

# 7.0

## SOCIOECONOMICS AND ENVIRONMENTAL QUALITY

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### 7.1 Introduction

4 This chapter describes the socioeconomic character of the local area near the Port and  
5 the larger Southern California region in terms of employment and earnings,  
6 population, housing (including residential property values), and the influence that the  
7 Port has played on neighboring communities. Complementary information regarding  
8 environmental quality is presented in Section 3.8, “Land Use.” As discussed in this  
9 chapter, permanent employment generated by the proposed Project’s operation would be  
10 336 jobs by the year 2020. This increase amounts to less than 1% of the total regional  
11 employment increase.

### 7.2 Environmental Setting

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

#### 7.2.1 Socioeconomics

20 Socioeconomics encompasses a number of topical areas including employment and  
21 income, population, and housing. Within each of these areas, sub-topics are  
22 addressed, including an examination of conditions at different geographical scales  
23 that have relevance to the potential impacts associated with implementation of the  
24 proposed Project.

## 7.2.1.1 Employment and Income

Existing conditions with regard to employment and income are described from a number of perspectives including:

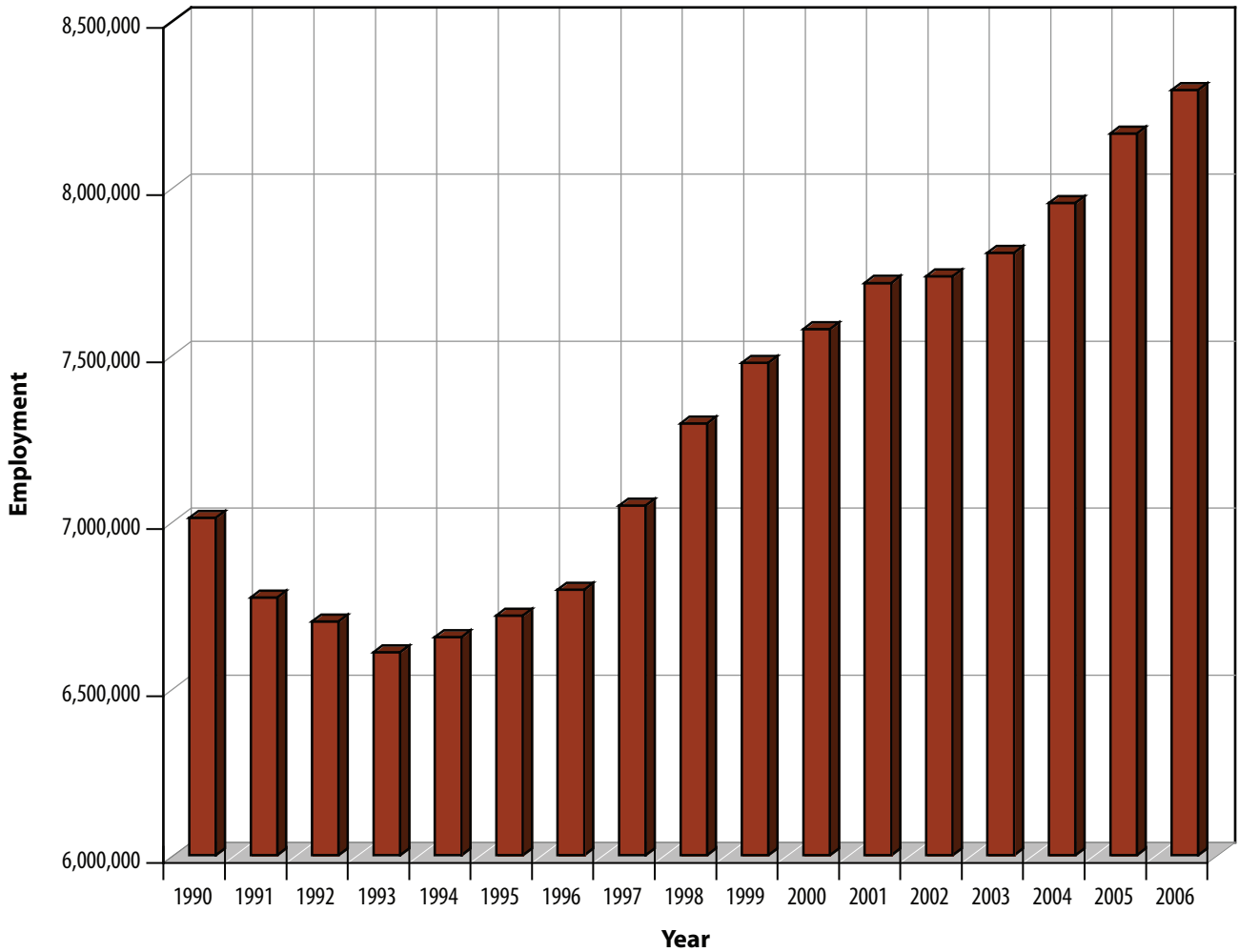
- conditions at the regional level (the five-county region within Southern California as identified above);
- the role of the Port; and
- conditions at the county and local level (small geographic areas in the vicinity of the Port, including Wilmington, San Pedro, Carson, and Harbor City.).

### 7.2.1.1.1 Southern California

Between 1990 and 2006 employment in Southern California increased by almost one million jobs at an average annual rate of 0.9% (see Figure 7-1). Examination of the information presented in Table 7-1 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%). 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 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).

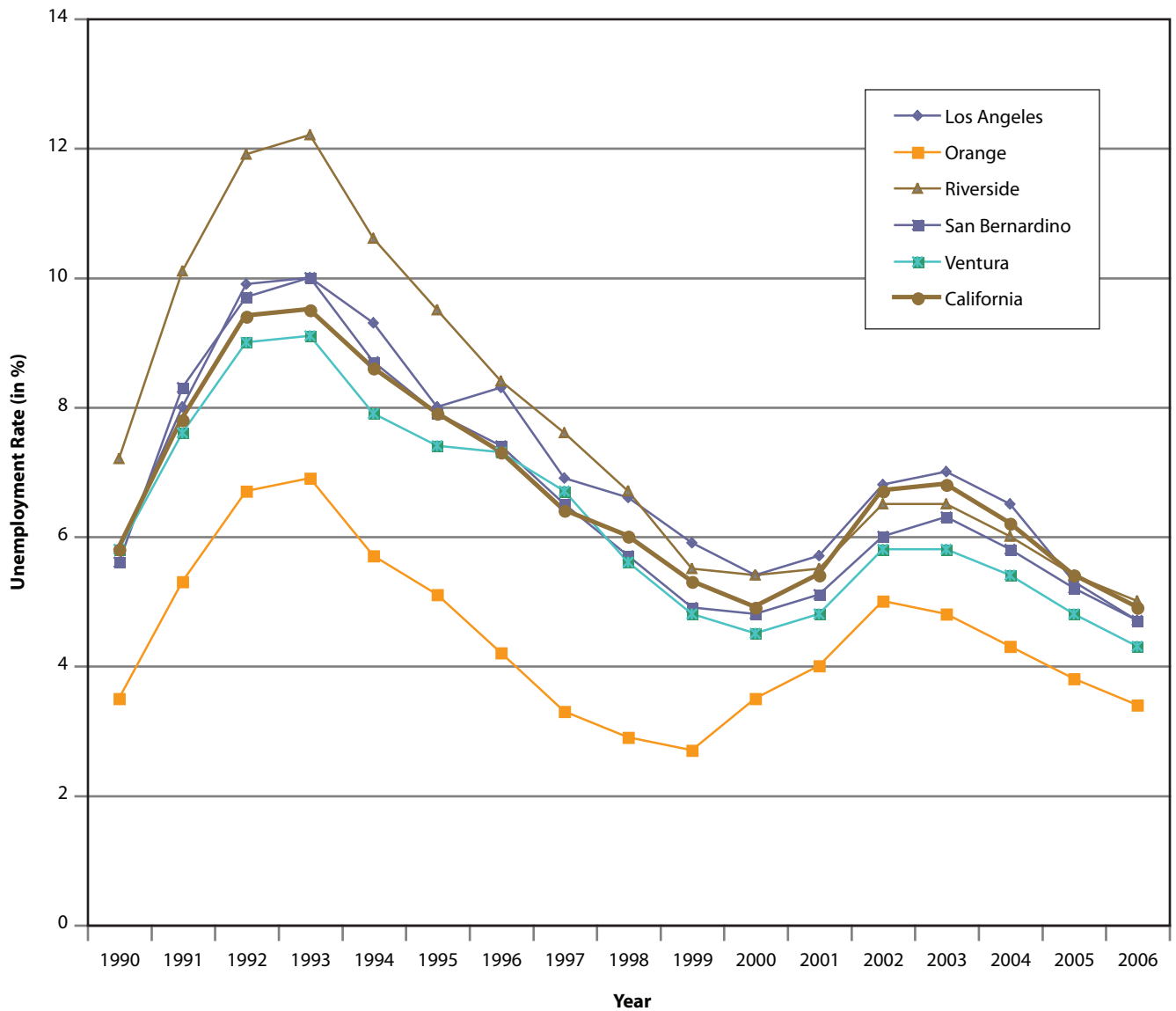
Based on projections prepared by SCAG, employment in Southern California will continue to expand, especially in Riverside and San Bernardino Counties (see Table 7-2). These two counties are anticipated to experience growth rates of two and three times those of Los Angeles, Orange, and Ventura Counties. Of the selected cities in Los Angeles County for which information is presented in Table 7-1, Lakewood and Signal Hill are expected to see their employment base expand more rapidly than that of the County. 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 7-3).



