7.0

SOCIOECONOMICS AND ENVIRONMENTAL QUALITY

7.0 SOCIOECONOMICS AND ENVIRONMENTAL QUALITY

7.1 Introduction

This chapter 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. Chapter 6, "Environmental Justice," discusses the racial/ethnic compositions of the population in the vicinity of proposed Project.

The description of the environmental quality in the vicinity of the Port presents information regarding community redevelopment activities; planning and zoning actions taken by the City in general and LAHD in particular; and other physical, social, and economic factors contributing to community perceptions of environmental quality.

7.2 Environmental Setting

This section describes 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). This region represents the area in which the bulk of the economic activity stimulated by the Port (directly and indirectly) occurs and for which economic modeling is appropriate.

7.2.1 Socioeconomics Topical Areas

Socioeconomics encompasses a number of topical areas including population, employment and income, and housing. Within each of these areas, subtopics include an examination of conditions at different geographical scales that are relevant 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 in the five-county region increased by almost 3.5 million between 1990 and 2010, at an average annual rate of 1.2%. The most rapid rates of change took place in Riverside County (4.35% annually) and San Bernardino County (2.17% annually). The largest numeric increases occurred in Riverside County (1,019,228 persons) and Los Angeles County (955,553 persons); however, Los Angeles County had the lowest rate of change (0.5% annually) (see Table 7-1).

The population of the City of Los Angeles increased at a substantially slower pace over the past two decades than previous decades, with the number of residents increasing by 307,223, an average annual rate of 0.44%. Four cities in the South Bay section of Los Angeles County experienced population increases at rates greater than that of the City of Los Angeles: Signal Hill (1.58% annually), Redondo Beach (0.55% annually), Torrance (0.46% annually), and Carson (0.46% annually). The communities of San Pedro and Wilmington-Harbor City experienced modest annual population gains of between 10 and 17% for the period from 1990 to 2009.

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 slightly less than 1% annually for Southern California. The region is projected to add almost 5.8 million residents over this 30-year period with the highest growth rates projected for the Counties of Riverside (an increase of 1,665,348; 86.2%) and San Bernardino (an increase of 1,162,483; 58.97%). The population of the City of Los Angeles is projected to increase by slightly over 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 (1990–2010)

	April 1, 1990 (Census)	*April 1, 2000 (Census)*	*April 1, 2010 (Census)*	*Population Change (1990–2010)*	*Percent*	*Average Annual Percent*
Southern California (Five-County Region)	14,531,529	16,373,645	17,877,006	3,345,477	23.02	1.15
COUNTIES						
Los Angeles	8,863,052	9,519,338	9,818,605	955,553	10.78	0.54
Orange	2,410,668	2,846,289	3,010,232	599,564	24.87	1.24
Riverside	1,170,413	1,545,387	2,189,641	1,019,228	87.08	4.35
San Bernardino	1,418,380	1,709,434	2,035,210	616,830	43.49	2.17
Ventura	669,016	753,197	823,318	154,302	23.06	1.15
INCORPORATED CITIES						
Carson	83,995	89,730	91,714	7,719	9.19	0.46
Lakewood	73,553	79,345	80,048	6,495	8.83	0.44
Long Beach	429,321	461,522	462,257	32,936	7.67	0.38
Los Angeles	3,485,398	3,694,820	3,792,621	307,223	8.81	0.44
Palos Verdes Estates	13,512	13,340	13,438	-74	-0.55	-0.03
Rancho Palos Verdes	41,667	41,145	41,643	-24	-0.06	0.00
Redondo Beach	60,167	63,261	66,748	6,581	10.94	0.55
Rolling Hills	1,871	1,871	1,860	-11	-0.59	-0.03
Rolling Hills Estates	7,789	7,676	8,067	278	3.57	0.18
Signal Hill	8,371	9,333	11,016	2,645	31.60	1.58
Torrance	133,107	137,946	145,438	12,331	9.26	0.46
	April 1, 1990 (Census)	*April 1, 2000 (Census)*	*2009 (Estimate)*	*Population Change*	*Percent*	*Average Annual*

				(1990–2009)		*Percent*
COMMUNITY PLAN AREAS						
Harbor Area Planning Commission	182,054	193,168	205,218	23,164	12.72	0.67
Harbor Gateway	36,011	39,685	41,605	5,594	15.53	0.82
Port of Los Angeles	1,785	1,804	2,094	309	17.31	0.91
San Pedro	74,175	76,173	81,631	7,456	10.05	0.53
Wilmington-Harbor City	70,083	75,506	79,888	9,805	13.99	0.74

[1] The population increase for the Southern California region, the five counties, the City of Los Angeles, and other incorporated cities is calculated for the period of 1990–2010. The population increase for the Harbor Area Planning Commission and the four Community Plan Areas is calculated for the period of 1990–2009, as 2009 was the latest information available on the Los Angeles City Planning website.

Source: California Department of Finance 2011; Los Angeles City Planning Department 2011.

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

	2005	2010	2015	2020	2025	2030	2035	Change (2005–2035) Numeric	Change (2005–2035) Percent	Change (2005–2035) Average Annual Percent
Southern California (Five-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
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

	2005	2010	2015	2020	2025	2030	2035	Change (2005–2035)		
								Numeric	Percent	Average Annual Percent
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 Employment and Income

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

- 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 2010 employment in Southern California increased by more than 500,000 jobs at an average annual rate of 0.41% (see Table 7-3). 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 20-year period (280,800 jobs) as well as the largest percentage increase in employment (56.35%), at an annual average rate of 2.82%, occurred in Riverside County. San Bernardino County experienced the next greatest percentage increase in employment (133,800 jobs) for a 22.31% increase. Los Angeles County experienced an employment increase of 2,600 jobs, which when compared to the base of almost 4,259,700 jobs in 1990, registered an increase of 0.003% over the 20-year period (CEDD 2011).

Based on SCAG projections, 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 Southern California counties have mirrored closely the cyclical pattern of that of the State of California. Unemployment rose steeply in the early 1990s. This rise was associated with a 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 rest of the decade 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).

