

## What is the “Harbor Community Off-Port Land Use Study”?

The Harbor Community Off-Port Land Use study is an important discussion of the impacts of the activities of the Port of Los Angeles and Port-related businesses on the surrounding communities of Wilmington and San Pedro. The report compiles information and insights into the lives of Port community residents, the challenges they confront in living adjacent to a large industrial complex, and the adverse health and well-being impacts of that proximity. The report was completed with the assistance of Raimi+Associates, who have compiled data that portrays those impacts, providing local residents and organizations a key resource to better understand and respond to the adverse conditions affecting people due to their proximity to the Port. The supplemental informational sheets include some key findings from the 237-page report and have been compiled to provide stakeholders an introductory and accessible look into the study.

### Study Topics



Road & Rail Mobility, Safety, & Infrastructure



Land use



Hazardous and polluting Land Uses

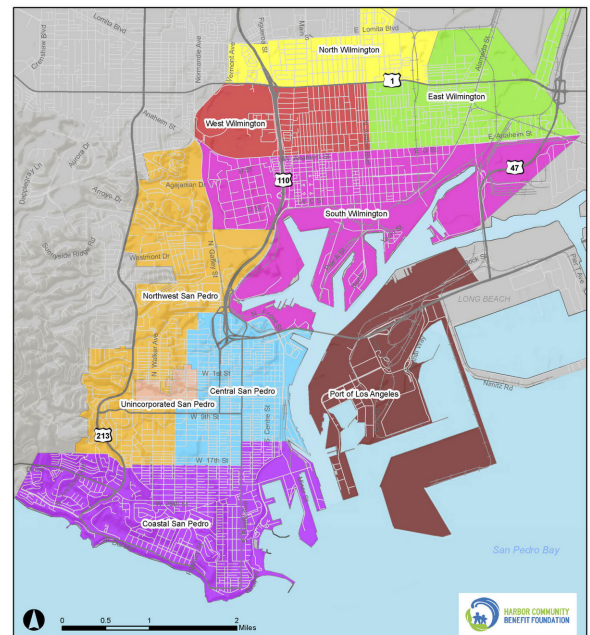


Access to Neighborhood Goods and Services



Employment and Real Estate

### Study Area Neighborhoods



**Study Area Neighborhoods**

- Central San Pedro
- Coastal San Pedro
- East Wilmington
- North Wilmington
- Northwest San Pedro
- Port of Los Angeles
- South Wilmington
- Unincorporated San Pedro
- West Wilmington
- West Wilmington

Railroad  
Streets  
Interstates and Highways

Produced by Raimi + Associates, November 2016  
Data Sources: Interstates and Highways, 2008  
Tele Atlas North America, Inc.; World Terrain  
Base, 2009 ESRI



# A Brief Community Profile

"Located about 20 miles south of Downtown Los Angeles, the communities of Wilmington and San Pedro are situated in the southernmost portion of the City in Los Angeles County. Located between Interstate 110 and 710, Wilmington and San Pedro are situated to the immediate north and west of the Port of Los Angeles. Making up about 4% of the population of the City of Los Angeles, it is important to understand the demographic characteristics of the residents adjacent to these heavy industrial and high truck traffic areas."

	San Pedro & Wilmington Community Profile
<b>Age:</b> Children and older adults are more sensitive to environmental stressors due to increased biological susceptibilities, impacting development or exacerbating preexisting chronic health conditions.	Overall, the study area has a slightly higher percentage of residents who are under 5, under 18, and over 65 years old compared to the City of Los Angeles. A higher percentage of <b>Wilmington residents are younger (40%). Coastal (15%) and Northwest San Pedro (17%)</b> have higher proportion of older adults than other neighborhoods."
<b>Race &amp; Ethnicity:</b> Communities of color are more likely to be exposed to environmental pollutants and suffer from poor health outcomes due to various social, economic and health inequities.	"Residents who are Non-White and/or Hispanic/Latino compose approximately <b>60% of San Pedro's population</b> , and over <b>90% of Wilmington's</b> . However, over 80% of Central San Pedro residents are communities of color."
<b>Educational Attainment and Income:</b> Income and educational level are strong and most consistent predictors of health and disease.	"Approximately <b>36% of San Pedro residents</b> are below 200% of the FPL. In Wilmington as a whole, over half ( <b>55%</b> ) of residents are below 200% of the FPL; East Wilmington residents are more likely to live in poverty (70%)."