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

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

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**Table 7-1.** Total Employment (Farm and Nonfarm) by County (1990–2006)

<i>Year</i>	<i>Los Angeles</i>	<i>Orange</i>	<i>Riverside</i>	<i>San Bernardino</i>	<i>Ventura</i>	<i>SCAG Region</i>
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
<b>Change 1990–2006</b>						
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)						

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1 **Table 7-2.** Employment Projections (2005–2020)

Area	2005	2010	2015	2020	Change (2005–2020)		
					Numeric	Percent	Average Annual Percent
Southern California (5-County Region)	7,712,876	8,276,240	8,718,452	9,076,942	1,364,066	17.69	1.18
<b>Counties</b>							
Los Angeles	4,397,025	4,552,398	4,675,875	4,754,731	357,706	8.14	0.54
Orange	1,615,936	1,755,167	1,837,771	1,897,352	281,416	17.42	1.16
Riverside	650,319	784,998	911,381	1,042,145	391,826	60.25	4.02
San Bernardino	704,239	810,233	897,489	965,778	261,539	37.14	2.48
Ventura	345,357	373,444	395,936	416,936	71,579	20.73	1.38
<b>Cities</b>							
Los Angeles	1,764,768	1,820,092	1,864,061	1,892,039	127,271	7.21	0.48
Carson City	51,937	52,616	53,155	53,499	1,562	3.01	0.20
Palos Verdes Estates	3,447	3,560	3,649	3,706	259	7.51	0.50
Rancho Palos Verdes	6,191	6,406	6,577	6,686	495	8.00	0.53
Redondo Beach	30,079	30,586	30,989	31,246	1,167	3.88	0.26
Rolling Hills	476	490	502	509	33	6.93	0.46
Rolling Hills Estates	3,786	3,897	3,984	4,040	254	6.71	0.45
Torrance	104,992	107,277	109,092	110,252	5,260	5.01	0.33
Lakewood	17,000	17,606	18,088	18,396	1,396	8.21	0.55
Long Beach	180,842	185,938	189,987	192,573	11,731	6.49	0.43
Signal Hill	11,822	12,085	12,294	15,211	3,389	28.67	1.91
Source: SCAG (2008)							

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**Table 7-3. Unemployment Rate (%) by County (1990–2006)**

Year	County					California
	Los Angeles	Orange	Riverside	San Bernardino	Ventura	
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)

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3 As mentioned above, jobs have decreased in Los Angeles County over the period of  
4 1990–2006 (see Table 7-4). The loss of jobs in Natural Resources and Mining,  
5 Manufacturing, and Federal Government sectors have led to this overall decline in  
6 the County. In the 1980s, the decline in manufacturing jobs numbered about 53,000  
7 (5.7%), while in the 1990s the loss increased to over 220,000 jobs (25%). However,  
8 this decline was more than offset by a substantial increase in other sectors of the  
9 economy, especially in the services sector, which saw an increase in employment of  
10 over 934,000 jobs (80%) between 1980 and 2000.

11 Research conducted by SCAG (June 2004) demonstrates that the average per capita  
12 income and average payroll per job in the five counties of Southern California have  
13 declined significantly over the last 10 to 15 years when compared to other  
14 metropolitan areas in the nation. This deterioration began noticeably with the severe

1 economic dislocation experienced in the high-paying aerospace and defense  
2 manufacturing sector in the early 1990s during the post–Cold War recession.  
3 Although the region recovered from the employment loss in succeeding years, the  
4 quality (and salaries) of the jobs created compared poorly with those lost.

5 Over the period 1990–2006, many of the jobs lost were in well-paying sectors such as  
6 manufacturing (aerospace, electronic instrument, computer and peripheral,  
7 machinery, and fabricated metal) and Department of Defense and other federal  
8 agencies. Although a significant number of well-paying jobs were added to the  
9 regional economy over the same time period (arts/entertainment/recreation,  
10 wholesale trade, transportation and warehousing, construction, local government, and  
11 health care), the majority of new jobs were lower-paying in the services (office  
12 administrative, employment, and food and drinking places) and local government  
13 education sectors. The average annual wage level of the losing sectors was just over  
14 \$45,000, while that of the gaining sectors was just over \$33,000, a decline of almost  
15 27%.

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

## 22 **Port of Los Angeles**

23 The Port of Los Angeles handled almost 8.7 million TEUs in fiscal year (FY) 2007,  
24 up from 7.8 million in FY 2006. The top five containerized imports in 2007 were  
25 furniture, apparel, toys and sporting goods, vehicles and vehicle parts, and electronic  
26 products. The top trading partners were China, Japan, Taiwan, Thailand, and South  
27 Korea. The top five containerized exports were wastepaper, synthetic resins, fabric  
28 (including raw cotton), animal feed, and metal scrap. Automobile shipments account  
29 for less than 2% of the value of the cargo that passes through the Port. The total value of  
30 the cargo in calendar year (CY) 2007 was \$240.4 billion. The Port of Los Angeles is  
31 one of the world’s largest trade gateways, and the economic contributions to the  
32 regional economy are substantial. The Port facilitates tens of billions of dollars in  
33 industry sales each year in the Southern California region. These sales translate into  
34 jobs, wages and salaries, and state and local taxes. It is estimated that the Port  
35 supports, directly and indirectly, 131,000 full- and part-time jobs in Southern  
36 California. The employment translates into \$6.2 billion annually in regional wages  
37 and salaries, and \$1.1 billion annually in state and local taxes. Of the regional direct,  
38 indirect, and induced benefits connected to the Port, over 70% occur in Los Angeles  
39 County. The major ways in which the Port contributes to the local and regional  
40 economy are through port industries, port users, and port customers.



1 **Table 7-4.** Total Employment for Los Angeles County, California (1990–2006)

Industry Group	Employment Numbers (per Year)					Total Change(1990–2006)		
	1990	1995	2000	2005	2006	Number	Percent	Average Annual Percent
<b>Total, All Industries</b>	<b>4,149,500</b>	<b>3,754,500</b>	<b>4,079,800</b>	<b>4,031,600</b>	<b>4,100,200</b>	<b>-49,300</b>	<b>-1.19</b>	<b>-0.07</b>
Total Farm	13,700	8,000	7,700	7,400	7,600	-6,100	-44.53	-2.78
<b>Total Nonfarm</b>	<b>4,135,700</b>	<b>3,746,600</b>	<b>4,072,100</b>	<b>4,024,200</b>	<b>4,092,500</b>	<b>-43,200</b>	<b>-1.04</b>	<b>-0.07</b>
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
<b>Total Government</b>	<b>539,800</b>	<b>535,700</b>	<b>581,300</b>	<b>583,700</b>	<b>588,600</b>	<b>48,800</b>	<b>9.04</b>	<b>0.57</b>
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)

## 1                   **Occupation by Place of Residence**

2                   Information regarding occupation (aggregated to industrial sectors similar to those  
3                   addressed above) is contained in the 2000 decennial census. The definition of the  
4                   categories varies somewhat from those presented earlier; however, these differences  
5                   are small. The occupational breakdown (for the employed civilian population 16  
6                   years of age and over) is available for small geographical areas such as by zip code  
7                   (Table 7-5). The zip code areas selected are those in the immediate vicinity of the  
8                   Port for the communities of Wilmington, San Pedro, Harbor City, and the cities of  
9                   Torrance, Carson, and Long Beach.

10                  The proportion engaged in the transportation and warehousing sector in 2000 was  
11                  4.43% for Los Angeles County and 3.64% for the City of Los Angeles. All of the  
12                  communities near the Port have much higher proportions of their residents employed  
13                  in the transportation and warehousing sector of the economy than do Los Angeles  
14                  County and the City of Los Angeles.