Table 7-3. Total Employment (Farm and Nonfarm) by County (1990–2010)

Year	*Los Angeles*	*Orange*	*Riverside*	*San Bernardino*	*Ventura*	*SCAG Region*
1990	4,259,700	1,306,200	498,300	599,600	345,600	7,009,400
1991	4,101,000	1,247,900	493,800	590,500	338,400	6,771,600
1992	4,006,700	1,241,500	507,600	604,100	339,400	6,699,300
1993	3,908,500	1,236,800	511,600	608,900	341,400	6,607,200
1994	3,898,600	1,257,500	534,000	612,900	350,400	6,653,400
1995	3,938,600	1,245,400	549,900	622,500	351,100	6,707,500
1996	3,967,800	1,280,400	563,100	634,300	349,600	6,795,200
1997	4,117,000	1,328,200	589,600	658,600	353,400	7,046,800
1998	4,246,100	1,385,300	615,900	680,100	364,500	7,291,900
1999	4,309,400	1,422,100	653,600	712,600	375,600	7,473,300
2000	4,424,900	1,429,100	644,200	704,000	374,900	7,577,100
2001	4,483,400	1,453,400	672,000	724,500	380,000	7,713,300
2002	4,447,100	1,456,500	701,800	743,200	384,600	7,733,200
2003	4,427,100	1,482,600	730,700	757,500	388,800	7,786,700
2004	4,454,100	1,508,000	771,600	784,400	391,600	7,909,700
2005	4,516,000	1,529,000	808,100	808,400	396,800	8,058,300
2006	4,578,700	1,547,300	839,000	820,700	402,500	8,188,200
2007	4,626,900	1,547,000	849,400	815,600	403,300	8,242,200
2008	4,563,200	1,532,300	834,700	794,200	402,500	8,126,900
2009	4,336,600	1,446,900	793,600	747,100	387,000	7,711,200
2010	4,262,300	1,428,900	779,100	733,400	384,100	7,587,800
CHANGE 1990–2010						
Number	2,600	122,700	280,800	133,800	38,500	578,400
Percent	0.06%	9.39%	56.35%	22.31%	11.14%	8.25%
Average Annual Percent	0.00%	0.47%	2.82%	1.12%	0.56%	0.41%

Source: CEDD 2011.

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 (Five-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 (1990–2010)

Year	County					California
	Los Angeles	*Orange*	*Riverside*	*San Bernardino*	*Ventura*	
1990	5.80	3.50	7.20	5.60	5.80	5.80
1991	8.00	5.30	10.10	8.30	7.60	7.80
1992	9.90	6.70	11.90	9.70	9.00	9.40
1993	10.00	6.90	12.20	10.00	9.10	9.50
1994	9.30	5.70	10.60	8.70	7.90	8.60
1995	8.00	5.10	9.50	7.90	7.40	7.90
1996	8.30	4.20	8.40	7.40	7.30	7.30
1997	6.90	3.30	7.60	6.50	6.70	6.40
1998	6.60	2.90	6.70	5.70	5.60	6.00
1999	5.90	2.70	5.50	4.90	4.80	5.30
2000	5.40	3.50	5.40	4.80	4.50	4.90
2001	5.70	4.00	5.50	5.10	4.80	5.40
2002	6.80	5.00	6.50	6.00	5.80	6.70
2003	7.00	4.80	6.50	6.30	5.80	6.80
2004	6.50	4.30	6.00	5.80	5.40	6.20
2005	5.40	3.80	5.40	5.20	4.80	5.40
2006	4.80	3.40	5.00	4.80	4.30	4.90
2007	5.10	3.90	6.00	5.60	4.90	5.30
2008	7.50	5.30	8.50	7.90	6.20	7.20
2009	11.50	8.90	13.40	13.00	9.90	11.30
2010	12.60	9.60	14.70	14.30	10.80	12.40

Source: California Employment Development Department, Labor Market information Division, 2011.

As mentioned above, jobs have decreased in Los Angeles County over the 20-year period between 1990 and 2010 (see Table 7-6). Cut backs in the natural resources and mining, manufacturing, and federal government sectors have played a major part in the overall decline in the County. In the 1980s, the decline in manufacturing jobs numbered about 53,000 (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 experienced an increase in employment of over 934,000 jobs (80%) between 1980 and 2000.

Over the period from 1990 to 2010, 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 drink establishments) and local government education sectors. The average annual wage level of the losing sectors was slightly over $45,000; gaining sectors was just over $33,000 (approximately 27% lower than the losing sectors' average annual wage).

The proposed Project would involve a modest construction effort over two phases spanning a long period of time. As shown in Table 7-6, over the 20-year period (1990–2010), employment in the construction industry registered a decrease of 40,300 jobs (almost 28%). This represents a decrease of 1.4% annually. In 2010, the construction industry represented 1.23% of the total employment in Los Angeles County (see Table 7-6).

Table 7-6. Total Employment for Los Angeles County, California (1990–2010)

Industry Group	*1990*	*1995*	*2000*	*2005*	*2010*	*Change (1990–2010)*		
						Number	*Percent*	*Average Annual Percent*
Total, All Industries	**4,149,500**	**3,754,500**	**4,079,800**	**4,031,600**	**3,766,500**	**-383,000**	**-9.2**	**-0.5**
Total Farm	13,700	8,000	7,700	7,400	6,400	-7,300	-53.3	-2.7
Total Nonfarm	4,135,700	3,746,600	4,072,100	4,024,200	3,760,100	-375,600	-9.1	-0.5
Natural Resources and Mining	8,200	4,100	3,400	3,700	4,200	-4,000	-48.8	-2.4
Construction	145,100	113,300	131,700	148,700	104,800	-40,300	-27.8	-1.4
Manufacturing	812,000	628,100	612,200	471,700	373,400	-438,600	-54.0	-2.7
Trade, Transportation, and Utilities	794,900	721,100	786,000	795,400	728,100	-66,800	-8.4	-0.4
Information	186,200	190,900	243,700	207,600	190,700	4,500	2.4	0.1
Financial Activities	279,900	223,900	224,500	244,000	209,200	-70,700	-25.3	-1.3
Professional and Business Services	541,600	516,100	587,900	576,100	520,500	-21,100	-3.9	-0.2
Educational and Health Services	384,700	372,200	416,800	471,300	524,500	139,800	36.3	1.8
Leisure and Hospitality	306,700	309,800	344,700	377,800	376,600	69,900	22.8	1.1
Other Services	136,700	131,300	140,000	144,300	135,400	-1,300	-1.0	0.0
Government	539,800	535,700	581,300	583,700	592,700	52,900	9.8	0.5
Federal Government	71,900	63,400	57,900	53,500	47,300	-24,600	-34.2	-1.7
State and Local Government	467,900	472,300	523,300	530,200	545,400	77,500	16.6	0.8
State Government	69,900	70,500	77,100	78,200	81,200	11,300	16.2	0.8
Local Government	398,100	401,800	446,200	452,000	464,200	66,100	16.6	0.8
Source: California Employment Development Department, Labor Market Information Division, 2011.								