# Road & Rail Mobility, Safety, & Infrastructure

## WHY IT MATTERS...

Both Freight trucks and trains move materials in and out of the Port of Los Angeles in high volume. Constant Port related movement has a direct impact on the environmental, health, and safety conditions of local residents living in San Pedro and Wilmington. Truck traffic and parked trucks, large numbers of underdeveloped at-grade railway crossings, and industrial land use intercepting communities are all results of the Port of Los Angeles operations, that inflict a toll on local residents.

*"The trains cause my clients sleep disturbances because of the light, noise, and vibration. When they've sought mitigations from the rail company, the representative told residents to buy thicker curtains."  
-local community health worker*

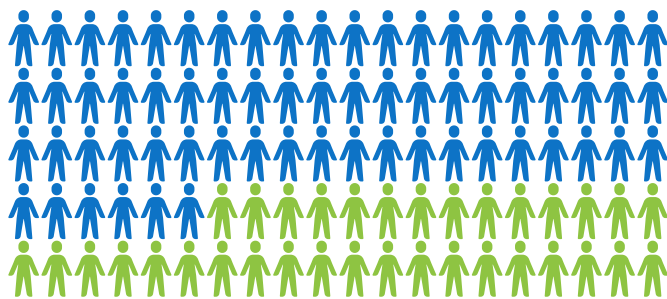
## WALKABILITY

In San Pedro, industrial blocks have 2.5 times the perimeter of non-industrial blocks. This disrupts the otherwise walkable street grid.



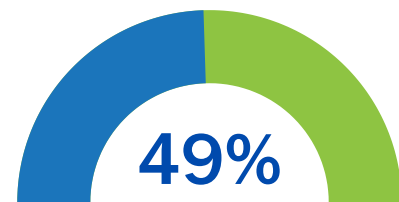
## TRUCK COLLISIONS

Mapping truck-involved collisions in residential areas show that trucks are utilizing residential roads they are prohibited to use, reducing visibility of pedestrians and vehicles.



## RESIDENTIAL PROXIMITY

66% of East Wilmington residents live within 250 feet of an at-grade crossing, exposing them to a disproportionate noise exposure.



## AT-GRADE RAILROAD CROSSING

An at-grade railroad crossing is where a railroad intersects a road or pedestrian path on the same level. Approximately 49% of the crossing in Wilmington and San Pedro have only passive warning devices ("Stop," "Yield," "RR Xing" Sign).



# Incompatible Land Use

## WHY IT MATTERS...

Port and Port-related land use in the study area has been expanded and intensified over time. Port-related business were established in San Pedro and Wilmington for convenient access to the Port and other transportation infrastructure and complementary industries. Port-related businesses are primarily industrial and involve higher intensities of land uses and are often more hazardous than business in other places in San Pedro and Wilmington.

*"Incompatible land uses are uses that are in conflict, such as residential areas interspersed within an industrial zone. Incompatible land uses have the potential to negatively affect the health and wellbeing of community residents through increased exposures to air and water pollution, noise, physical hazards, and traffic."*

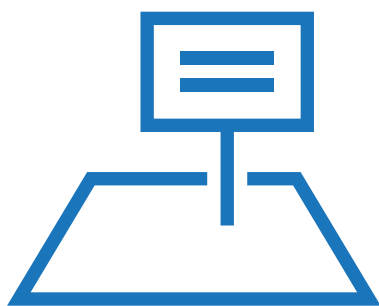
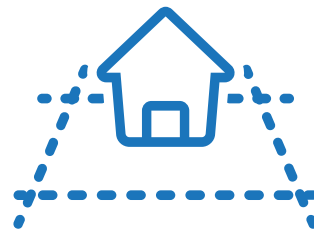
## PORT-RELATED AND SERVING BUSINESSES

East and South Wilmington have eight and six times the number of Port-Related Businesses compared to the City of Los Angeles respectively.



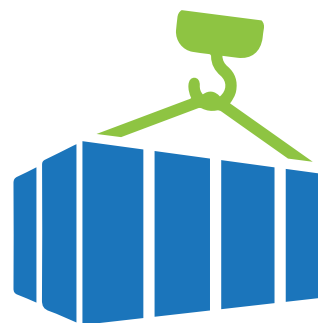
## VACANT PROPERTY

There are just over 2,100 vacant parcels in the study area, totaling about 1.4 million square feet.