## 15                  **Income**

16                  The median *household* income reported in the 2000 Census in Los Angeles County  
17                  was just over \$42,000. Riverside and San Bernardino Counties had very similar  
18                  values, while the values for Orange and Ventura Counties were \$58,800 and \$59,600,  
19                  respectively. By comparison, the median household income for the City of Los  
20                  Angeles was \$36,600 (see Tables 7-6 and 7-7). Of total aggregate income, by far the  
21                  largest proportion (between 69 and 77%) is contributed by wages and salary income  
22                  at the county level.

23                  Median *family* income varied between \$46,500 and \$65,300 across the five counties,  
24                  and was \$39,900 for the City of Los Angeles. For the zip codes in the vicinity of the  
25                  Port, values exhibited a wider range: between \$19,600 and \$73,500. The median  
26                  *family* income for Wilmington (zip code 90744) was \$30, 800, while its median  
27                  *household* income was \$35,910.

**Table 7-5.** Occupational Breakdown (%) by Place of Residence, 2000\*

<i>Percent by Occupation</i>	<i>Torrance 90501</i>	<i>Torrance 90502</i>	<i>Harbor City 90710</i>	<i>San Pedro 90731</i>	<i>San Pedro 90732</i>	<i>Wilming- ton 90744</i>	<i>Carson 90745</i>	<i>Long Beach 90802</i>	<i>Long Beach 90806</i>	<i>Long Beach 90810</i>	<i>Long Beach 90813</i>
Agriculture, Forestry, Fishing and Hunting, 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, 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, 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, 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 Services	12.33	7.59	9.52	9.36	10.53	8.83	8.71	11.14	9.35	8.28	9.67
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

<i>Percent by Occupation</i>	<i>Torrance 90501</i>	<i>Torrance 90502</i>	<i>Harbor City 90710</i>	<i>San Pedro 90731</i>	<i>San Pedro 90732</i>	<i>Wilmington 90744</i>	<i>Carson 90745</i>	<i>Long Beach 90802</i>	<i>Long Beach 90806</i>	<i>Long Beach 90810</i>	<i>Long Beach 90813</i>
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
*Employed civilian population 16 years and over											
Source: Census (2000), Summary File (SF3)											

**Table 7-6.** Household and Family Income in 1999 by Source and County

	<i>Los Angeles County</i>	<i>Orange County</i>	<i>Riverside County</i>	<i>San Bernardino County</i>	<i>Ventura County</i>	<i>City of Los Angeles</i>
<b>1999 Income (\$)</b>						
Household Median	42,189	58,820	42,887	42,066	59,666	36,687
Family Median	46,452	64,611	48,409	46,574	65,285	39,942
Per Capita	20,683	25,826	18,689	16,856	24,600	20,671
<b>Contribution (% in 1999) to Total Aggregate Income from:</b>						
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 (SF)3						

**Table 7-7.** Household and Family Income in 1999 by Source and City

	<i>Torrance 90501</i>	<i>Torrance 90502</i>	<i>Harbor City 90710</i>	<i>San Pedro 90731</i>	<i>San Pedro 90732</i>	<i>Wilming -ton 90744</i>	<i>Carson 90745</i>	<i>Long Beach 90802</i>	<i>Long Beach 90806</i>	<i>Long Beach 90810</i>	<i>Long Beach 90813</i>
<b>1999 Income (\$)</b>											
Household Median	42,117	48,601	42,299	35,910	63,614	30,259	50,610	25,860	31,488	36,966	20,015
Family Median	47,076	51,829	45,854	39,057	73,461	30,800	53,218	26,865	31,050	40,119	19,594
Per Capita	18,784	19,749	18,425	18,043	30,842	11,600	15,665	17,668	13,412	12,848	7,567
<b>Contribution (%) to total aggregate income from:</b>											
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 (SF)3											

### **7.2.1.2 Population**

The number of residents within the five counties of Southern California increased by almost 3.8 million between 1990 and 2007 at an average annual rate of 1.53%. The most rapid rate of change took place in Riverside (4.33% annually) and San Bernardino Counties (2.53% annually). Although the largest numeric increase occurred in Los Angeles County (1.5 million persons), its rate of change was the least of the counties (0.97% annually) (see Table 7-8).

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 at an average annual rate of 0.90%. 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 (2.01% annually) and Carson (0.99% annually). The community plan areas in the vicinity of the Port experienced only modest population gains of between 8 and 16% from 1990 through 2007.

Population projections prepared by SCAG forecast a compound rate of growth over the 15-year period between 2005 and 2020 of 1.2% annually for Southern California. The region is projected to add almost 3 million residents over the period. Between 2005 and 2020, the highest growth rates are projected for Riverside (an increase of 877,671; 45.44%) and San Bernardino (an increase of 611,447; 31.02%) Counties. The population of the City of Los Angeles is projected to increase by almost 250,000 residents at an annual average rate of 0.42% (see Table 7-9).

**Table 7-8.** Population by Region, County, Place, and Community Plan Area (1990–2007)

<i>Area<sup>1</sup></i>	<i>April 1, 1990 Census</i>	<i>April 1, 1990 Census</i>	<i>April 1, 2005 DOF<sup>2</sup></i>	<i>April 1, 2006 DOF</i>	<i>April 1, 2007 DOF</i>	<i>Numeric Increase (1990–2007)</i>	<i>Percent</i>	<i>Average Annual Percent</i>
<b>Southern California (5-County Region)</b>	<b>14,531,529</b>	<b>16,373,645</b>	<b>17,919,625</b>	<b>18,107,823</b>	<b>18,315,210</b>	<b>3,783,681</b>	<b>26.04</b>	<b>1.53</b>
<b>Counties</b>								
Los Angeles	8,863,052	9,519,338	10,191,080	10,257,994	10,331,939	1,468,887	16.57	0.97
Orange	2,410,668	2,846,289	3,050,403	3,071,924	3,098,121	687,453	28.52	1.67
Riverside	1,170,413	1,545,387	1,885,627	1,966,607	2,031,625	861,212	73.58	4.33
San Bernardino	1,418,380	1,709,434	1,948,454	1,993,983	2,028,013	609,633	42.98	2.53
Ventura	669,016	753,197	811,202	817,315	825,512	156,496	23.39	1.38
<b>City of Los Angeles</b>	<b>3,485,398</b>	<b>3,694,820</b>	<b>3,943,572</b>	<b>3,980,422</b>	<b>4,018,080</b>	<b>532,682</b>	<b>15.28</b>	<b>0.90</b>
<b>Harbor Area Planning Commission</b>	<b>182,054</b>	<b>193,168</b>	<b>192,912</b>	<b>205,029</b>	<b>N/A</b>	<b>22,975</b>	<b>12.62</b>	<b>0.74</b>
<b>Community Plan Areas</b>								
Harbor Gateway	36,011	39,685	39,738	41,796	N/A	5,785 <sup>1</sup>	16.06	0.94
Port of Los Angeles	1,785	1,804	1,844	1,931	N/A	146 <sup>1</sup>	8.18	0.48
San Pedro	74,175	76,173	76,756	80,879	N/A	6,704 <sup>1</sup>	9.04	0.53
Wilmington-Harbor City	70,083	75,506	74,574	80,423	N/A	10,340 <sup>1</sup>	14.75	0.87
<b>Incorporated Cities</b>								
Carson	83,995	89,730	97,999	98,110	98,178	14,183	16.89	0.99
Lakewood	73,553	79,345	83,391	83,397	83,641	10,088	13.72	0.81
Long Beach	429,321	461,522	489,931	490,798	492,912	63,591	14.81	0.87
Palos Verdes Estates	13,512	13,340	14,162	14,060	14,085	573	4.24	0.25



<i>Area<sup>1</sup></i>	<i>April 1, 1990 Census</i>	<i>April 1, 1990 Census</i>	<i>April 1, 2005 DOF<sup>2</sup></i>	<i>April 1, 2006 DOF</i>	<i>April 1, 2007 DOF</i>	<i>Numeric Increase (1990–2007)</i>	<i>Percent</i>	<i>Average Annual Percent</i>
Rancho Palos Verdes	41,667	41,145	43,378	43,045	43,092	1,425	3.42	0.20
Redondo Beach	60,167	63,261	67,099	67,201	67,495	7,328	12.18	0.72
Rolling Hills	1,871	1,871	1,977	1,968	1,972	101	5.40	0.32
Rolling Hills Estates	7,789	7,676	8,164	8,102	8,099	310	3.98	0.23
Signal Hill	8,371	9,333	10,912	11,105	11,229	2,858	34.14	2.01
Torrance	133,107	137,946	146,909	147,299	148,558	15,451	11.61	0.68

Notes:

The population increase for the Southern California region, the five counties, Los Angeles City, and other incorporated cities is calculated for the period 1990–2007. The population increase for the Harbor Area Planning Commission and the four Community Plan Areas is calculated for the period of 1990–2006. The latest information available on the Los Angeles City Planning website is from 2006.