Geographical Distribution of Port Workers

The employment generated by maritime cargo activity at the marine terminals owned by the Port can be categorized into trucking, International Longshore and Warehouse Union (ILWU) workers, 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 7-7 presents the distribution of these 43,398 direct jobs by place of employment. The geographic residency is based on the results of interviews with 721 firms. As the 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 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. Category definitions vary somewhat from those presented earlier; however, these differences are minor. The occupational breakdown (for the employed civilian population 16 years of age and over) is available for small geographical areas by zip code as presented in Table 7-8. The zip codes selected are in the immediate vicinity of the Port for the communities of Wilmington, San Pedro, and Harbor City, and the cities of Torrance, Carson, and Long Beach.

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 than those of the County or City.

Table 7-8. Occupational Breakdown (%) by Place of Residence, 2000 (Employed Civilian Population 16 Years and Over)

Occupation	*90501 Torrance*	*90502 Torrance*	*90710 Harbor City*	*90731 San Pedro*	*90732 San Pedro*	*90744 Wilmington*	*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

Occupation	*90501 Torrance*	*90502 Torrance*	*90710 Harbor City*	*90731 San Pedro*	*90732 San Pedro*	*90744 Wilmington*	*90745 Carson*	*90802 Long Beach*	*90806 Long Beach*	*90810 Long Beach*	*90813 Long Beach*
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
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	5.13	4.27	6.11	7.31	4.93	7.90	4.78	5.61	6.09	5.83	9.06

Occupation	*90501 Torrance*	*90502 Torrance*	*90710 Harbor City*	*90731 San Pedro*	*90732 San Pedro*	*90744 Wilmington*	*90745 Carson*	*90802 Long Beach*	*90806 Long Beach*	*90810 Long Beach*	*90813 Long Beach*
(except public administration)											
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).											

7.2.1.2.2 Income

The median household income reported in the 2010 American Community Survey in Los Angeles County was $42,189 (Table 7-9). Riverside and San Bernardino Counties had very similar values, while the values for Orange and Ventura Counties were $58,820 and $59,666, respectively. By comparison, the median household income for the City of Los Angeles was $36,687 (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 approximately $46,452 and $65,285 across the five counties, and was $39,942 for the City of Los Angeles (Table 7-9). For the zip codes in the vicinity of the Port, median family income exhibited a wider range: between approximately $30,259 and $63,614. The median family income for San Pedro (zip code 90731) was $35,910, while median family income for San Pedro (zip code 90732) was $63,614 (Table 7-10).

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

	County					*City of Los Angeles*
	Los Angeles	*Orange*	*Riverside*	*San Bernardino*	*Ventura*	
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 Wilmington*	*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 1999e	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

According to data compiled by the U.S. Census Bureau in the 2007 Economic Census[1], 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 Five-County Region

Industry	*Number of Establishments*	*Sales, shipments, receipts, or revenue ($1,000)*	*Annual Payroll ($1,000)*	*Number of Employees*
Manufacturing [r]	25,131	243,775,552	35,659,953	784,463
Retail Trade	53,274	221,081,813	20,504,323	792,591
Information	12,082	N	21,447,127	283,059
Real Estate	24,662	42,851,563	7,218,147	160,999
Professional/Scientific/Technical Services	53,263	93,668,799	35,245,098	637,995
Administrative/Support/Waste Management/ Remediation Services	20,628	30,813,329	23,151,665	603,061
Education Services	3,795	54,329,915	19,951,927	459,967
Health Care and Social Assistance	47,237	87,612,892	32,199,255	379,792
Arts, Entertainment, and Recreation	13,655	23,124,411	7,710,389	156,504
Accommodation and Food Services	34,336	37,554,129	10,380,655	640,012
Other Services (except Public Administration)	27,206	22,633,759	5,383,522	192,020
Total	**315,269**	**857,446,162**	**218,852,061**	**5,090,463**

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

Source: U.S. Bureau of the Census, 2007 Economic Census.

[1] This is the most recent economic census data currently available. Updated every 5 years, 2012 Economic Census to be updated starting Fall 2012.

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]	15,158	153,343,705	20,520,091	451,656
Retail Trade	30,179	119,111,840	10,849,209	418,153
Information	9,085	N	17,400,586	215,569
Real Estate	14,085	26,790,409	4,129,236	90,847
Professional/Scientific/ Technical Services	30,921	62,029,765	24,622,944	471,602
Administrative/Support/Waste Management/Remediation Services	10,988	19,181,402	8,841,472	319,495
Education Services	2,226	53,200,930	19,568,800	444,806
Health Care and Social Assistance	27,728	53,200,930	19,568,800	87,396
Arts, Entertainment, and Recreation	11,413	16,425,668	5,964,653	87,396
Accommodation and Food Services	19,476	20,238,148	5,570,102	339,815
Other Services (except Public Administration)	16,089	15,230,431	3,369,603	117,748
Total	**187,348**	**538,753,228**	**140,405,496**	**3,044,483**

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

Source: U.S. Bureau of the Census, 2007 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]	6,118	41,805,565	5,391,483	129,537
Retail Trade [r]	11,880	36,672,803	3,602,714	140,076
Information	4,936	N	6,881,891	95,064
Real Estate	5,912	13,742,314	1,904,881	38,870
Professional/Scientific/Technical Services	14,243	27,457,048	10,820,572	179,752
Administrative/Support/Waste Management/Remediation Service	4,464	7,696,080	3,333,509	115,228
Educational Services	862	838126	268,541	10,783
Health Care and Social Assistance	10,555	22,925,848	8,167,261	178,191
Arts, Entertainment, and Recreation	6,795	9,173,951	3,309,990	40,003
Accommodation and Food Services	7,609	8,271,789	2,279,213	130,390
Other Services [p]	6,518	6,927,679	1,386,090	49,630
Total	**79,892**	**175,511,203**	**47,346,145**	**1,107,524**

Notes: [p] = not published for places; [r] = Revised; N = Not Available/Comparable
Source: U.S. Bureau of the Census, 2007 Economic Census.

