed Project would improve the facilities for cruise ships and would provide opportunities for upgrading the existing Ports O'Call Village site through redevelopment, as well as new commercial development. These new developments would lead to 3,025 jobs in 2015 and 3,157 jobs in 2037 from the cruise ship industry and 600 jobs from commercial	The reduced scale of cruise ship industry improvements would lead to fewer jobs being created from this alternative. The alternative would result in 132 fewer jobs in the cruise ship industry in 2037 development than the proposed Project.	The impacts would be same as proposed Project.	The reduced scale of commercial development and cruise ship industry improvements would lead to fewer jobs being created from the alternative. The alternative would result in 132 fewer jobs in the cruise ship industry in 2037 and 225 fewer jobs from commercial development than that under the proposed Project.	The reduced scale of cruise ship industry improvements would lead to fewer jobs being created from this alternative. This alternative would result in 132 fewer jobs in the cruise ship industry in 2037 than the proposed Project.	The reduced scale of cruise ship industry improvements would lead to fewer jobs being created from this alternative. The alternative would result in 132 fewer jobs in the cruise ship industry in 2037 than under the proposed Project.	There would be no improvements to the cruise ship industry or new commercial development under this alternative. The alternative would result in 132 fewer jobs in the cruise ship industry in 2037 than under the proposed Project. There would be no additional jobs created from commercial development under this alternative.

	Proposed Project	*Alternative 1*	*Alternative 2*	*Alternative 3*	*Alternative 4*	*Alternative 5*	*Alternative 6*
	development. The proposed Project would also result in 7,363 construction jobs.						
Property Values							
Property Values	The proposed Project would be built according to municipal codes, use required design standards, and be sized given present standards, market conditions, and expected growth. None of the proposed project components are undesirable uses; therefore, a reduction in property value is not expected with aesthetic improvements, addition of public amenities like promenade and open spaces, and transportation improvements. The proposed Project would	The impacts would be less than the proposed Project.	The impacts would be same to the proposed Project.	The impacts would be less than the proposed Project.	The impacts would be less than the proposed Project.	Alternative 5 does not involve construction of harbors, piers, or the waterfront promenade. Hence, the alternative would not result in any temporary displacement of boats. The alternative would still provide better public amenities like opens paces, transportation, infrastructure, etc. However, waterfront access would be limited in this alternative. Thus, the alternative would improve property values but less so	No improvements or enhancements are proposed under this alternative. Hence, no acquisitions and displacements would occur. This alternative does not include improvements to public facilities or transportation infrastructure. Therefore, there are no incentives for property value improvements under the alternative.

	Proposed Project	*Alternative 1*	*Alternative 2*	*Alternative 3*	*Alternative 4*	*Alternative 5*	*Alternative 6*
	result in an improvement to property values.					than with the proposed Project.	
Environmental Quality							
Land Use and Environmental Quality							
Land Use and Urban Decay	The proposed Project would not affect implementation of local or regional plans. All proposed uses would be consistent with the existing and surrounding land uses. The general plan amendment would make the Berth 240 fueling station consistent with the land use plans as well. The proposed developments address community land use concerns like parking, coastal access, and enhanced commercial development to	The impacts would be the same as the proposed Project.	The impacts would be the same as the proposed Project.	The alternative proposes similar land uses but at a reduced scale. Therefore, the impacts would be the same as the proposed Project.	The impacts would be to the same as the proposed Project.	This alternative does not include the harbor, pier, or downtown promenade. This would lead to reduced coastal access than under the proposed Project. Lack of promenades and harbors would also result in reduced beneficial aesthetic impacts. The other impacts on land use and urban decay are the same as those of the proposed Project.	This alternative does not include construction of harbors, promenade, piers, or improvements to transportation, transit, and other public amenities in the area. Thus, the alternative would not address community concerns and would have a greater impact on land use and urban decay than the proposed Project.

