

COMPTON ARTESIA SPECIFIC PLAN



DRAFT ENVIRONMENTAL IMPACT REPORT

prepared by

City of Compton

Planning Division, Planning and Economic Development Department
205 South Willowbrook Avenue
Compton, California 90220
Contact: Robert Delgadillo, Senior Planner

prepared with the assistance of

Skidmore, Owings & Merrill LLP

One Maritime Plaza
San Francisco, California 94111

Rincon Consultants, Inc.

250 East 1st Street, Suite 1400
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Executive Summary

This document is an Environmental Impact Report (EIR) analyzing the environmental effects of the proposed Compton Artesia Specific Plan (proposed project). This section summarizes the characteristics of the proposed project, alternatives to the proposed project, and the environmental impacts and mitigation measures associated with the proposed project.

Project Synopsis

Project Applicant/ Lead Agency Contact Person

City of Compton
Planning Division, Planning and Economic Development Department
205 South Willowbrook Avenue
Compton, California 90220
Contact: Robert Delgadillo, Senior Planner

Project Description

This EIR has been prepared to examine the potential environmental effects of the Compton Artesia Specific Plan Project. The following is a summary of the full project description, which can be found in Section 2.0, *Project Description*.

The Specific Plan is intended to be consistent with and to implement the policies of the Compton General Plan (1991). The proposed Specific Plan includes policies and development standards to guide future transit-oriented development within the City of Compton (City). The Specific Plan's location and setting (Plan Area) is generally bound by Bennet Street to the north, West Victoria/Apra Streets to the south, Wilmington Avenue to the west, and South Tartar Lane to the east. The Plan Area is approximately 762 acres and includes the Los Angeles County Metropolitan Authority's (Metro) Blue Line Artesia Station; the Gateway Towne Center regional shopping center; industrial uses south of Greenleaf Boulevard and north of Apra Street between Wilmington Avenue on the west and generally west of the Metro Blue Line; residential uses between Bennet Street, Greenleaf Boulevard, Wilmington Avenue and Alameda Street; mixed-use, industrial, and commercial uses between Tartar Lane and Alameda Street; portions of the Alameda Rail Corridor and Compton Creek; State Route-91 (SR-91) between the Wilmington Avenue and Alameda Street exits; and the northern end of SR-47 where it ends at SR-91. Implementation of the proposed Specific Plan during the 20-year planning horizon (through 2040) would increase the density and intensity of existing Plan Area land uses.

The Specific Plan would particularly facilitate the creation of dense, mixed-use development in the 106-acre Transit Oriented Development (TOD) Core Area, which consists of the existing Gateway Towne Center; Crystal Casino property; Metro Blue Line Artesia Station; City blocks bound by West Carob Street, South Acacia Court, and Artesia Boulevard, as well as a portion of Compton Creek that runs northwest to southeast of the TOD Core Area. Future development would be concentrated and centered around the Metro Blue Line Artesia Station to facilitate transit- and pedestrian-oriented design. The Specific Plan would improve the appearance and safety of the public realm, introducing

new activity, complete streets, open spaces, and closing existing gaps in the bicycle and pedestrian network through the redevelopment of multiple opportunity sites near the Artesia Station. Projected new development through 2040 in the TOD Core Area would add up to the following:

- 4,803 new residential units or 4,802,826 square feet (sf) of new housing (1,000 sf/unit)
- 217,073 sf of new retail development
- 219,187 sf of new office development
- 129,000 sf of cultural facilities

Office, retail, and residential uses would be incorporated together into mixed-use buildings. Cultural facilities would be comprised of schools, arts, religious buildings, and other civic functions.

Compton Creek flows through the east side of the Plan Area, extending from the northern boundary to the southeastern corner of the Plan Area and approximately 500 feet from the Artesia Station. An approximate 800-foot stretch of the Creek's length in the Plan Area is covered by a surface parking lot for the Gateway Towne Center. Compton Creek is channelized in a concrete encasement, though a portion of the creek that runs through the Plan Area is not channelized. As such, Compton Creek contains both concrete and soft-bottom portions. The Los Angeles River is located approximately one mile from the eastern edge of the Plan Area, into which Compton Creek flows approximately 2.6 miles south of the Plan Area.

The Plan Area is predominantly characterized by industrial and commercial land uses, though there are small portions of residential and open space land uses in the north. Industrial areas are located in the southern, central, and western portions of the Plan Area. The Gateway Towne Center serves as a regional-commercial shopping center between Greenleaf Boulevard, Willowbrook Avenue, East Artesia Boulevard, and Alameda Street. Additionally, a small amount of neighborhood-serving commercial development is present at the northeast corner of Wilmington Avenue and Greenleaf Boulevard. Industrial and commercial uses also dominate the easternmost portion of the Plan Area between Alameda Street, Greenleaf Boulevard, Artesia Boulevard, and Tartar Lane. There are small areas of low- and medium-density residential uses in the northern portion of the Plan Area.