Source: California Department of Finance (2007); Los Angeles City Planning Department (2007)

1 **Table 7-9.** Population Projections for Region, County, and Place (2005–2020)

	2005	2010	2015	2020	Change (2005–2020)		
					Numeric	Percent	Average Annual Percent
<b>Southern California</b>							
(5-County Region)	17,982,655	19,216,079	20,218,791	21,192,904	3,210,249	17.85	1.19
<b>Counties</b>							
Los Angeles	10,206,001	10,615,730	10,971,602	11,329,829	1,123,828	11.01	0.73
Orange	3,059,952	3,314,948	3,451,755	3,533,935	473,983	15.49	1.03
Riverside	1,931,332	2,242,745	2,509,330	2,809,003	877,671	45.44	3.03
San Bernardino	1,971,318	2,182,049	2,385,748	2,582,765	611,447	31.02	2.07
Ventura	814,052	860,607	900,356	937,372	123,320	15.15	1.01
<b>Cities</b>							
Los Angeles	3,955,392	4,057,484	4,128,125	4,204,329	248,937	6.29	0.42
Carson	97,864	101,507	104,233	107,089	9,225	9.43	0.63
Palos Verdes Estates	14,083	14,175	14,188	14,223	140	0.99	0.07
Rancho Palos Verdes	43,130	43,192	43,246	43,251	121	0.28	0.02
Redondo Beach	67,018	68,095	69,928	71,016	3,998	5.97	0.40
Rolling Hills	1,970	1,985	1,988	1,994	24	1.22	0.08
Rolling Hills Estates	8,109	8,336	9,150	9,215	1,106	13.64	0.91
Torrance	146,820	150,393	152,825	155,464	8,644	5.89	0.39
Lakewood	83,231	84,060	84,354	84,420	1,189	1.43	0.10
Long Beach	489,427	503,251	517,226	531,854	42,427	8.67	0.58
Signal Hill	10,986	11,405	11,772	12,155	1,169	10.64	0.71
Source: SCAG (2008)							

2

3 **7.2.1.3 Housing**4 **7.2.1.3.1 Housing Construction**

5 Housing construction typically exhibits a cyclical pattern in response to local,  
6 regional, and national economic conditions. In the case of Southern California,  
7 residential construction experienced periods of expansion between 1967 and 1972,  
8 1975 and 1977, 1982 and 1986, and 1995 to the present, with periods of decline in  
9 between. The decline in activity from 1986 through 1993 was in response to the

1 economic dislocation associated with reductions in military defense spending and  
2 base closures. From a level of over 133,000 units authorized for construction in  
3 1988, the number fell to just over 28,000 in 1993. By 2004, the number of units  
4 authorized for construction had reached almost 90,000 and again started to decline,  
5 with about 71,000 units permitted for construction in 2006. The decline in the  
6 number of construction permits is a direct result of the recent slump in the housing  
7 market, which continues to affect the construction of new units (the number of  
8 housing permits decreased further in 2007; see Figure 7-3).

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

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

### 21 **Housing Characteristics**

22 In Los Angeles County the proportion of owner-occupied housing units in 2000 was  
23 almost 48% (52% was renter-occupied). For the City of Los Angeles, the  
24 corresponding shares were 39 and 61%, respectively. Within the zip codes in the  
25 vicinity of the Port, the percentage of owner-occupied housing units varies from high  
26 values for western San Pedro and Carson to low values for Wilmington and areas of  
27 Long Beach (see Table 7-10).

28 The San Pedro area has a mixed housing characteristic. The proportion of renters is  
29 high (61%). There are relatively few apartment buildings containing 10 or more  
30 units. The median year built of housing in Wilmington and San Pedro is 1961 and  
31 1960, respectively. Home owners are well-established, having resided in the same  
32 house since 1985 in Wilmington and 1988 in the case of San Pedro. The housing  
33 quality is somewhat lower in Wilmington based on a comparison of the proportion of  
34 housing units lacking adequate plumbing and kitchen facilities (see Table 7-10).

1 **Table 7-10.** Housing Characteristics in 2000

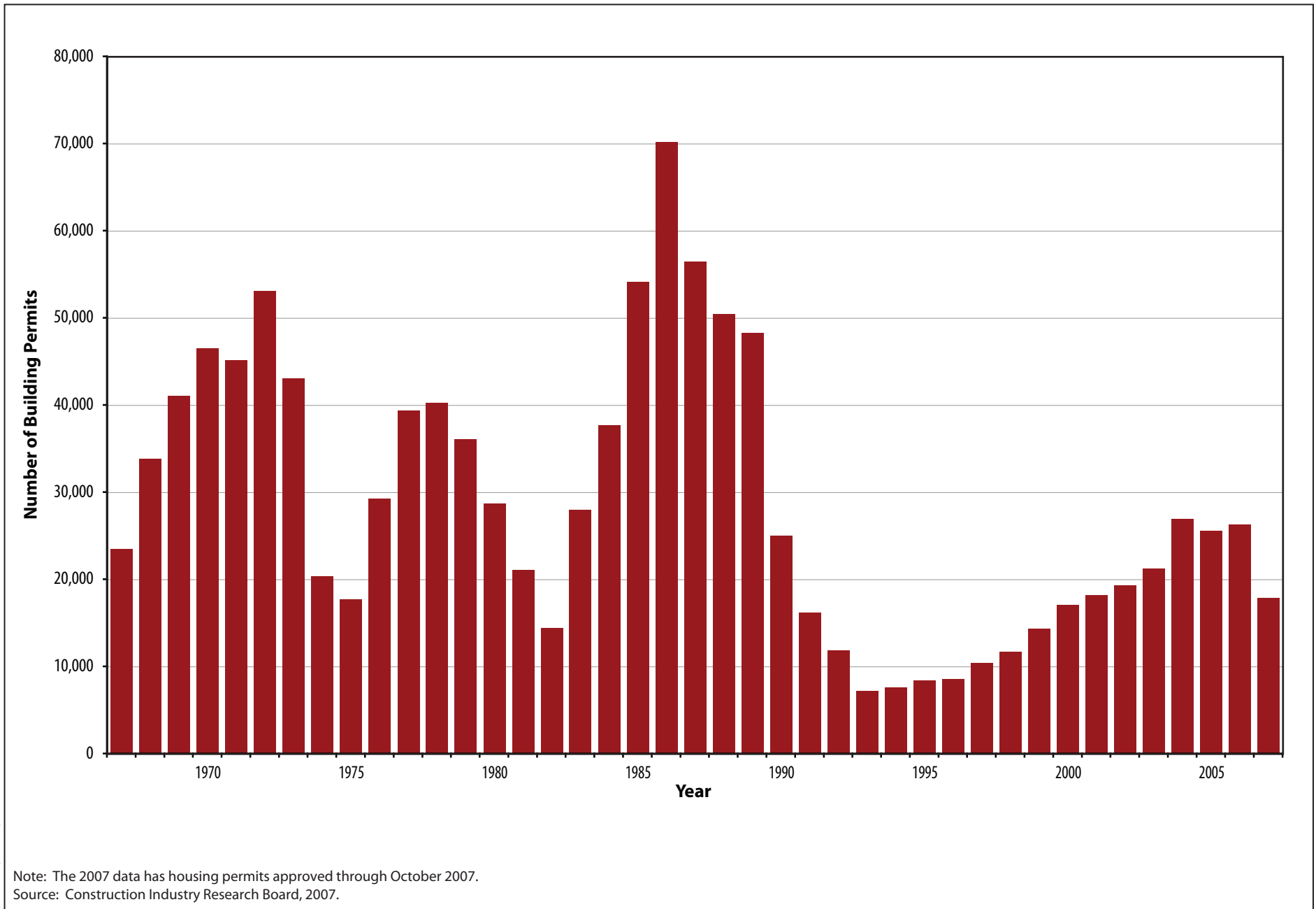
	Los Angeles County	City of Los Angeles	ZIP Code Area										
			Torrance 90501	Torrance 90502	Harbor City 90710	San Pedro 90731	San Pedro 90732	Wilmington 90744	Carson 90745	Long Beach 90802	Long Beach 90806	Long Beach 90810	Long Beach 90813
<b>Housing Units Overview</b>													
Total Housing 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
<b>Housing Percentage By Number of Units</b>													
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

	Los Angeles County	City of Los Angeles	ZIP Code Area										
			Torrance 90501	Torrance 90502	Harbor City 90710	San Pedro 90731	San Pedro 90732	Wilmington 90744	Carson 90745	Long Beach 90802	Long Beach 90806	Long Beach 90810	Long Beach 90813
<b>Housing Percentage By Year Built</b>													
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
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
<b>Housing Units Details</b>													
Median Year 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
Owner Occupied	1989	1988	1990	1990	1990	1988	1988	1985	1988	1996	1993	1986	1993
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: Census Bureau (2000), Summary Files (SF)1 and 3; Census 2005c													