The California Board of Equalization report on taxable sales for the fourth quarter of 2009 indicates that total taxable sales for the SCAG five-county region were $56,327,880. For the County of Los Angeles for the third quarter of 2009, total taxable sales were $29,485,211, while in the City of Los Angeles, total taxable sales were $ 8,709,718 for the third quarter of 2009.

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 33% 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 2006, with periods of decline in between. The decline housing construction 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 7-1). By 2004, the number of housing units authorized for construction had reached almost 90,000 and again started to decline, with about 71,000 units permitted for construction in 2006. Due to the economic housing decline, the number of new housing construction in Los Angeles County dropped in 2006 from 26,398 units to 5,614 units in 2009 (SCAG 2011).

Over the 43-year period from 1967 to 2010, about 3 million housing units were permitted for construction in Southern California. The majority of these 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). Between 2000 and 2010, the housing market experienced new construction at all-time highs and lows. During this period, permits were issued for 623,091 new residential units in Southern California, with the majority of these units constructed in Riverside County (33% of the regional total), followed by Los Angeles County (32% of the regional total) and San Bernardino (17% of the regional 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 7-2. 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 rose up to 32% in the 2000s. In contrast, the Riverside County share increased from approximately 5% to 33% in 2010, becoming the Southern California leader in new housing construction. Likewise, the San Bernardino County contribution rose from around 7% to approximately 17% in 2010.

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).

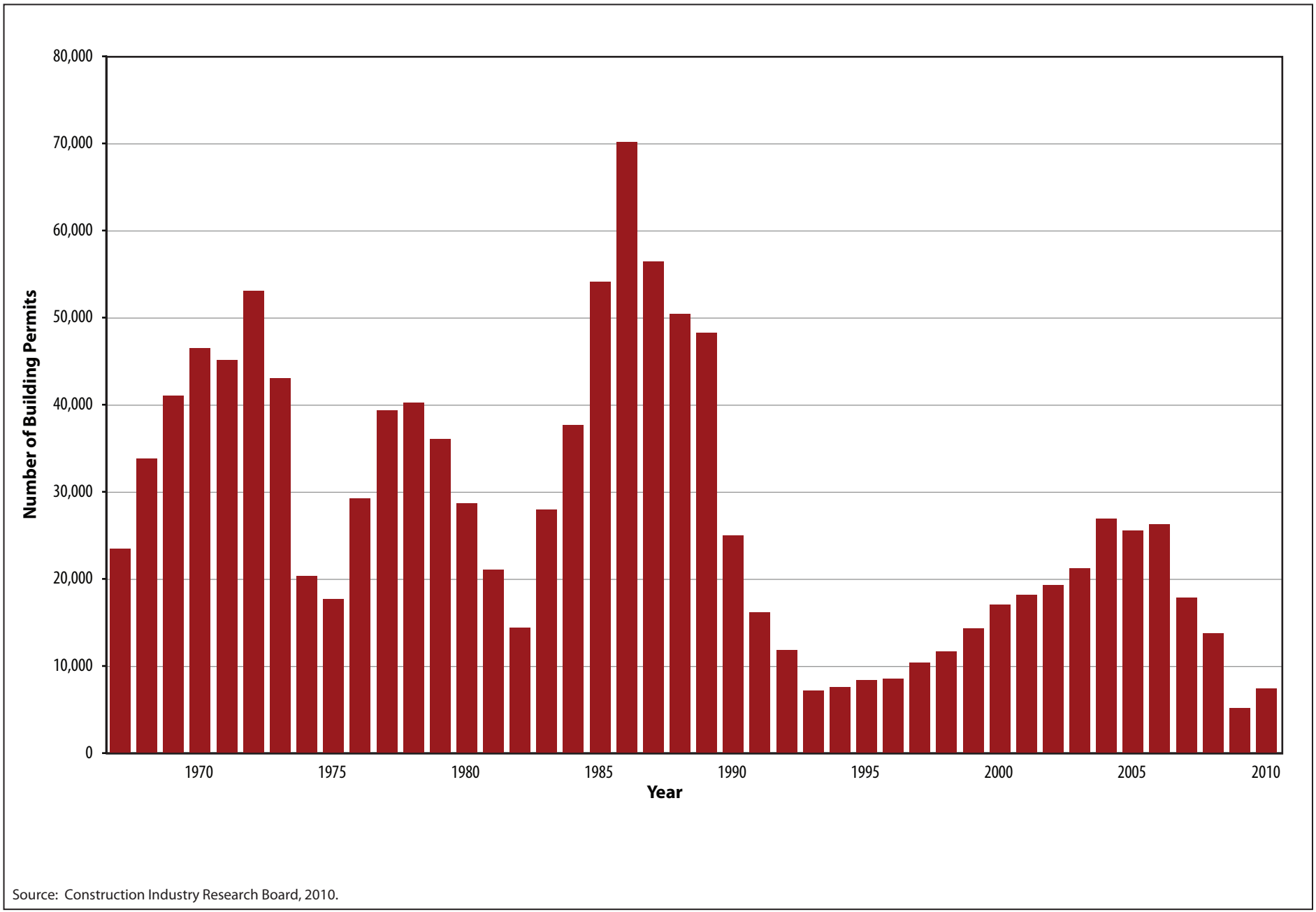
The San Pedro area has a mixed housing characteristic. The proportion of renters is high in the 90731 zip code area of San Pedro area (68%) while the 90732 zip code is low at approximately 27%. However, both zip code areas have relatively few apartment buildings containing 10 or more units. The median-year-built of the housing is 1960 in zip code 90731 and 1970 in zip code 90732 (see Table 7-14).

7.2.1.3.3 Housing Price

Between 1990 and 2007, the median home price (for existing homes) in Los Angeles County increased from $251,000 to $537,011, a rise of over 113%, at an average annual rate of 6.65% (Table 7-15). However, housing prices within the Southern California region have recently experienced new lows. Within Los Angeles County between 2008 and 2009, the change in annual home sales prices fell by 30.2%. Within the 2009-2010 year, home prices saw their first increase in three years with a 4.1% increase. As of 2010, the median home price for a home in Los Angeles County was estimated at $333,000 (Table 7-17).