## INCOMPATIBLE LAND USE

Compared to the City of Los Angeles, San Pedro and Wilmington have 1.32 times the number of mismatched parcels of land between zoning designations of land and the County of Los Angeles Assessor's data



## CONTAINER STORAGE YARDS

In addition to the visual impacts, community stakeholders reported that containers in the storage yards are often fumigated with pesticides that pose a health risk to neighboring residents

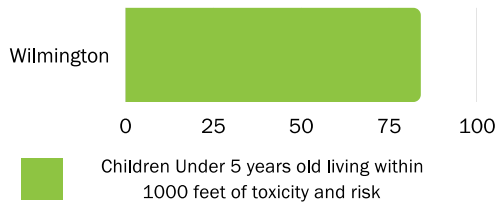
## Why it Matters...

An increased proximity to pollution sources, such as goods movement on freeways and railways, results in increased health risks like behavioral problems in children, acute and chronic respiratory disease, asthma, bronchitis, emphysema, and premature death... The history and development of Wilmington and San Pedro are inextricably interconnected with that of the Port's. As operations at the Port of Los Angeles have intensified over time, a direct correlation can be seen in the health of residents in the surrounding neighborhoods. These residents have an increased risks for negative health outcomes due to their proximity to these uses.

*"These rail cars are filled with explosive gas and fuel...these rail cars are basically stored on train tracks that are close to residents and schools. Rancho...uses its tracks and cars as a secondary storage facility." - San Pedro resident*

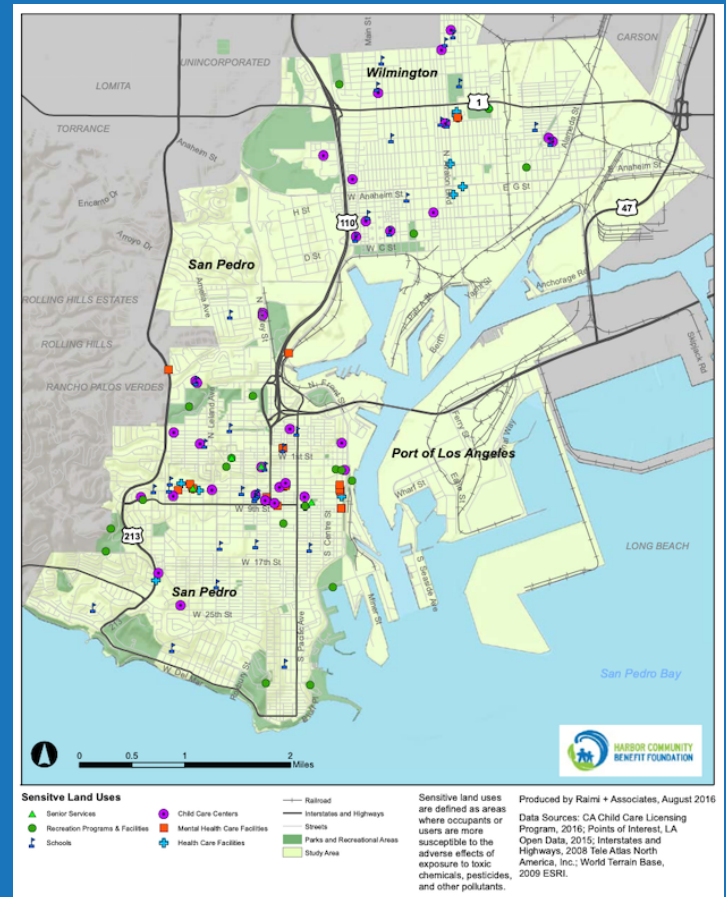
## WHO IS WITHIN 1000 FEET OF TOXICITY?

Close to half of San Pedro residents (49%) and most (81%) of Wilmington residents live within 1,000 feet of undesirable land uses related to the port which include freeways, railways, refineries, and manufacturing.



## Vulnerable Populations

More than 84% of the children under 5 in Wilmington live near hazardous land uses. Sensitive land uses (areas where occupants are more susceptible to adverse effects of exposure to toxic chemicals, pesticides, and other pollutants) include senior services, recreational facilities, and play areas, schools, childcare facilities, and health care centers and clinics. The sensitive land use occupants include infants, children, people with illnesses, and older adults.



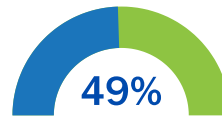
## Why it Matters...