**Residential Property Values**

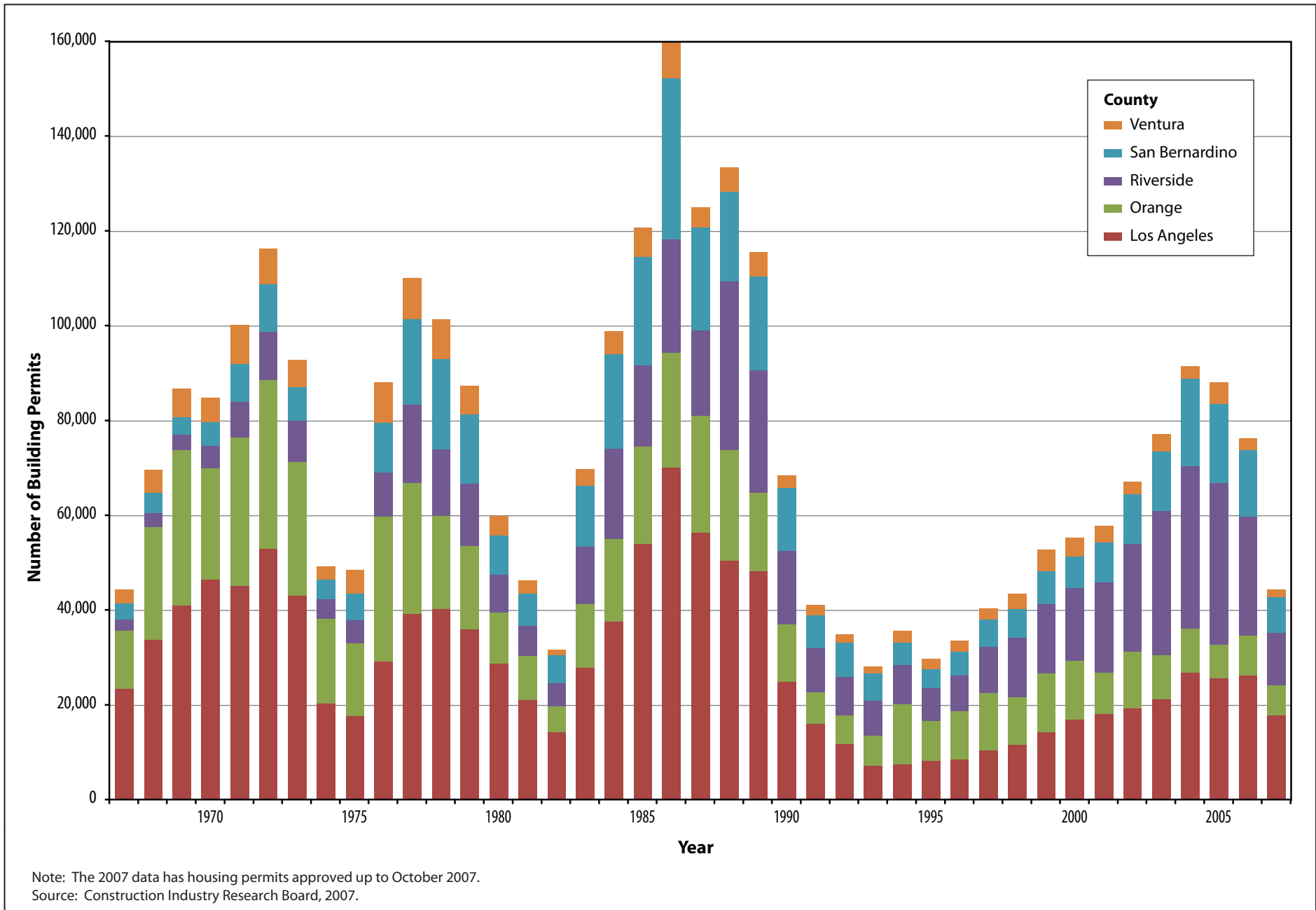
Over the period 1990–2003, the median home price (for existing homes) in Los Angeles County increased from \$251,000 to \$375,700, which is a rise of just over 49% at an average annual rate of 3.1%. Median prices in the other four counties of Southern California also rose: 4.1% in Orange County, 3.9% annually in Ventura County; 3.8% in Riverside County; and 3.4% in San Bernardino County. This rate of increase, 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 change in home values. The greatest decline took place in Los Angeles County, where median home values fell by 12.5% (2.6% annually). Between 1995 and 2000, prices increased at rates exceeding 7% annually (with the exception of Los Angeles County). Between 2000 and 2003, annual growth rates exceeded 10% annually in all counties. The trends in prices of new homes mirrored closely those for existing homes (see Table 7-11).

Median home prices at the community level also increased at high rates, as can be seen from the information presented in Table 7-12. For 1997–2002, average annual growth rates in excess of 10% were experienced in a number of communities in the South Bay area of Los Angeles County: Wilmington, San Pedro, Carson, Hawthorne, Hermosa Beach, Lawndale, and Lomita. Home prices increased in all communities regardless of the level of the price at the beginning of the period. However, not surprisingly, those communities with the highest growth rates were communities with the lowest home prices. Median home prices in Wilmington increased from \$103,500 in 1997 to \$196,000 in 2002 (at an average annual rate of 13.6%) and those in San Pedro rose from \$164,000 to \$320,000 over the same time period (at an average annual rate of 14.3%). Median single-family residence sale prices rose, on average, 8 to 9% annually between 1993 and 2004 for homes located in the ZIP code areas in the immediate vicinity of the Port. The first five years of this period showed modest and negative growth. The latter five years, however, exhibited rapid growth with home prices more than doubling and registering average annual rates in excess of 20%.



01074.07 (2-20-08)

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



01074.07 (2-20-08)

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



1

**Table 7-11. Existing Home Price by County (1990–2003)**

<i>Year</i>	<i>Los Angeles</i>	<i>Orange</i>	<i>Riverside</i>	<i>San Bernardino</i>	<i>Ventura</i>
<b>EXISTING HOMES</b>					
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
<b>Change (1990–1995)</b>					
Percent	-12.46	-7.16	-7.21	-4.44	-7.07
Average Annual %	-2.63	-1.41	-1.22	-0.85	-1.36
<b>Change (1995–2000)</b>					
Percent	23.29	84.06	74.86	62.82	78.74
Average Annual %	4.28	9.11	8.31	7.21	8.65
<b>Change (2000–2003)</b>					
Percent	38.30	43.21	41.73	35.17	42.48
Average Annual %	11.41	12.72	12.33	10.57	12.53
<b>Total Change (1990–2003)</b>					
Percent	49.27	69.06	62.47	54.69	64.60
Average Annual %	3.13	4.12	3.80	3.41	3.91
<b>NEW HOMES</b>					
1990	223,726	268,113	170,100	169,856	284,268
1991	224,719	265,913	166,649	175,110	266,937

<i>Year</i>	<i>Los Angeles</i>	<i>Orange</i>	<i>Riverside</i>	<i>San Bernardino</i>	<i>Ventura</i>
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
<b>Change (1990–1995)</b>					
Percent	-1.13	-6.60	-10.71	-9.66	-12.38
Average Annual %	-0.23	-0.87	-1.02	-1.69	-2.28
<b>Change (1995–2000)</b>					
Percent	38.75	76.98	84.42	75.02	97.51
Average Annual %	6.77	8.50	9.14	8.32	10.21
<b>Change (2000–2003)</b>					
Percent	36.09	11.31	18.90	26.70	35.50
Average Annual %	10.82	3.64	5.94	8.21	10.66
<b>Total Change (1990–2003)</b>					
Percent	86.70	67.98	73.46	58.04	72.03
Average Annual %	4.92	4.07	4.33	3.58	4.26
Source: LAEDC (2005)					

1

2

1 **Table 7-12.** Home Prices 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							

2

3 **7.2.2 Environmental Quality and the Role of LAHD**4 **7.2.2.1 Introduction**

5 “Environmental quality” refers to an aggregative set of factors that contribute to the  
6 overall condition of the natural, physical, and human environment. In the context of  
7 an urban setting, some key contributing factors include visual quality and aesthetics,  
8 land use compatibility and encroachment, socioeconomic conditions, real property

1 values and attributes, air and water quality, hazardous materials and waste sites, and  
2 the adequacy of public facilities and services. Socioeconomic conditions and real  
3 property values are addressed in this chapter. The remaining factors are addressed in  
4 corresponding resource-specific sections of the document. For the purposes of this  
5 discussion, environmental quality is addressed from two perspectives:

- 6 ■ Regulatory context where a “blighted area” refers to an area officially designated  
7 for redevelopment by a public agency.
- 8 ■ Non-regulatory context representing the overall perception or impression of an  
9 area as being physically degraded and deteriorated, showing visible signs of  
10 disinvestment, deferred maintenance by both public and private entities, and  
11 other adverse physical characteristics or economic or social conditions that are  
12 visible to or experienced by the public (i.e., an area considered by or experienced  
13 by members of the community as having degraded environmental quality,  
14 regardless of any official designation).