Median prices in the other four counties of Southern California also increased between 1990 and 2007: 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. Both regional economies and the national economy 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 occurred 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). However, median prices in the other four counties have also seen all-time lows in the mid-2000s with slight increases as of 2010. The greatest decline took place in San Bernardino County where median home values fell by 37.9% between 2008 and 2009.

Although 2010 census data is not available at this time, data from SCAG provided in Table 7-17 shows the median home price trends for Los Angeles County, Orange County, Riverside County, San Bernardino County, and Ventura County. The slump in home prices beginning in the middle of the decade to the present are reflective of the housing market crash experienced throughout the country. As shown, housing prices have generally risen starting in 2010.



Source: Construction Industry Research Board, 2010.

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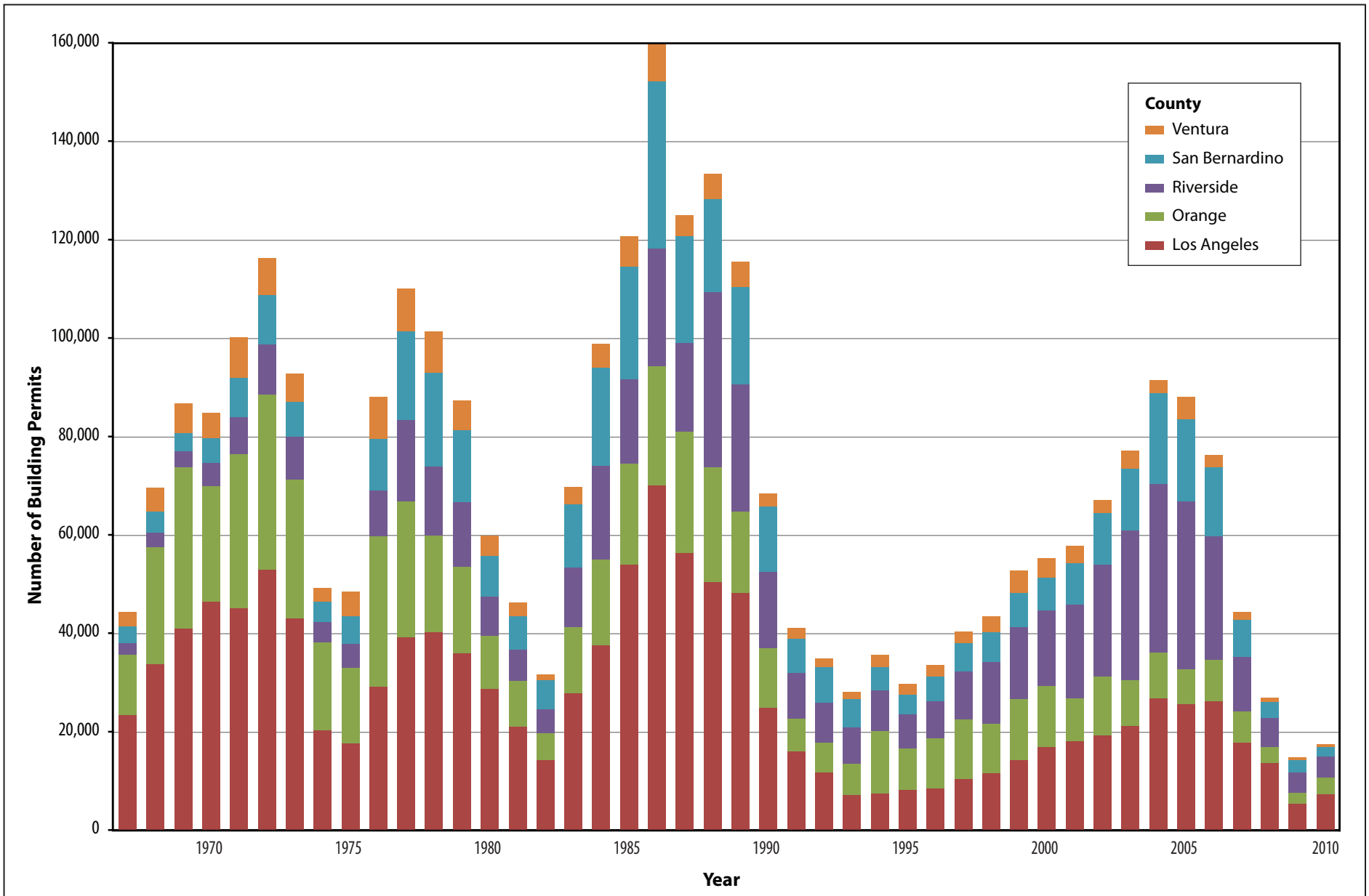
ICF INTERNATIONAL

Figure 7-1
Housing Units Permitted in Los Angeles County
(1967-2010)



Source: Construction Industry Research Board, 2010.

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Figure 7-2
Housing Units Permitted in 5-County Southern California Region (1967-2010)

Table 7-14. Housing Characteristics in 2000

			ZIP Code Area										
	Los Angeles County	*City of Los Angeles*	*90501 Torrance*	*90502 Torrance*	*90710 Harbor City*	*90731 San Pedro*	*90732 San Pedro*	*90744 Wilmington*	*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

	Los Angeles County	City of Los Angeles	ZIP Code Area										
			90501 Torrance	90502 Torrance	90710 Harbor City	90731 San Pedro	90732 San Pedro	90744 Wilmington	90745 Carson	90802 Long Beach	90806 Long Beach	90810 Long Beach	90813 Long Beach
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
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	1961	1960	1961	1969	1971	1960	1970	1961	1965	1959	1954	1955	1963

	Los Angeles County	City of Los Angeles	ZIP Code Area										
			90501 Torrance	90502 Torrance	90710 Harbor City	90731 San Pedro	90732 San Pedro	90744 Wilmington	90745 Carson	90802 Long Beach	90806 Long Beach	90810 Long Beach	90813 Long Beach
built													
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) (1998–2008)