Access to essential neighborhood goods and services is important to the health and wellbeing of community residents. A healthy retail environment can benefit the community by providing retail goods and services that promote nutritional health by offering better access to affordable, quality food, and a vibrant economy that contributes to the economic wellbeing of individuals. Having access to local and affordable quality child care means that caregivers are better able to work outside of the home and contribute to the economy. Community health care facilities translate to increased access to health care services and resources that are necessary for good health.

“The character of the community is shifting from residential to industrial. Businesses cater to folks working here or passing through. Drive-through restaurants...there are no sit-down restaurants, grocery stores.”  
- Local Community organizer

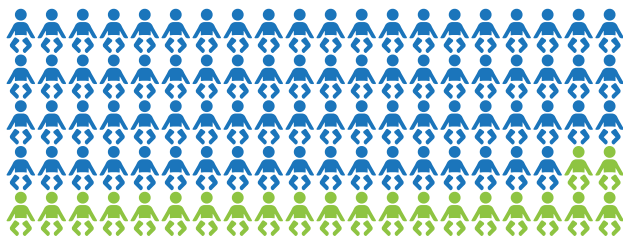
## PROXIMITY TO HEALTH FOODS

Over 80% of Wilmington residents do not live within 1/4 mile of healthy food options.



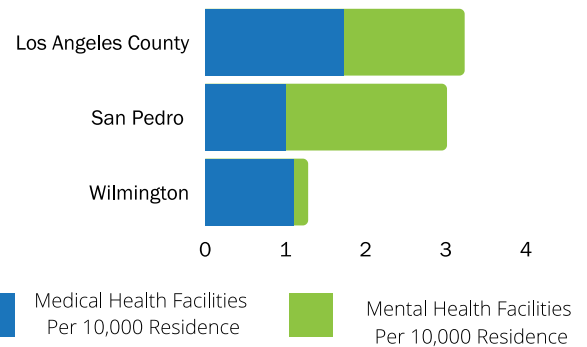
## PROXIMITY TO FAST FOOD

The number of residents that live within walking distance of fast food is over twice that of those within walking distance of healthy food options in Wilmington



## Childcare Options

There are approximately 22 childcare slots per 100 children under the age of 5 in Wilmington. That is 40.2% fewer slots than the county average. This means that for the families of every 100 young children, 78 of them are scrambling for reliable childcare.



## Healthcare Accessibility

Disparities in availability of medical facilities in San Pedro and Wilmington are evident when compared with county totals.

# Employment & Real Estate

## WHY IT MATTERS...

While it is advantageous to have jobs near residential areas, the negative economic and health impact of having these types of industrial uses adjacent to homes may outweigh the economic benefits that study area residents gain from working at these businesses.



*"The Port and the ILWU6 claim that the Port is providing great jobs for local residents, but most ILWU members live well outside the communities of San Pedro and Wilmington."*

## WAGE DIFFERENCE



Port of Los Angeles neighborhood subarea workers are paid more than workers in the full study area. One in four (24.0%) of workers in the full study area earn \$1,250 per month or less

## WHAT ECONOMIC BENEFIT?

In a large California metro area like Los Angeles, it is very difficult for a family to survive on an income of only \$15,000 per year.

## RESIDENTIAL PROPERTY VALUES

Industrial proximity has a detrimental effect on sale price, however, when people purchase in San Pedro or Wilmington, port and related businesses externalities disclosures are not required

## EMPLOYMENT DENSITY BY SECTOR

Excluding Unincorporated San Pedro, transportation and utilities sector accounts for 31% of all jobs in the study area, which is the sector most aligned with the goods movement industry. The goods producing sector (19%) and the education and health sector (16%) account for the other two most common sectors in the study area.

## INFLUENCE ON ECONOMIES

Port of Los Angeles' expansion hampered the ability of San Pedro's real estate market to thrive as a coastal beach community.



## COST PER SQUARE FOOT

San Pedro's cost per square foot increases as **distance** to the shoreline **increases**. This relationship is the inverse to other coastal communities where proximity to the beach yields more expensive real state values.

## EMPLOYED IN THE PORT OR PORT-RELATED INDUSTRY

9.3% of employed study area residents work in the study area and approximately 3.5% of employed study area residents work in Port or Port-related jobs. While almost all study area households bear the direct and indirect negative impacts from living near the Port and Port-related operations, a very few households reap the economic benefits of being employed in the port related industry."