The Specific Plan would include a Transit-Oriented Development (TOD) Zoning Overlay that would apply to the TOD Core Area, including the Gateway Towne Center commercial center and portions of the industrial area west of the Metro Blue Line. According to the Specific Plan, the TOD Core Area is further subdivided into seven future development sub-areas, which range from approximately eight to 17 acres. Each sub-area is large enough to accommodate multiple buildings and open space and has a distinct vision, objectives, and development standards outlined in the Specific Plan. The proposed TOD sub-areas are shown in Table ES-1.

Table ES-1 TOD Core Area Characteristics

Sub-Areas	Land Area		Development				Total
	AC	SF	Residential GFA (Units)	Retail GFA	Office GFA	Cultural GFA ¹	
1	9.4	410,750	660,067 (660)	3,753	76,462	0	740,282
2	17.2	478,218	1,288,254 (1,288)	70,595	0	129,000	1,487,849
3	8.4	363,871	459,433 (459)	22,972	22,972	0	505,376
4	10.5	458,179	525,917 (526)	26,296	26,296	0	578,509
4	15.0	652,382	748,831 (749)	37,442	37,442	0	823,715
6	10.6	461,627	529,875 (530)	26,494	26,494	0	582,862
7	9.8	428,666	590,449 (590)	29,522	29,522	0	649,494
Roads	8.8	383,357			N/A		
Creek	10.2	445,083			N/A		
Railroad	6.0	263,447			N/A		
Total	106.0	4,615,580	4,802,826 (4,803)	217,073	219,187	129,000	5,368,087

¹ Cultural: Comprised of schools, arts, religious buildings and other civic functions

AC= acres, SF= square-feet, GFA = gross floor area

Source: SOM, Compton Artesia Specific Plan 2019

Sub-Area 2 is referred to in the Specific Plan as the Transit Village and aligns with the area bound by Compton Creek to the north and east, Artesia Boulevard to the south, and the Metro Blue Line to the west. The Transit Village Sub-Area supports dense, mixed-use development that promotes transit-ridership and discourages use of the automobile through the availability of public transportation and shared ridership services. The district encourages active transportation by incorporating multiple pedestrian- and bicycle-access routes, easy transit access, and complete street infrastructure. The Specific Plan provides the framework for future projects that would consist of ground-floor commercial uses with residential uses located above. Cultural uses in this Sub-Area would consist of schools, arts, religious buildings, and other civic functions.

Sub-Areas 1 and 7 are referred to in the Specific Plan as Industrial Edge and align with the area bound by West Carob Street to the north, the Metro Blue Line to the east, Artesia Boulevard to the south, and South Acacia Court to the west. Industrial Edge is a recently developed industrial park and portions of these sub-areas closest to the Artesia Station would include new mixed-use opportunities to provide a transition to the adjacent Transit Village.

Transportation and Circulation

The Specific Plan promotes the use of alternative transportation as the Plan Area centers around the Metro Blue Line Artesia Station. The Specific Plan creates the framework for increased pedestrian, bicycle, and transit-use. Specifically, the Specific Plan would provide a new bicycle and pedestrian connection from the Artesia Station to Compton College via East Artesia Boulevard in accordance with the Artesia Boulevard Complete Streets Masterplan. The Specific Plan would extend the Compton Creek trail from its current terminus at Greenleaf Boulevard and provide a direct connection to the Artesia Station. The Specific Plan would also extend bike infrastructure along Alameda Street to the Artesia Station and add safety upgrades to the Greenleaf Boulevard Bike

Lanes. All streets in the TOD Core Area would also be low-speed to prioritize pedestrian access and safety.

Applicant Proposed Project Design Features (PDFs)

The following are project design features proposed by the applicant that would reduce or negate potential impacts concerning health risk impacts related to air quality.

Health Risk Assessment

Applicants for proposed developments that include residential units within 500 feet of State Route 91 shall complete a health risk assessment (HRA) to determine the potential health risk impacts prior to approval of building permits, in accordance with the SCAQMD's methodology and modeling guidelines for HRAs. If health risks at the project site are determined to exceed a maximum incremental cancer risk of 10 in one million or greater or a chronic and/or acute hazard index of 1.0 or greater, mitigation measures shall be identified in the HRA to reduce impacts to below the standard.

Project Objectives

The Specific Plan includes four goals with associated policies:

Goal 1: Provide access to employment, retail services, healthy food, parks, and other daily needs via walking, biking, and public transit.