Year	County				
	Los Angeles	*Orange*	*Riverside*	*San Bernardino*	*Ventura*
1998	168,119	215,731	112,653	97,040	195,600
1999	179,556	228,611	122,473	104,299	209,005
2000	195,134	254,272	138,330	114,065	235,542
2001	216,630	286,680	159,949	130,182	258,594
2002	256,490	339,924	184,603	148,260	309,695
2003	313,469	407,729	230,903	179,316	370,850
2004	391,208	511,132	306,789	236,699	478,281
2005	471,015	583,411	373,549	316,697	556,920
2006	515,717	616,680	401,802	356,670	585,017
2007	537,011	616,424	380,375	345,442	559,687
2008	393,235	454,388	244,221	209,935	402,744
CHANGE (1998–2008)					
Percent	233.90	210.63	216.79	216.34	205.90
Average Annual Percent	23.39	21.06	21.68	21.63	20.59
Source: LAEDC 2009					

Table 7-16. Home Price by County (New Homes) (1990–2008)

Year	County				
	Los Angeles	*Orange*	*Riverside*	*San Bernardino*	*Ventura*
1998	235,950	298,481	170,380	168,044	293,543
1999	261,862	328,734	194,870	183,042	336,735
2000	283,039	393,883	225,728	205,042	354,752
2001	303,094	447,835	240,306	217,961	375,972
2002	325,262	495,872	261,350	236,718	437,222
2003	393,247	545,765	291,565	263,673	532,349
2004	449,728	649,253	355,761	291,129	651,229
2005	449,374	705,917	411,707	364,224	696,102
2006	447,286	694,797	439,692	395,707	662,290
2007	503,757	600,074	410,557	383,482	612,913

Year	County				
	Los Angeles	*Orange*	*Riverside*	*San Bernardino*	*Ventura*
2008	435,033	502,785	332,918	321,952	433,312
CHANGE (1998-2008)					
Percent	84.38	68.45	95.4	91.6	47.61
Average Annual Percent	8.4	6.8	9.5	9.2	4.7
Source: LAEDC 2009.					

Table 7-17. Overall Home Price by County (2000–2010) in Thousands

	2000	*2001*	*2002*	*2003*	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	*2010*
Los Angeles County	228	247	292	347	430	511	558	602	459	320	333
Orange County	289	322	376	442	563	645	689	681	506	415	433
Riverside County	163	186	212	252	330	406	438	413	271	189	200
San Bernardino County	128	145	165	202	256	336	374	365	240	149	155
Ventura County	262	286	333	394	502	592	613	583	425	356	370
Source: SCAG 2011											

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 are important even at the national level. This relationship has been recognized by a number of national organizations (ULI 2002). Such concerns are shared by communities near the Port, 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.

The information is gathered from a number of sources, including (a) discussions with LAHD environmental and planning and research staff, (b) site visits to the San Pedro

community and other communities near the Port, (c) a review of selected Port-related and other documents containing information relevant to environmental quality and blight, (d) a review of City of Los Angeles plans and program information containing relevant data for the area, and (e) discussions with the City of Los Angeles City Planning and Los Angeles Redevelopment Agency staff. Based on the proposed Project's location, the study area for this evaluation focuses on the community of San Pedro. In certain cases, information for the nearby community of San Pedro is included to provide additional context.

7.2.2.2 Applicable Land Use Plans and Policies

Laws, programs, plans, and ordinances relevant to the evaluation of environmental quality for the study area are described below. These include the City of Los Angeles General Plan, and existing and proposed plans of the Port of Los Angeles.

7.2.2.2.1 General Plan of the City of Los Angeles

California state law (Government Code Section 65300) requires that each city prepare and adopt a comprehensive, long-term plan for its future development. This general plan must contain seven elements, including land use, circulation, housing, conservation, open space, noise, and safety. In addition to these, state law permits cities to include optional elements in their general plans, thereby providing local governments with the flexibility to address the specific needs and unique character of their jurisdictions. California state law also requires that the day-to-day decisions of a city follow logically from and be consistent with the general plan. More specifically, Government Code Sections 65860, 66473.5, and 65647.4 require that zoning ordinances, subdivision, and parcel map approvals be consistent with the general plan.

The General Plan of the City of Los Angeles is a comprehensive, long-range declaration of purposes, policies, and programs for the development of the City of Los Angeles. The Plan is a dynamic document consisting of 11 elements, which include 10 Citywide elements (Air Quality, Conservation, Historic Preservation and Cultural Resources, Housing, Infrastructure Systems, Noise, Open Space, Public Facilities and Services, Safety, and Transportation) and the Land Use Element, also known as the Community Plan, for each of the City's 35 Community Planning Areas, as well as plans for the Port of Los Angeles and Los Angeles International Airport.

7.2.2.2.2 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 1982). 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.

7.2.2.2.3 Los Angeles Harbor Department's Role

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 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.

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

Port of Los Angeles Strategic Plan, 2010/2011

The Port of Los Angeles Strategic Plan, updated in 2010, is a five-year plan used to improve the performance of the Port and to outline the Port's direction and priorities (LAHD 2010). The Strategic Plan has 11 objectives, each with initiatives/action items that respond to the plan's Mission, "To provide our customers with the world's

most secure and advanced seaport facilities to stimulate the economy and attract business, while promoting a sustainable "grow green" philosophy and embracing evolving technology."

Strategic Plan Objectives relevant to the proposed Project include the following:

- Strategic Objective 1: Implement development strategies to ensure the Port maintains and efficiently manages a diversity of cargo and land uses while maximizing land use compatibility and minimizing land use conflicts.
- Strategic Objective 2: Deliver cost-effective facilities and infrastructure in a timely manner consistent with the land use plan.
- Strategic Objective 3: Promote, develop, and provide a safe and efficient transportation system for the movement of goods and people in the Port vicinity and throughout the region, state, and nation in a cost-effective and environmentally sensitive and sustainable manner.
- Strategic Objective 5: Be the greenest port in the world.
- Strategic Objective 9: Strengthen relations with all internal and external stakeholders through education, advocacy, meaningful interaction and engaging events/initiatives that benefit the community.
- Strategic Objective 10: Realize the potential of the diversity of Los Angeles' population by expanding opportunity; retain and develop more high-quality jobs with an emphasis on green technology.