15 This section is related to the analysis in Section 3.8, “Land Use and Planning”  
16 (specifically Section 3.8.2.1.3, “Redevelopment Areas in the Project Vicinity”).  
17 However, the discussion below provides more detailed information about the  
18 following topics:

- 19 ■ City of Los Angeles Community Redevelopment Agency (CRA/LA) industrial  
20 redevelopment area in Wilmington
- 21 ■ Other City of Los Angeles programs and plans designed to regulate or improve  
22 community land uses and/or revitalize neighborhoods in the vicinity of the  
23 proposed Project and ordinances related to open storage
- 24 ■ Community perception (i.e., non-regulatory issues) of environmental quality and  
25 blight and related local conditions
- 26 ■ Historic changes in Port operations that may, in combination with other factors,  
27 affect offsite conditions and land uses
- 28 ■ Measures taken by the Port to address community concerns regarding  
29 environmental quality
- 30 ■ Impacts of the Wilmington Waterfront Redevelopment Project and, as  
31 appropriate, mitigations for consideration

## 32 **7.2.2.2 Methodology**

33 This analysis draws upon information gained from a number of sources, including (a)  
34 discussions with LAHD environmental and planning and research staff; (b) site visits  
35 to the Wilmington community and other communities in the vicinity of the Port; (c) a  
36 review of selected Port-related and other documents containing information relevant  
37 to the topic of environmental quality and blight; (d) a review of City of Los Angeles  
38 plans and program information containing relevant data for the area; and (e)

1 discussions with the City of Los Angeles City Planning and Los Angeles  
2 Redevelopment Agency staff. Based on the location of the proposed Project, the  
3 study area for this evaluation focuses on the community of Wilmington. In certain  
4 cases, information for the nearby community of San Pedro is included to provide  
5 additional context.

### 6 **7.2.2.3 Applicable Land Use Plans, Policies, Projects, and** 7 **Regulations**

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

#### 12 **7.2.2.3.1 California Redevelopment Law**

13 California’s Community Redevelopment Law (Health and Safety Code, Section  
14 33000 et seq.) codifies the authority for certain entities to identify areas that are  
15 “blighted” according to the statutory definition of blight, to designate these areas for  
16 redevelopment, to prepare redevelopment plans, and to carry out activities subject to  
17 these plans in order to support development or redevelopment of these areas. The  
18 statutory definition of blight has changed over time, and in 1993 was changed to  
19 require evidence of both physical and economic blight conditions in a predominantly  
20 urban area: “The combination of conditions...must be so prevalent and so substantial  
21 that it causes a reduction of, or lack of proper utilization of the area to such an extent  
22 that it constitutes a serious physical and economic burden to the community which  
23 cannot reasonably be expected to be reversed or alleviated by private enterprise or  
24 governmental action, or both without redevelopment” (Health and Safety Code,  
25 Section 33000 et seq.). The statute describes the types of physical and economic  
26 conditions that cause blight (Section 33031):

27 (a) Physical conditions that cause blight include:

- 28 (1) Buildings in which it is unsafe or unhealthy for persons to live or work. These  
29 conditions can be caused by serious building code violations, dilapidation and  
30 deterioration, defective design or physical construction, faulty or inadequate  
31 utilities, or other similar factors.
- 32 (2) Factors that prevent or substantially hinder the economically viable use or  
33 capacity of buildings or lots. This condition can be caused by a substandard  
34 design, inadequate size given present standards and market conditions, lack of  
35 parking, or other similar factors.
- 36 (3) Adjacent or nearby uses that are incompatible with each other and which prevent  
37 the economic development of those parcels or other portions of the project area.

- 1 (4) The existence of subdivided lots of irregular form and shape and inadequate size  
2 for proper usefulness and development that are in multiple ownership.
- 3 (b) Economic conditions that cause blight include:
  - 4 (1) Depreciated or stagnant property values or impaired investments, including, but  
5 not necessarily limited to, those properties containing hazardous wastes that  
6 require the use of agency authority as specified in Article 12.5 (commencing  
7 with Section 33459).
  - 8 (2) Abnormally high business vacancies, abnormally low lease rates, abandoned  
9 buildings, or excessive vacant lots within an area developed for urban use and  
10 served by utilities.
  - 11 (3) A lack of necessary commercial facilities that are normally found in  
12 neighborhoods, including grocery stores, drug stores, and banks and other  
13 lending institutions.
  - 14 (4) Residential overcrowding or an excess of bars, liquor stores or other businesses  
15 that cater exclusively to adults that have led to problems of public safety and  
16 welfare.
  - 17 (5) A high crime rate that constitutes a serious threat to the public safety and  
18 welfare.

19 **7.2.2.3.2 Los Angeles Harbor Industrial Center Redevelopment**  
20 **Project**

21 The CRA has established a redevelopment area called the Los Angeles Harbor  
22 Industrial Center Redevelopment Project within the general vicinity of the proposed  
23 Project.

24 The Los Angeles Harbor Industrial Center Redevelopment Project is a 232-acre area  
25 roughly bordered by Anaheim Street on the north, Broad Street on the west, and  
26 Harry Bridges Boulevard/Alameda Street on the south and east. The project was  
27 established in 1974 and was last amended in 1994. The area it encompasses was  
28 characterized by physical and economic blight due to a variety of factors: oil  
29 extraction activities; unimproved streets and alleys; junk strewn over vacant land; and  
30 an incompatible and unhealthy mix of industrial buildings, residential dwellings, oil  
31 extraction equipment, rusting oil storage tanks, automobiles, junk-yards, and boat  
32 construction and storage yards. Hindering development were the small, residential-  
33 sized parcels held in scattered ownership coupled with a complicated overlay of  
34 multiple petroleum rights; environmental deficiencies, such as soil toxins; railroad  
35 rights-of-way; and obsolete utility and public improvement systems (CRA/LA 2005).

### 1 **7.2.2.3.3 Port of Los Angeles Master Plan**

2 The Port of Los Angeles Master Plan (revised June 2002) provides for the short- and  
3 long-term development, expansion, and alteration of the Port. The PMP has been  
4 certified by the California Coastal Commission and is intended to be consistent with  
5 the Port of Los Angeles Plan (discussed below), an Element of the City’s General  
6 Plan. The PMP divides the Port into a series of master planning areas, for which it  
7 identifies short-term plans and preferred long-range uses. The proposed Project is  
8 located in Planning Area 5 (see Figure 3.8-1). This plan is described more fully in  
9 Section 3.8, “Land Use and Planning.”

### 10 **7.2.2.3.4 Port of Los Angeles Plan (City of Los Angeles General Plan)**

11 The Port Plan (adopted in 1982 with subsequent amendments) is intended to serve as  
12 the official 20-year guide to the continued development and operation of the Port. It  
13 is intended to be consistent with the PMP, as described above.

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

### 21 **7.2.2.3.5 Wilmington-Harbor City Community Plan**

22 Portions of the proposed project area lie within the Wilmington-Harbor City CP. All  
23 land currently north of Water Street within the proposed project area is within the  
24 jurisdiction of the Wilmington-Harbor City CP area. The Wilmington-Harbor City  
25 CP is part of the General Plan of the City of Los Angeles, and consists of both  
26 objectives, goals, and policies, and a land use map. The Wilmington-Harbor City CP  
27 map outlines the arrangement and intensities of land uses, the street system, and the  
28 location and characteristics of public service facilities. The Wilmington-Harbor City  
29 CP area is generally bounded by Sepulveda Boulevard, Normandie Avenue, Lomita  
30 Boulevard, the Los Angeles City Boundary, the Los Angeles Harbor, Harry Bridges  
31 Boulevard, John S. Gibson Boulevard, Taper Avenue, and Western Avenue.

### 32 **7.2.2.3.6 Neighborhood Block Grant Area: East Wilmington**

33 In 2000–2001, the City of Los Angeles selected 14 Neighborhood Block Grant  
34 (NBS) areas that would be eligible for future receipt of Community Development  
35 Block Grant resources. Funds are used for neighborhood revitalization and  
36 improvement purposes. The Mayor’s Office has formed a Neighborhood Team with

1 Project Managers from the seven Planning Commission Areas, including the harbor.  
2 The Neighborhood Team works with Neighborhood Councils and other stakeholders  
3 to select, prioritize, and allocate funds for capital improvement projects. The East  
4 Wilmington NBG area is bordered by the Pacific Coast Highway on the north,  
5 Anaheim Street on the south, Alameda Street on the east, and Eubank Avenue on the  
6 west. Examples of public improvement projects include sidewalk repair and pocket  
7 park/recreational facility improvements.