- Policy 1.1:** Support employment growth especially medical, educational and cultural institutions.
- Policy 1.2:** Improve access to goods and services via walking, biking and transit.
- Policy 1.3:** Support institutions that contribute to the vitality of commercial districts and corridors, such as local business associations, arts venues, and cultural organizations.
- Policy 1.4:** Support food-related businesses to improve access to healthy food and advance economic development.
- Policy 1.5:** Build new parks to ensure that all residents live within a 10-minute walk of a park.
- Policy 1.6:** Plan, design, build, maintain, and operate the transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use.
- Policy 1.7:** Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.
- Policy 1.8:** Increase the frequency, speed, and reliability of the public transit system in order to increase ridership and support new housing and jobs.
- Policy 1.9:** Position Compton to benefit from upcoming changes to vehicle ownership models while supporting a shared use mobility network.

Goal 2: Provide affordable and accessible housing.

- Policy 2.1:** Increase supply of housing.

- Policy 2.2:** Produce housing units that meet the changing needs of Compton residents in terms of unit sizes, housing types, levels of affordability using targeted strategies.
- Policy 2.3:** Encourage innovative housing types and creative housing programs to help meet existing and future housing needs.
- Policy 2.4:** Promote mixed-income development.
- Policy 2.5:** Improve access to homeownership, especially among low- income residents and people of color.

Goal 3: Ensure that all communities fully thrive regardless of race, ethnicity, gender, country of origin, religion in order to eliminate deep-rooted disparities in wealth, opportunity, safety and health.

- Policy 3.1:** Increase equitable access to educational and economic opportunities.
- Policy 3.2:** Ensure residents have the technology tools and skills needed to fully participate in the economy and civic life.
- Policy 3.3:** Promote and support business creation, innovation, entrepreneurship, and expansion.
- Policy 3.4:** Expand and maintain areas for production, processing, and distribution of products, services, and ideas.

Goal 4: Provide create, cultural, and natural amenities.

- Policy 4.1:** Ensure growth and sustainability in the creative sector economy by providing artists, creative workers, and cultural organizations with the resources and support they need to create and thrive.
- Policy 4.2:** Support the creative economy, cultural organizations, and the city's quality of life by raising awareness of and promoting the value of local arts and culture.
- Policy 4.3:** Engage artists and creative workers in the City enterprise and support their capacity to earn revenue.
- Policy 4.4:** Perpetuate a high quality of life for Compton residents that includes safe, open and welcoming cultural and social institutions, as well as natural and built infrastructure.
- Policy 4.5:** Improve the tree canopy and urban forest.
- Policy 4.6:** Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainability, while minimizing the adverse impacts of climate change.

Alternatives

As required by the California Environmental Quality Act (CEQA), this EIR examines alternatives to the proposed project. Studied alternatives include the following four alternatives. Based on the alternatives analysis, Alternative 1 was determined to be the environmentally superior alternative.

The following alternatives are evaluated in this EIR:

- **Alternative 1: No Project.** Alternative 1 assumes the Plan Area (approximately 762 acres) would remain as is, and any additional development under the proposed Specific Plan would not be constructed. The Plan Area would maintain the mostly industrial and commercial land uses, with the small portions of residential and open space land uses in the north. Alternative 1 assumes the continuation of existing conditions as well as development of the assumed growth rates for cumulative projects in the vicinity. The potential environmental impacts associated with this Alternative are described below under Section 6.1 compared to the potential environmental impacts associated with the proposed Specific Plan.
- **Alternative 2: Market Analysis.** Alternative 2 would be limited to development within the TOD Core Area in the center of the Plan Area around Metro's Artesia Blue Line Station, limited commercial and limited office space and up to 129,000 sf of cultural facilities. The most intensive changes to land use and activity would concentrate in this portion of the Plan Area. The TOD Core Area under Alternative 2 would also support dense, mixed-use development that promotes transit-ridership and discourages use of the automobile. Alternative 2 would provide a framework for future projects that would consist of ground-floor commercial uses with residential uses located above. Compared to the Specific Plan, Alternative 2 would decrease the intensity of development in comparison to the proposed Specific Plan. Up to 826 units of high-density multi-family residential development would be allowed in this area within walking distance (<0.5 mile) of the Artesia Station. Alternative 2 would allow up to 74,348 square feet (sf) of ground-floor retail and 76,462 sf of ground-floor office in these residential buildings. Additionally, Alternative 2 would allow for the creation of up to 129,000 sf of cultural facilities, which would include a community center with the potential for a performance space, meeting area, plaza, or community resource. Similar to the proposed Specific Plan, Alternative 2 would also provide the framework for revitalizing the Compton Creek by setting aside space for parkland, recreation, and open space. Figure 6-1 depicts the proposed land use distribution under Alternative 2.