Port of Los Angeles Sustainability Plan

The development of the Port of Los Angeles Sustainability Assessment and Plan Formulation (Sustainability Plan) is in response to the Mayoral initialized Executive Directive No. 10, Sustainable Practices in the City of Los Angeles, passed in June of 2007. "This directive sets forth his vision to transform Los Angeles into the most sustainable large city in the country and includes goals in the areas of energy and water, procurement, contracting, waste diversion, non-toxic product selection, air quality, training, and public outreach" (LAHD 2008).

In June 2008, the Port of Los Angeles published the Sustainability Assessment and Plan Formulation, which surveyed and evaluated existing Port sustainability efforts. The 2011 Sustainability Report highlights major sustainability initiatives undertaken since 2008. The Sustainability Report uses a Material Issues Scorecard, which rates the Port's progress on addressing the material issues most important to the Port and its stakeholders for achieving sustainable operations. These eleven material issues include:

- health risk reduction
- air quality
- energy & climate change
- water quality

- stakeholder relationships
- land use
- habitat protection
- open space & urban greening
- local economic development
- environmental justice
- green growth

Of these eleven material issues, the Port is acknowledged as an industry leader on policies and plans addressing health risk reduction, air quality, habitat protection, open space and urban greening, and green growth.

Green Building Policy

In 2007, the Board of Harbor Commissioners adopted a Green Building Policy, requires LEED certification and standards for new and existing building construction and/or renovation.

The LEED Green Building Rating System is voluntary, consensus-based, and market-driven, and is based on existing, proven technology that evaluates environmental performance in five categories:

- sustainable site planning
- improving energy efficiency
- conserving materials and resources
- embracing indoor environmental quality
- safeguarding water

Points are earned for goals accomplished in each category, and the certification level for a building is acquired by the total amount of points. There are four LEED certification levels: Certified (23–32 points), Silver (33–38 points), Gold (39–51 points), and Platinum (52–69 points).

Specifically, the City of Los Angeles adopted the policy that all new City buildings of 7,500 square feet or more should be designed, whenever possible, to meet the LEED Certified level. LAHD has taken this policy further, and under the jurisdiction of the Harbor Department, all construction must meet the following NC:

- new construction (e.g., office buildings) 7,500 square feet or greater, without compromising functionality, will be designed to a minimum level of LEED NC Gold;
- new construction (e.g., marine utilitarian buildings such as equipment maintenance), without compromising functionality, will be designed to a minimum level of LEED NC Silver;

- existing buildings of 7,500 square feet or greater will be inventoried as evaluated for their applicability to the LEED Existing Building Standards. Priority for certification will be determined by building operation and maintenance procedures;
- all other buildings will be designed or constructed to meet the highest achievable LEED standard to the extent feasible for the building's purpose; and
- in addition, all Port buildings will include solar power to the maximum extent feasible, as well as incorporation of the best available technology for energy and water efficiency.

The Port Police Building, which opened in 2011, is certified LEED NC Gold and was the first building constructed under the policy.

Port of Los Angeles Master Plan

Intended as a guide for development within the Port, the Port Master Plan (PMP) was certified in 1979 and was most recently amended in August 2011. The PMP was approved by the Board of Harbor Commissioners and certified by the California Coastal Commission. The PMP preceded the Port Plan, and divides the Port into nine individual planning areas. The PMP identifies ten major land uses that are allowed within the Port:

1. general cargo—includes container, unit, breakbulk, neo-bulk, and passenger facilities;
2. liquid bulk—comprised of crude oil, petroleum products, petrochemical products, and chemicals and allied products;
3. other liquid bulk—molasses, animal oils, fats, vegetable oils;
4. dry bulk—metallic ores, nonmetallic minerals, coal, chemicals, primary metal products, etc.;
5. commercial fishing—includes docks, fish canneries, fish waste treatment facilities, fish markets, and commercial fishing berthing areas;
6. recreational—water-oriented parks, marinas and related facilities, small craft launching ramps, museums, youth camping and water oriented facilities, public beaches, and public fishing piers;
7. industrial—shipbuilding/yard/repair facilities, light manufacturing/industrial activities, and ocean resource–oriented industries;
8. institutional—uses that pertain to lands either owned or leased by institutional activities of federal, state, and city governments;
9. commercial—restaurants, tourist attractions, office facilities, and retail facilities; and
10. other—vacant land, proposed acquisitions, rights-of-way for rail, utilities, roads, and areas not designated for specific short-term use.

The proposed project site is located in PA 2 (West Bank). The long-term goal for the area is to relocate hazardous and potentially incompatible cargo operations to Terminal Island and its proposed southern extension. PA 2 includes all the land use classifications mentioned above with the exception of Other Liquid Bulk.

Port Environmental Programs and Initiatives

LAHD has introduced 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 LAHD's Environmental Management Policy, 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 CAAP, specifically aims to reduce public health risk from Port operations in nearby communities. The CAAP was initially approved November 20, 2006, updated in October 2010, and includes the following measures to implement over the next five years:

- continue to implement the Clean Trucks Programs at each port, with full implementation of trucks meeting the 2007 USEPA on-road standard by January 2012;
- achieve 90% or greater vessel speed reduction (VSR) participation to 40nm;
- continue implementation of shore-power infrastructure to meet the ports' lease schedules and to support CARB's requirement of 50% compliant calls for regulated vessels by 2014;
- implement use of marine fuel for ocean-going vessels (OGVs) with reduced sulfur content of 0.1% in 2012 through CARB's regulation;
- North America and Canada Emission Control Area;

- encourage demonstration and deployment of OGV control technologies for existing vessels calling at the San Pedro Bay ports;
- encourage vessels meeting the cleanest new engine standards to preferentially call at the ports of Long Beach and Los Angeles;
- continue aggressive implementation of the Technology Advancement Program to demonstrate, verify and commercialize new, cleaner engine technologies; and
- evaluate progress toward achieving the San Pedro Bay Standards in 2012, and update as needed.

The Port's "Clean Trucks Program," a component of the Clean Air Action Plan, is intended to address major sources of air emissions at the Ports of Los Angeles and Long Beach. The primary objectives of the plan are to accomplish the following:

- rapidly advance the improvement of air quality at the Port;
- establish performance criteria for providers of drayage[2] services that promote the Port's business objectives;
- ensure sufficient supply of drayage services and drivers that promote the Port's business objectives;
- enhance Port security and safety; and
- reduce negative impacts that port drayage inflicts on the local community.