## 8 **7.2.2.4 LAHD's Role**

### 9 **7.2.2.4.1 Port History**

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

20 As economic commerce and technology have changed, the function of the Port has  
21 shifted from its earlier focus on fishing, shipbuilding, and cargo uses to one where  
22 the predominant use is container shipping. These changes have also affected offsite  
23 land uses, transportation, and employment. For example, different types of storage  
24 and transport are required to meet the particular needs of the new uses. As the  
25 volume of cargo moving through the Port has increased, the capacities of the  
26 highway and rail system have become strained and improvements have been required  
27 (e.g., the Alameda Corridor). Much of the container cargo currently shipped into the  
28 Port consists of finished goods from Asia that are transported to other parts of  
29 California and beyond. These types of goods do not require assembly (in the region)  
30 and may be transported to warehouses or distribution centers beyond the Port area.  
31 In contrast, imported oil (non-containerized) may be refined in nearby refineries  
32 before being transported elsewhere; local refineries have also supported oil  
33 production in the vicinity of the Port and other parts of California. Ancillary uses  
34 have also changed, including shipping suppliers, goods recyclers, and various light  
35 industrial uses. As a result, uses may have become outmoded or less economically  
36 viable, in some cases resulting in the need for economic revitalization and  
37 redevelopment.



#### 7.2.2.4.2 Port Environmental Programs and Initiatives

The Port is taking a number of measures designed to reduce the adverse impacts of Port operations and improve environmental quality in nearby communities. This section provides a brief overview of the Environmental Management Policy of the Port, as well as the consistency between that policy and the San Pedro Waterfront Master Plan and Wilmington Waterfront Development Program.

On August 27, 2003, the Board of Harbor Commissioners approved development of an Environmental Management Policy for the Port. The purpose of the 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. They include:

- programs to improve the efficiency of cargo handling, reduce cargo storage time, and increase the use of electric cranes and electric and alternative fuel vehicles;
- on-dock rail systems;
- the grade-separated Alameda Corridor, reducing truck traffic during daytime peak periods; and
- the sharing of technologies with other ports to continue improving pollution-control technologies.

One recently approved plan under the policy, the San Pedro Bay Clean Air Action Plan (CAAP), specifically aims to reduce public health risk from Port operations in nearby communities. CAAP was approved November 20, 2006, and includes the following components:

- a truck replacement program to phase out all “dirty” diesel trucks from the ports within 5 years, utilizing a new generation of clean or retrofitted vehicles driven by people earning at least the prevailing wage;
- aggressive milestones with measurable goals for air quality improvements;
- recommendations to eliminate emissions of ultra-fine particulates;
- a technology advancement program to reduce greenhouse gases; and
- a public participation process that involves environmental organizations and business communities.

#### 7.2.2.4.3 Wilmington Waterfront Development Program

The Wilmington Waterfront Development Program (LAHD and PCAC 2004) is the result of efforts by PCAC, the PCAC Wilmington Waterfront Development Subcommittee, and the LAHD. The program identifies a number of goals and

1 implementation strategies for the Wilmington Waterfront area and anticipates two  
2 independent projects: (1) preservation of the Harry Bridges Buffer Area, which will  
3 provide a physical space between the Wilmington community and the Port; and  
4 (2) the Avalon Development District, which is intended to provide waterfront access  
5 and commercial development opportunities for Wilmington. The Wilmington  
6 Development Program is the result of a series of planning efforts, beginning with the  
7 Wilmington/Port Area Planning Study in 1987 and including the conceptual  
8 Wilmington Waterfront Development Plan prepared in 2003. In October 2005, Port  
9 staff presented an update on the Wilmington Waterfront Development Program to the  
10 Board of Harbor Commissioners with a status update for implementing the Harry  
11 Bridges Buffer Area and Avalon Development District projects. Through this  
12 process, it was evident that the two projects were at different stages of planning and  
13 development and did not rely on each other for implementation. Planning for  
14 improvement of the Harry Bridges Buffer Area, which is owned by the Port, has been  
15 conducted as part of the Berth 136–147 project evaluated in an earlier EIS/EIR. The  
16 Avalon Development District project, however, was found to be poorly defined, and  
17 key development issues including land ownership questions and zoning restrictions  
18 were not yet established. This project would proceed with a master planning study,  
19 and then continue through its own environmental document and into design and  
20 construction.

#### 21 **7.2.2.4.4 Wilmington Waterfront Master Plan and Development** 22 **Program (Avalon Development District Project)**

23 The Wilmington Waterfront Master Plan and Development Program is the result of a  
24 comprehensive planning process among community representatives, Port of Los  
25 Angeles staff, and stakeholders. The Master Plan establishes the conceptual design  
26 for public improvements along Avalon Boulevard. The Wilmington Waterfront  
27 Master Plan establishes the location and character of public open spaces, plazas,  
28 parks, and other public amenities; the location and character of commercial and  
29 industrial development; and the circulation pattern and parking approach to support  
30 public access. The Wilmington Waterfront Master Plan builds upon existing plans  
31 for the Avalon Development District area, in particular the Wilmington Waterfront  
32 Development Final Plan (2004), and acknowledges the land use restrictions of the  
33 State Tidelands Trust Doctrine. The Master Plan serves as a framework for  
34 amending existing plans, policies, and guidelines of the Port of Los Angeles and of  
35 the City of Los Angeles, including the Wilmington-Harbor City Community Plan.

#### 36 **7.2.2.4.5 San Pedro Waterfront Master Plan**

37 The San Pedro Waterfront Master Plan area includes 400 acres of Port property along  
38 an 8-mile stretch of waterfront from the Vincent Thomas Bridge to the Federal  
39 Breakwater in San Pedro. Designed to bring the community closer to the waterfront  
40 and triple the amount of existing open space, it is divided into six districts that focus  
41 on individual uses and traits: the Piers, Downtown Waterfront, San Pedro Slip/Ports

1 O'Call, Marina/Resort, Beaches, and Warehouse Districts. Extensive waterfront  
2 development will continue in phases over the next decade. When complete, there  
3 will be 8.5 miles of public and revitalized waterfront, parks, plazas, beaches, harbors,  
4 and cultural and recreational attractions. All will be linked by a continuous  
5 promenade from bridge to breakwater. Improvements will include open space,  
6 landscaping, and improved access (a promenade), retail and commercial uses, civic  
7 uses, transportation, and parking.

## 8 **7.3 Project Effects Related to** 9 **Socioeconomics and Environmental** 10 **Quality**

### 11 **7.3.1 Impact Methodology**

12 CEQA is only concerned with the disclosure and mitigation of significant physical  
13 environmental effects related to the construction and operation of a proposed project.  
14 However, LAHD is committed to disclosing the greater impacts a project may have  
15 on the community, including effects related to socioeconomics and environmental  
16 quality. Consequently, an impact discussion on socioeconomics is provided below.

17 The initial step in estimating socioeconomic effects associated with implementation  
18 of a project is to characterize aspects of the construction and operational phases of  
19 that project.

20 Distinctions are made between the terms “hinterland” and “economic impact area.”  
21 The hinterland of a port is the spatial extent of the market reach (that is, the  
22 geographical area from which cargo shipped through a port originates and the cargo’s  
23 destination area). The geographical extent of the hinterland usually is related directly  
24 to the size and number of facilities at a port. The economic impact area is a  
25 geographical area selected for purposes of impact analysis and includes the area  
26 within which the great majority of project-related impacts are anticipated. The  
27 economic impact area is typically smaller than the hinterland.

28 The primary catalyst for changes to socioeconomic resources is a change in economic  
29 activity (that is, industrial output [value of goods and services], employment, and  
30 income). Changes in employment in an area have the potential to affect population,  
31 housing, and environmental quality. This is especially the case when the additional  
32 job opportunities created through implementation of a project (during the  
33 construction and operation phases) cannot be satisfied by the local workforce. Such a  
34 situation can trigger a movement of workers to the area to fill the supply of new jobs.  
35 Such an influx may be temporary, as in the case of short-lived construction activity,  
36 or permanent, as in the case where workers move to an area to fill long-term jobs.  
37 The movement of workers (and sometimes their accompanying family members) into

1 an area depends mainly on the number of job opportunities made available by the  
2 project and the number and skill mix of workers available in the local labor force.

### 3 **7.3.1.1 Region of Influence**

4 The Port of Los Angeles is a national asset. Many of the direct and secondary  
5 economic impacts associated with its operation, however, are concentrated in a  
6 region of influence (ROI) comprising five of the counties in Southern California.  
7 The large majority of people working at the Port reside in Los Angeles and Orange  
8 Counties. The ROI is defined as the following five counties: Los Angeles, Orange,  
9 Riverside, San Bernardino, and Ventura (San Diego and Imperial counties are  
10 excluded from the region).