Areas of Known Controversy

The EIR scoping process did not identify any areas of known controversy for the proposed project. Responses to the Notice of Preparation of a Draft EIR and input received at the EIR scoping meeting held by the City are summarized in Section 1.0, *Introduction*.

Issues to be Resolved

No known issues are to be resolved at the Program-level analysis.

Summary of Impacts and Mitigation Measures

Table ES-2 summarizes the environmental impacts of the proposed project, proposed mitigation measures, and residual impacts (the impact after application of mitigation, if required). Although distinct from mitigation measures, project design features (PDFs) are also listed because they will be included as conditions of approval by the City to avoid potential biological and geological impacts. Impacts are categorized as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a

Statement of Overriding Considerations to be issued if the project is approved per §15093 of the CEQA Guidelines.

- **Less than Significant with Mitigation Incorporated.** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under §15091 of the CEQA Guidelines.
- **Less than Significant.** An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **No Impact:** The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

Table ES-2 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Residual Impact
Aesthetics		
Impact AES-1 No scenic vistas are present in the Plan Area. As such, development accommodated by the proposed Specific Plan would not have the potential to obstruct or otherwise impact existing public views of scenic vistas. Therefore, no impact to scenic vistas would occur.	Mitigation is not required.	Less than significant impact without mitigation.
Impact AES-2 No state scenic highways traverse the Plan Area, and existing scenic resources in the Plan Area are minimal. As such, development under the proposed Specific Plan would not have the potential to substantially damage scenic resources. No impact would occur.	Mitigation is not required.	No impact.
Impact AES-3 Implementation of the proposed Specific Plan would change the scenic quality of the Plan Area. However, upon approval of the Specific Plan, changes to scenic quality would be compliant with all local zoning and regulations governing scenic quality. Impacts would be <i>less than significant</i> .	Mitigation is not required.	Less than significant impact without mitigation.
Impact AES-4 The Specific Plan would result in new sources of light and glare in and around the project area. However, these new sources would not substantially increase the amount of light and glare in the already urbanized Plan Area, and would be regulated by the Specific Plan development standards and design guidelines. impacts would be <i>less than significant</i> .	Mitigation is not required.	Less than significant impact without mitigation.
Air Quality		
Impact AQ-1 Population growth would be within SCAG's regional growth projections and would therefore be consistent with the 2016 SCAQMD AQMP. Therefore, the Specific Plan would not conflict with the AQMP and impacts would be less than significant.	Mitigation is not required.	Less than significant impact without mitigation.

Impact	Mitigation Measures	Residual Impact
Impact AQ-2 Construction under the proposed Specific Plan would not result in a cumulatively considerable net increase of any criteria pollutant for which the SCAQMD region is in nonattainment under applicable federal or State ambient air quality standards. Therefore, air quality impacts related to construction would be less than significant.	Mitigation is not required.	Less than significant impact without mitigation.
Impact AQ-3 Operation of the proposed Specific Plan would result in a cumulatively considerable net increase of any criteria pollutant for which the SCAQMD region is in nonattainment under applicable federal or State ambient air quality standard. Therefore, impacts related to operation would be significant and unavoidable.	<p>During project review by the City, the City shall require future development in the Specific Plan area to apply techniques to the extent appropriate to reduce mobile emissions of NO_x. These techniques may include, but not be limited to:</p> <ul style="list-style-type: none"> ▪ Provide preferential carpool/vanpool parking spaces for office uses. ▪ Provide for shuttle/mini bus service ▪ Provide bicycle storage/parking facilities and shower/locker facilities. ▪ Provide onsite child care centers. ▪ Provide transit design features within development. ▪ Develop park-and-ride lots. ▪ Employ a transportation/rideshare coordinator. ▪ Implement a rideshare program. ▪ Provide incentives for employees to rideshare or take public transportation. ▪ Provide bicycle paths that link to an external network. ▪ Provide pedestrian facilities. ▪ Integrate affordable and below market rate housing. ▪ Create a neighborhood electric vehicle (NEV) network ▪ Reduce parking supply. ▪ Implement subsidized or discounted transit program. ▪ Implement bike-sharing program. 	Impacts are significant and unavoidable, even with implementation of mitigation.
Impact AQ-4 The proposed Specific Plan would increase traffic along local roadways. however, increased traffic would not result in the creation of CO hotspots. Additionally, the project would not site sensitive receptors near sources of TACs. Impacts related to exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.	Mitigation is not required.	Less than significant impact without mitigation.
Impact AQ-5 Implementation of the Specific Plan would not create objectionable odors affecting a substantial number of people. Impacts related to odors would be less than significant.	Mitigation is not required.	Less than significant impact without mitigation.