San Pedro Waterfront Master Plan

The San Pedro Waterfront Master Plan area includes 400 acres of Port property along an 8-mile stretch of waterfront from the Vincent Thomas Bridge to the Federal Breakwater in San Pedro. Designed to bring the community closer to the waterfront, it includes new harbor cuts, redevelopment of commercial uses, deindustrialization of the waterfront area, cultural and educational opportunities, a continuous waterfront promenade, and significant open space comprising public parks and plazas. Extensive waterfront development will continue in phases over the next decade.

7.3 Project Effects Related to Socioeconomics and Environmental Quality

7.3.1 Impact Methodology

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

[2] Drayage refers to the short transport of goods.

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

The primary catalyst for changes to socioeconomic resources is a change in economic activity (that is, industrial output [value of goods and services], employment, and income). Changes in employment in an area have the potential to affect population, housing, and environmental quality. This is especially the case when the additional job opportunities created through implementation of a project (during 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 supply of 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 project and the number and skill mix of workers available in the local labor force.

7.3.1.1 Region of Influence

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

7.3.1.2 Economic Measures of Project Effects

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

7.3.2 Proposed Project Effects

The proposed Project would be carried out in two phases. The improvements comprising the first phase are projected to occur mainly between 2012 and 2016, while those comprising the second phase would take place between 2013 and 2024. The construction activities of the proposed Project would result in direct proposed project expenditures of approximately $421million over a 12-year period, during which time purchases of construction labor, materials, supplies, services, and equipment would be made by the applicant and LAHD.

These expenditures, in turn, would produce a ripple effect that includes “indirect” activity associated with purchases by firms that supply goods and services to the construction industry, as well as “induced” activity resulting from expenditures by workers employed by the various firms involved in the economic activity (e.g.,

benefits to the retail sector from increased purchases by households). For simplicity, these indirect and induced effects are referred to collectively as "indirect effects."

7.3.2.1 Effects on Employment

The proposed Project would generate 2,233 direct construction jobs (based on 8.1 construction jobs/million dollars of construction cost; estimate from the U.S. Bureau of Economic Analysis). Construction of the proposed Project is expected to take place over the next 12 years, through 2024. The number of construction workers employed and working on site would vary over the course of the construction period. The direct construction jobs would also further result in 1,883 secondary jobs (based on 0.84 jobs for every construction job, given by U.S. Bureau of Economic Analysis). These secondary increases in employment are related to purchases from materials supply firms and their suppliers and household expenditures by workers, referred to, when combined, as "indirect employment."

Impacts on regional employment associated with construction activity can be assessed by comparing existing regional employment and the effects of the proposed Project. The County has a large pool of construction labor (104,800 people were employed in the construction industry in 2010; see Table 7-6) from which to draw. Much of the indirect workforce would also likely come from within the Los Angeles Basin. The proposed Project, therefore, is not anticipated to result in either in-migration or relocation of construction employees to satisfy the need for increased temporary, construction-related employment.

Long-term operation of the proposed Project would not result in a marked increase in jobs following final buildout in 2024. Researchers, university faculty, and government employees, the primary intended users of the proposed Marine Research Institute, are currently performing the same job duties in other locations within the region (i.e., SCMI at Berth 260 and other universities within Southern California). The proposed Project would provide centralized laboratory and research facilities to foster greater synergies amongst the users of the facilities at City Dock No. 1. The proposed project facilities could potentially serve as a catalyst for specialized researchers to locate to the South Bay region, but any increase would be negligible. As with the short-term construction employees discussed above, no significant influx of employees into the local communities would occur.

7.3.2.2 Effects on Local Business, Income, and Tax Revenues

Existing businesses near Berth 71 include Mike's Marine Fueling Station, and the municipal fish market, which would remain open during proposed project construction and operation. The proposed Project would result in the redevelopment of the City Dock No. 1 site and would attract marine science and research jobs to the area (most of which are currently working in other locations). The proposed Project would result in the adaptive reuse of transit sheds at Berths 57–60, wharf retrofits, a waterfront café, the establishment of a marine science park, and development of a new building for NOAA operations within Berths 70 and 71. Also, existing facilities

at Berth 260 would be relocated to the proposed project site. Because the proposed Project would introduce employment and visitor-serving activities within the site, proposed project impacts are expected to be beneficial on local businesses. While the Crescent Warehouse would be relocated from its existing location on site, its operations would be consolidated with existing operations in Long Beach. Therefore, industry and jobs in the area as a whole would not be adversely affected.

The proposed Project would lead to increased tax revenues for the Port and the City of Los Angeles by expanding the tax base of the area through the introduction of the adaptive reuse of the transit sheds, the waterfront café, and the marine science park. The construction of new public open spaces in the form of plazas, and landscape and hardscape areas, would make the San Pedro community more attractive to visitors. While it is difficult to quantify the economic benefit that the new facilities would bring until final lease negotiations have taken place, the Port expects that there would be an overall 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 establishments could indirectly lead to an increase in daytime area population related to employees and visitors. Additionally, improvements such as the public plazas, viewing platform, waterfront café, and wharf maintenance activities may result in the San Pedro area being more attractive to prospective residents and businesses. However, no major shifts in residential population are expected as a direct result of the proposed Project.

Construction of the proposed Project is expected to take place over the next 12 years, through 2024, and would generate 2,233 construction jobs (based on the 8.1 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.

As discussed above, long-term operation of the proposed Project would not result in a marked increase in jobs following final buildout as most users of the facility are currently employed in other locations within the region. The potential small increase in jobs, though beneficial, is nonetheless negligible compared to the workforce of 8 million, and the population of 18 million, in the five-county region (see 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,” only 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 unemployed construction workforce in the region the need for 2,233 construction workers during the construction period is expected to be filled by existing labor pool in the region. Therefore, it is anticipated that the proposed Project would not result in significant population in-migration and relocation. Thus, 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 residential 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 the 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; however, as part of the larger San Pedro Waterfront project and other deindustrialization efforts west of the Main Channel, property values are expected to increase over time. Median home prices increased at high rates in a number of communities in the South Bay area of Los Angeles County from 1998 to 2008. 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.