### 11 **7.3.1.2 Economic Measures of Project Effects**

12 In describing the economic effects that implementation of a project could have on the  
13 regional economy, a number of measures can be used such as net changes in regional  
14 employment, output, wages, tax revenue, and value added. Attention is focused here  
15 on employment, income, and tax revenues.

## 16 **7.3.2 Proposed Project Effects**

17 The proposed Project would be carried out in two phases. The improvements  
18 comprising the first phase are projected to occur mainly between 2009 and 2015,  
19 while those comprising the second phase would take place between 2015 and 2020.  
20 The construction activities of the proposed Project would result in direct proposed  
21 project expenditures of approximately \$140 million over an 11-year period, during  
22 which time purchases of construction labor, materials, supplies, services, and  
23 equipment would be made by the applicant and the LAHD.

24 These expenditures, in turn, would produce a ripple effect that includes “indirect”  
25 activity associated with purchases by firms that supply goods and services to the  
26 construction industry, as well as “induced” activity resulting from expenditures by  
27 workers employed by the various firms involved in the economic activity (e.g.,  
28 benefits to the retail sector from increased purchases by households). For simplicity  
29 these indirect and induced effects are referred to collectively as “indirect effects.”

### 30 **7.3.2.1 Effects on Employment**

31 The proposed Project would generate 1,186 direct construction jobs (based on the 8.5  
32 construction jobs/million dollars of construction cost. This estimate is from the U.S.  
33 Bureau of Economic Analysis. Construction of the proposed Project is expected to

1 take place over the next 11 years, through 2020. The number of construction workers  
2 employed and working on site would vary over the course of the construction period.  
3 The direct construction jobs would also further result in 2,846 indirect jobs (based on  
4 2.4 jobs for every construction job, given by U.S. Bureau of Economic Analysis).  
5 These secondary increases in employment are related to purchases from materials  
6 supply firms and their suppliers and household expenditures by workers, referred to,  
7 when combined, as “indirect employment.”

8 Impacts to regional employment associated with construction activity can be assessed by  
9 comparing existing regional employment and the effects of the proposed Project. The  
10 County has a large pool of construction labor (156,700 people employed in  
11 construction industry in 2006; see Table 7-4) from which to draw. Much of the  
12 indirect workforce would also likely come from within the Los Angeles Basin. The  
13 proposed Project, therefore, is not anticipated to result in either in-migration or  
14 relocation of construction employees to satisfy the need for increased temporary,  
15 construction-related employment.

16 Implementation of the proposed Project would result in 336 direct jobs in its final  
17 buildout phase in 2020 (see Section 3.10, “Population and Housing,” for a detailed  
18 discussion on employment generation from the proposed Project). As with the short-  
19 term construction employees discussed above, no significant influx of employees into  
20 the local communities would occur.

### 21 **7.3.2.2 Effects on Local Business, Income, and Tax** 22 **Revenues**

23 The proposed Project would lead to displacement of two businesses, namely Marine  
24 Technical Services at 121, 131, and 133 North Avalon Boulevard and a property at  
25 115 North Avalon Boulevard (Catalina Freight, in the waterfront area, is being  
26 relocated independently and is not part of the proposed Project.) Marine Technical  
27 Services has already been acquired and is under the process of being relocated within  
28 the proposed project area in the block between Fries Avenue, Marine Avenue, C  
29 Street, and Harry Bridges Boulevard. Both of these businesses would be acquired,  
30 possibly through eminent domain, and since they would be relocated in proposed  
31 project area itself, there would be no loss of revenue. Thus, the impact would not be  
32 significant on local businesses.

33 The proposed Project would lead to increased tax revenues for the Port and the City  
34 of Los Angeles by expanding the tax base of the area through the introduction of the  
35 Mercado, new restaurants, and new industrial development. The proposed Project is  
36 expected to generate annual revenue of \$1.2 million from ground leases (Economic  
37 and Planning System, Inc, 2006:21). The construction of new public open spaces  
38 that consist of plazas, parks, and landscape and hardscape areas, would make the  
39 Wilmington community more attractive to visitors. Hence, there would be an overall  
40 beneficial impact on local business revenue.

### 7.3.2.3 Effects on Population

The proposed Project does not include the development of new housing or infrastructure that would directly induce population growth. However, the proposed commercial and industrial establishments could indirectly lead to an increase in area population. Additionally, improvements such as the Mercado, restaurants, industrial development, and more open space areas may result in the San Pedro area being more attractive to prospective residents. However, no major shifts in population are expected as a direct result of the proposed Project.

Construction of the proposed Project is expected to take place over the next 11 years, through 2020, and would generate 1,186 construction jobs (based on the 8.5 construction jobs/million dollars of construction cost, 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 proposed Project would also generate 336 direct jobs when it is fully built out. These increases in jobs, though beneficial, are nonetheless miniscule compared to the workforce of 8 million, and the population of 17 million, in the five-county area (Tables 7-1 and 7-4). The proposed Project would therefore not be associated with substantial population growth and would not result in population displacement. Thus, as per Chapter-8, “Growth-Inducing Impacts,” negligible impacts on population are anticipated.

### 7.3.2.4 Effects on Housing

The proposed Project would not displace any housing and does not propose construction of housing. Because of the large workforce in the region, the need for 1,186 construction workers during the construction period and the job increases identified above, as well as changes in long-term (2009–2020) direct and indirect employment from operation of the proposed Project, would not result in significant population in-migration and relocation; therefore, the proposed Project would result in negligible changes in demand for additional housing.

### 7.3.2.5 Effects on Property Value Trends

A reduction in property value is not expected due to the proposed Project given the addition of public amenities like the waterfront promenade and increased open space acreage, aesthetic improvements, and transportation improvements. 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 numbers. 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. Thus, the proposed Project would also not likely contribute substantially to demand for housing, but would provide a public benefit potentially resulting in a positive effect on property values.

### 7.3.2.6 Urban Blight

Concern exists regarding the possible nexus between “blighted” conditions in communities adjacent to the Port and activities at the Port, and this topic is addressed in Section 3.1, “Aesthetics.” The term “blight” is used in a general sense to describe industrial conditions; however, the term has a very specific legal definition under redevelopment law and mainly refers to substantial physical deterioration of an area caused by physical or economic forces.

Adverse physical conditions include structures with serious code violations, buildings that are dilapidated and deteriorated, inadequate lot sizes or configurations for existing market conditions, or incompatible adjacent land uses that prevent the economic development of those or other parcels. Adverse economic conditions include depreciated or stagnant property values, abnormally high business vacancies or excessive vacant lots, a lack of necessary commercial facilities that are normally found in neighborhoods (for example, grocery stores or banks), residential overcrowding, an excess of businesses that cater to adults, and crime rates that constitute a serious threat to public safety and welfare.

1 In the City of Los Angeles, the Community Redevelopment Agency Board and City  
2 Council are jointly responsible for making the determination that an area has a  
3 blighted condition. Once a determination of blight is made, and a redevelopment  
4 plan is approved by the City Council, redevelopment under the Community  
5 Redevelopment Law can occur. A redevelopment area has been designated close to  
6 the Port in Wilmington (the Los Angeles Harbor Industrial Center Redevelopment  
7 Project area). Additionally, the Port of Los Angeles has implemented a number of  
8 actions designed to enhance community quality of life and provide public access to  
9 visually stimulating and historically relevant developments within and adjacent to the  
10 Port.

11 One potential precursor of blight is depreciated or stagnant property values. Property  
12 value trends in communities adjacent to the proposed project site were discussed  
13 above. Residential property values in communities adjacent to the Port have  
14 increased in recent years and do not exhibit depreciated or stagnant values. The  
15 proposed Project would not adversely influence residential property values in the  
16 areas immediately adjacent to the Port. In addition, changes in property value are  
17 dependent on numerous factors unrelated to the Port including monetary interest  
18 rates, ease of access to employment centers, availability of quality education, and  
19 historic and existing zoning practices. Also, the proposed Project would increase the  
20 number of direct, indirect, and induced jobs and income in the region and would  
21 result in other economic benefits. As a consequence, the proposed Project would not  
22 result in blight impacts.

23 Proposed project facilities would be designed and built to comply with existing  
24 municipal codes and standards. The proposed Project would not cause building code  
25 violations, dilapidation and deterioration, defective design or physical construction,  
26 faulty or inadequate utilities, or other similar factors. The proposed Project would  
27 provide public amenities like open spaces, more parking, and better coastal access for  
28 the public, in addition to commercial and light industrial uses. The proposed Project  
29 would use required design standards, and facilities would be sized given present  
30 standards, market conditions, and expected growth.

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