Impact	Mitigation Measures	Residual Impact
Biological Resources		
<p>Impact BIO-1 Implementation of the Specific Plan could result in direct or indirect impacts to nesting birds and raptors through removal or trimming of trees and vegetation. Impacts would be less than significant with mitigation incorporated.</p>	<p>B2(a) Nesting Bird Avoidance</p> <p>Prior to issuance of grading permits, the following measures shall be implemented:</p> <p>To avoid disturbance of nesting and special-status birds, including raptorial species protected by the MBTA and CFGC, activities related to the Specific Plan, including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 1 through August 31). If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than three days prior to initiation of construction activities. The nesting bird pre-construction survey shall be conducted on-foot inside portions of the Plan Area proposed for development, including a 50-foot buffer (100-foot for raptors), and in inaccessible areas (e.g., private lands) from afar using binoculars to the extent practical. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California. If nests are found, an avoidance buffer shall be demarcated by a qualified biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No parking, storage of materials, or construction activities shall occur within this buffer until the avian biologist has confirmed that breeding/nesting is complete, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.</p>	<p>Less than significant.</p>
<p>Impact BIO-2 Implementation of the Specific Plan would impact riparian habitat that is present in the portion of Compton Creek in the Plan Area. Impacts are not considered adverse and would result in the enhancement and net increase of riparian habitat. Therefore, impacts would be less than significant</p>	<p>Mitigation is not required.</p>	<p>No impact.</p>

Impact	Mitigation Measures	Residual Impact
<p>Impact BIO-3 Implementation of the Specific Plan could result in direct or indirect impacts to potentially jurisdictional waters located in the Plan Area. Impacts would be less than significant with mitigation incorporated.</p>	<p>B3(a) Jurisdictional Waters Delineation, Avoidance, and Minimization</p> <p>Prior to ground disturbance, a formal jurisdictional delineation shall be conducted to determine the limits of USACE, RWQCB, and CDFW jurisdiction of Compton Creek within the Plan Area. Based on consultation with the agencies, if permits are required for implementation of the Specific Plan within Compton Creek (including restoration), appropriate permits shall be obtained prior to disturbance of jurisdictional resources. Actual jurisdictional limits will be determined by the state and federal permitting agencies at the time permits are requested.</p> <p>The following Best Management Practices shall be implemented to assure minimization of potential indirect impacts to Compton Creek and the unnamed channel:</p> <ul style="list-style-type: none"> ▪ Prior to the start of Specific Plan activities, all limits of construction work adjacent to Compton Creek and the unnamed drainage shall be clearly delineated with orange construction fencing or similar highly visible material and maintained throughout the duration of construction. ▪ Any material/spoils generated from Specific Plan activities shall be located away from the jurisdictional limit to the extent practicable and protected from stormwater run-off using temporary perimeter sediment barriers such as berms, silt fences, fiber rolls, covers, sand/gravel bags, and straw bale barriers, as appropriate. ▪ Materials shall be stored on impervious surfaces or plastic ground covers to prevent spills or leakage from contaminating the ground and generally at least 50 feet from the top of bank. ▪ Any spillage of material shall be stopped if it can be done safely. The contaminated area will be cleaned and any contaminated materials properly disposed. For all spills, the foreman or designated environmental representative shall be notified. ▪ All vehicles and equipment shall be in good working condition and free of leaks. 	<p>Less than significant.</p>

Impact	Mitigation Measures	Residual Impact
	<ul style="list-style-type: none"> Erosion control and landscaping specifications shall allow only natural-fiber, biodegradable meshes and coir rolls, (i.e., no plastic-mesh temporary erosion control measures). <p>Equipment and vehicles shall be free of caked on mud and weed seeds/propagules before accessing and leaving the Plan Area construction site(s).</p> <p>B3(b) Jurisdictional Waters Restoration The Specific Plan's proposal to restore and enhance Compton Creek in the Plan Area in compliance with the Compton Creek Regional Garden Park Master Plan (City of Compton 2006) shall be achieved according to the following measures:</p> <ul style="list-style-type: none"> A restoration plan will be prepared by a qualified biologist/restoration ecologist. The restoration plan will include at a minimum: restoration site location(s), native plant palette, planting plan, on-site seed and plant salvage, time of year planting will occur, irrigation plan, invasive species control program, success criteria, maintenance program, and monitoring program. Planting, maintenance, monitoring, and reporting will be overseen by a restoration specialist or qualified horticulturalist familiar with the restoration of native habitats. Mitigation shall be provided for permanent and temporary impacts to jurisdictional waters. Impacts to jurisdictional waters shall be mitigated at a 1:1 ratio, unless a higher ratio is required by permitting agencies. 	
Impact BIO-4 Essential habitat connectivity areas are not present in the Plan Area. Implementation of the Specific Plan would result in the enhancement and net increase of localized connectivity. Therefore, impacts would be less than significant.	Mitigation is not required.	Less than significant impact without mitigation.
Impact BIO-5 The Plan Area is not subject to any local policies or ordinances protecting biological resources. Therefore, no impact to biological resources covered by local ordinances will occur.	Mitigation is not required.	Less than significant impact without mitigation.
Impact Bio-6 The Plan Area is not subject to any conservation plan. Therefore, conflicts with provisions of an adopted conservation plan will not occur.	Mitigation is not required.	Less than significant impact without mitigation.