	Proposed Project	*Alternative 1*	*Alternative 2*	*Alternative 3*	*Alternative 4*	*Alternative 5*	*Alternative 6*
	serve the community and visitors. The development under the proposed Project would adhere to and enforce local design standards, codes, and urban design policies and would not have adverse impacts on land use and neighborhoods.						
Access, Parking, and Circulation	The proposed Project includes improvements to Harbor Boulevard and Sampson Way. The Waterfront Red Car extension and relocation would serve to connect the communities to the Port and allow residents and visitors to better access coastal resources. The proposed Project includes construction of parking	This alternative also includes improvement to transportation facilities and transit similar to the proposed Project. However, the parking supply under this alternative is less than the proposed Project.	The impacts would same as the proposed Project.	This alternative also includes improvement to transportation facilities and transit. The parking supply under this alternative is less than the proposed Project. However, due to reduced commercial development and reduced expansion from the cruise ship industry, this alternative would generate reduced	This alternative also includes improvement to transportation facilities and transit. The parking supply under this alternative is less than the proposed Project. However, due to reduced expansion of the cruise ship industry, the alternative would generate reduced traffic and parking demand as compared to	This alternative also includes improvement to transportation facilities and transit. The parking supply under this alternative is less than with the proposed Project. However, due to reduced expansion of the cruise ship industry, the alternative would generate reduced traffic and parking demand as compared to	This alternative does not include new commercial development or expansion of the cruise ship industry. Thus, no new traffic or parking demand would be generated from the alternative. This alternative does not improve transportation facilities, transit, or parking supply in the area. The alternative would have greater impact on public waterfront access

	Proposed Project	*Alternative 1*	*Alternative 2*	*Alternative 3*	*Alternative 4*	*Alternative 5*	*Alternative 6*
	structures and expansion of existing parking to increase the parking supply in the area. Other than the short-term access disruptions related to project construction, no permanent barriers to neighborhood access and circulation are expected from the proposed Project.			traffic and parking demand as compared to the proposed Project.	the proposed Project.	the proposed Project. This alternative would have greater impact on public waterfront access than the proposed Project as no promenades, piers, or harbors would be constructed.	than the proposed Project as no promenades, piers, or harbors would be constructed.
Community Facilities	The proposed Project would enhance public access to the waterfront and open spaces, including parks and other landscape amenities through the promenades. The proposed Project also includes improvements to transit facilities, enhanced parking	The impacts would be same as proposed Project.	The impacts would be same as proposed Project.	The impacts would be same as proposed Project.	The impacts would be same as proposed Project.	This alternative would affect public waterfront access as no promenades, piers, or harbors would be constructed. The other impacts on community facilities would be similar to the proposed Project.	The alternative would not enhance community facilities such as open spaces in the area. The alternative would affect public waterfront access as no promenades, piers, or harbors would be constructed. Since there would be no construction under this alternative, the temporary construction impacts

	Proposed Project	*Alternative 1*	*Alternative 2*	*Alternative 3*	*Alternative 4*	*Alternative 5*	*Alternative 6*
	spaces, and Waterfront Red Car line extension. The proposed Project would improve coastal access. The construction phase of the proposed Project would not limit access to any community facilities and emergency services. Hence, there would be no impacts from the proposed Project on community Facilities.						on access to community facilities would be less than those under the proposed Project.
Community Cohesion	No new physical barriers would be installed within the community. The improvements to Harbor Boulevard and Sampson Way would serve to streamline vehicular traffic into and out of	The impacts would be same as the proposed Project.	The impacts would same as the proposed Project.	The impacts would be same as the proposed Project.	The impacts would be same as the proposed Project.	This alternative does not include construction of harbors, promenades, and piers. Thus, there would less public access to coastal waterfront under this alternative. Other impacts to community	Alternative 6 would not include any new construction and improvements. Thus, no impacts on community cohesion would occur because there would be no construction work carried out under the alternative.

	Proposed Project	*Alternative 1*	*Alternative 2*	*Alternative 3*	*Alternative 4*	*Alternative 5*	*Alternative 6*
	the Port and away from adjacent communities. The Waterfront Red Car extension and relocation would serve to connect the communities to the Port and allow residents and visitors better access to the coastal resources including the promenade, recreational opportunities, open space, commercial, retail, restaurants, and marinas/harbors. Therefore, no impacts to community cohesion would occur. The construction activities on Sampson Way and Harbor Boulevard may result in temporary					cohesion would be similar to the proposed Project.	

	Proposed Project	*Alternative 1*	*Alternative 2*	*Alternative 3*	*Alternative 4*	*Alternative 5*	*Alternative 6*
	impacts on the local community.						

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