Impact	Mitigation Measures	Residual Impact
Cultural Resources		
<p>Impact CR-1 Development accommodated under the Specific Plan has the potential to impact historical resources. Impacts would be significant and unavoidable.</p>	<p>CR-1 (a) Historical Built Environment Studies</p> <p>Prior to the issuance of any demolition or development permits submitted by project applicants, the City shall prepare an inventory of the buildings located within the Specific Plan area. The inventory shall provide the age of the buildings, the status of historic significance, and the dates required for evaluation as applications are submitted. The City Planning Department will assign a historic evaluation officer that will be responsible for determining the age and significance of such effected buildings prior to the issuance of any development permits.</p> <p>Prior to the issuance of any permits associated with the individual projects within the Specific Plan development area that involves the demolition or alteration of buildings or structures greater than 50 years old, the project applicant shall retain a historian or architectural historian who meets or exceeds the Secretary of Interior's Professional Qualifications Standards to document and evaluate the historical significance of the affected buildings or structures. If such documentation and evaluation indicates that the building or structure qualifies as a significant historical resource, the resource shall be avoided and preserved in place if feasible. If avoidance is not feasible, a Historical Resources Treatment Plan shall be prepared and implemented requiring further documentation or action to reduce impacts on historical resources. These actions may include but are not be limited to archival quality photographs, measured drawings, oral histories, interpretive signage, and/or other measures including, potentially, alteration of the resource in accordance with Secretary of the Interior's Standards or relocation of the resource.</p> <p>As defined in the California Code of Regulations (CCR) Title 4(3) Section 15126.4 (b)(2), in some circumstances, documentation of a historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to point where clearly no significant effect on the environment would occur. In these cases,</p>	<p>Impacts would remain significant and unavoidable.</p>

Impact	Mitigation Measures	Residual Impact
	the Historical Resources Treatment Plan shall also evaluate the feasibility of retaining significant buildings or structures in their original locations and rehabilitating them according to the Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Buildings.	
<p>Impact CR-2 Development accommodated under the Specific Plan has the potential to impact archaeological resources that may be considered historical resources. impacts would be less than significant with mitigation incorporated.</p>	<p>CR-2(a) Archeological Resource Studies Prior to approval for projects that involve any demolition, grading, trenching, or other ground disturbance, a Phase 1 Cultural Resources Study conducted by a qualified archaeologist meeting the Secretary of the Interior standards in archaeology shall be required. A Phase 1 study shall include a pedestrian survey of the project site to identify potential surficial archaeological resources and sufficient background archival research and field sampling to determine whether subsurface prehistoric or historic remains may be present. If the project site is completely paved and/or developed, a pedestrian survey may not be required. Archival research should include, at minimum, a records search conducted at the South Central Coast Information Center (SCCIC) and a Sacred Lands File (SLF) search conducted with the Native American Heritage Commission (NAHC). Any cultural resources identified shall be avoided and preserved in place if feasible. Where preservation is not feasible, each resource shall be subject to a Phase 2 evaluation for significance and eligibility for listing in the CRHR. Phase 2 evaluation shall include any necessary archival research to identify significant historical associations as well as mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit to characterize the nature of the sites, define the artifact and feature contents, determine horizontal boundaries and depth below surface, and retrieve representative samples of artifacts and other remains. Cultural materials collected from the sites shall be processed and analyzed in the laboratory according to standard archaeological procedures. The age of archaeological resources shall be determined using radiocarbon dating or other appropriate procedures; lithic</p>	<p>Less than Significant.</p>

Impact	Mitigation Measures	Residual Impact
	<p>artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the sites shall be evaluated according to the criteria of the CRHR. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)". Upon completion of the work, all artifacts, other cultural remains, records, photographs, and other documentation shall be curated an appropriate curation facility. All fieldwork, analysis, report production, and curation shall be fully funded by the applicant.</p> <p>If any of the resources meet CRHR significance standards, the City shall ensure that all feasible recommendations for mitigation of impacts are incorporated into the final design and any permits issued for development. Any necessary archaeological data recovery excavation shall be carried out by a Registered Professional Archaeologist according to a research design reviewed and approved by the City prepared in advance of fieldwork and using appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), Guidelines for Archaeological Research Design, or the latest edition thereof.</p> <p>As applicable, the final Phase 1 Inventory, Phase 2 Testing and Evaluation, Phase 3 Data Recovery reports shall be submitted to the City prior to final inspection of a construction permit. Recommendations contained therein shall be implemented throughout all ground disturbance activities including, at minimum, requirements to follow for unanticipated archaeological discoveries during construction.</p>	
<p>Impact CR-3 Development accommodated under the Specific Plan could impact human remains. Compliance with existing regulations would ensure that impacts would be less than significant.</p>	<p>Mitigation is not required.</p>	<p>Less than significant impact without mitigation.</p>

Impact	Mitigation Measures	Residual Impact
Tribal Cultural Resources		
Impact CR-4 Development accommodated under the Specific Plan may involve ground disturbance which has the potential to impact previously unidentified tribal cultural resources. Impacts to tribal cultural resources would be less than significant with mitigation incorporated.	<p>CR-4(a) Unanticipated Discovery of Tribal Cultural Resources</p> <p>In the event that a cultural resource of Native American origin is identified in the Plan Area during the implementation of MM CR-2 or during any project-related ground disturbance, the lead agency shall consult with local Native Americans who have requested notification of projects under AB 52. If the lead agency, in consultation with local Native Americans, determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with Native American groups. The mitigation plan may include but would not be limited to avoidance, capping in place, excavation and removal of the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measure.</p>	Less than significant.
Geology and Soils		
Impact GEO-1 No active faults exist in the Plan Area and no active faults are trending toward the Plan Area; therefore, development under the proposed Specific Plan would not be subject to ground rupture. The Plan Area is susceptible to strong seismic ground shaking in the event of a major earthquake. Therefore, future development under the proposed Specific Plan would be exposed to potential impacts associated with seismic ground shaking. However, with adherence to applicable building codes and City policies, potential impacts would be less than significant.	Mitigation is not required.	Less than significant impacts without mitigation.
Impact GEO-2 The portions of the Plan Area located within the liquefaction zone would result in development under the Specific Plan that would be susceptible to impacts associated with liquefaction. However, compliance with the Alquist-Priolo Earthquake Fault Zoning Act, the CBC, and General Plan policies would minimize potential impacts associated with potential liquefaction events, and impacts would be less than significant.	Mitigation is not required.	Less than significant impacts without mitigation.

Impact	Mitigation Measures	Residual Impact
Impact GEO-3 The Plan Area is not located in an area that would expose people or structures to potential substantial adverse effects involving landslides. However, development under the Specific Plan may result in the construction of structures in areas where hazardous soil conditions are present, such as subsidence and expansive soils. Compliance with the CBC requirements and City policies would ensure that potential impacts would be less than significant.	Mitigation is not required.	Less than significant impact without mitigation.
Impact GEO-4 Ground-disturbing activities during construction of development facilitated by the Specific Plan could result in temporary soil erosion. However, with adherence to applicable laws and regulations, such as implementation of construction BMPs and project-specific Low Impact Design measures, development under the proposed Specific Plan would not result in substantial soil erosion or the loss of topsoil. Therefore, impacts would be less than significant.	Mitigation is not required.	Less than significant impact without mitigation.
Impact GEO-5 The proposed Specific Plan would not include septic tanks or alternative wastewater disposal systems. No impact would occur.	Mitigation is not required.	Less than significant impact without mitigation.
Impact GEO-6 Development facilitated by the proposed Specific Plan has the potential to destroy previously undiscovered paleontological Resources. Impacts would be less than significant with mitigation incorporated.	<p>GEO-6(a) Paleontological Resources Studies</p> <p>Require avoidance and/or mitigation for potential impacts to paleontological resources for any development in the Plan Area that occurs within high sensitivity geologic units. The City of Compton shall require the following specific requirements for individual projects that could disturb geologic units with high paleontological sensitivity:</p> <ol style="list-style-type: none"> Retain a Qualified Paleontologist. Prior to any excavations, a Qualified Paleontologist shall be retained to direct all mitigation measures related to paleontological resources. A qualified professional paleontologist is defined by the Society of Vertebrate Paleontology (SVP) standards as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least two years (SVP 2010). If it is determined that no paleontologically-sensitive units could be impacted, then specific project impacts shall be deemed less than significant and no further mitigation 	Less than significant.

Impact	Mitigation Measures	Residual Impact
	<p>would be required. If it is determined that paleontologically-sensitive unit could be impacted, then the subsequent mitigation measures provided here shall be followed as a minimum standard.</p> <p>a. The qualified professional paleontologist shall design a Paleontological Resources Mitigation and Monitoring Program (PRMMP) for the project, which outlines the procedures and protocol for conducting paleontological monitoring and mitigation. Monitoring shall be conducted by a qualified paleontological monitor who meets the minimum qualifications per standards set forth by the SVP. The PRMMP shall address the following procedures and protocols:</p> <ul style="list-style-type: none"> ▪ Timing and duration of monitoring ▪ Procedures for work stoppage and fossil collection ▪ The type and extent of data that should be collected with any recovered fossils ▪ Identify an appropriate curatorial institution ▪ Identify the minimum qualifications for qualified paleontologists and paleontological monitors ▪ Identify the conditions under which modifications to the monitoring schedule can be implemented ▪ Details to be included in the final monitoring report. <p>2. Paleontological Worker Environmental Awareness Program (WEAP). Prior to the start of construction, the Qualified Paleontologist or his or her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The WEAP shall be fulfilled at the time of a preconstruction meeting at which a Qualified Paleontologist shall attend.</p>	

Impact	Mitigation Measures	Residual Impact
	<p>3. Paleontological Monitoring. Paleontological monitoring should be conducted during ground disturbing construction activities (i.e. grading, trenching, foundation work) in previously <i>undisturbed</i> sediments with high paleontological sensitivities (i.e., older Quaternary alluvial deposits and any excavations exceeding five feet bgs within intact Holocene alluvial deposits)</p> <p>a. Paleontological monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the SVP (2010) for a Paleontological Resources Monitor. The duration and timing of the monitoring will be determined by the Qualified Paleontologist and the location and extent of proposed ground disturbance. If the Qualified Paleontologist determines that full-time monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, he/she may recommend that monitoring be reduced to periodic spot-checking or cease entirely.</p> <p>b. Fossil Discoveries. In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. A Qualified Paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the Qualified Paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources:</p> <p>c. Salvage of Fossils. If fossils are discovered, all work in the immediate vicinity should be halted to allow the paleontological monitor, and/or lead paleontologist to evaluate the discovery and determine if the</p>	

Impact	Mitigation Measures	Residual Impact
	<p>fossil may be considered significant. If the fossils are determined to be potentially significant, the qualified paleontologist (or paleontological monitor) should recover them following standard field procedures for collecting paleontological as outlined in the PRMMP prepared for the project. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist should have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. If fossils are discovered, the Qualified Paleontologist (or Paleontological Monitor) shall recover them as specified in the project's PRMMP.</p> <p>4. Preparation and Curation of Recovered Fossils. Once salvaged, significant fossils should be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the UCMP), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Qualified Paleontologist.</p> <p>5. Final Paleontological Mitigation Report. Upon completion of ground disturbing activity (and curation of fossils if necessary) the Qualified Paleontologist should prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report should include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated. The report shall</p>	

Impact	Mitigation Measures	Residual Impact
	be submitted to the City of Compton. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the designated museum repository.	
Greenhouse Gas Emissions and Energy		
Impact GHG-1 Construction and operation of development accommodated by the Specific Plan would generate GHG emissions associated with construction equipment use, mobile source emissions, and energy consumption. Such emissions would be below the locally-appropriate, project-specific efficiency threshold. Thus, the Specific Plan's impact would be less than significant.	Mitigation is not required.	Less than significant impact without mitigation.
Impact GHG-2 The Specific Plan would be consistent with statewide plans, policies and regulations, General Plan policies, and major goals of SCAG's 2016-2040 RTP/SCS aimed at reducing GHG emissions. As such, the Specific Plan would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. This impact would be less than significant.	Mitigation is not required.	Less than significant impact without mitigation.
Impact E-1 Neither construction nor operation of the anticipated development under the Specific Plan would result in a significant environmental impact due to the wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.	Mitigation is not required.	Less than significant impact without mitigation.
Impact E-2 The Specific Plan would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. No impact would occur.	Mitigation is not required.	Less than significant impact without mitigation.
Hazards and Hazardous Materials		
Impact HAZ-1 Implementation of the Specific Plan would include policies and development standards to facilitate development that could involve the use, storage, disposal or transportation of hazardous materials. However, with adherence to existing regulations impacts would be less than significant.	Mitigation is not required.	Less than significant impact without mitigation.
Impact HAZ-2 Implementation of the proposed Specific Plan may involve the demolition or redevelopment of structures that could contain asbestos or lead-based paints. Demolition of these buildings, if these materials are present, could potentially expose workers to hazards that would adversely affect human health and safety. Implementation of the proposed Specific Plan may interfere with major pipelines at risk of fire or explosion. However, compliance with both locally adopted SCAQMD, State regulations regarding the handling and disposal of these materials, and	Mitigation is not required.	Less than significant impact without mitigation.

Impact	Mitigation Measures	Residual Impact
project review by the City's Building and Safety Department would reduce these potential impacts to less than significant levels.		
Impact HAZ-3 Implementation of the Specific Plan would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. Impacts would be less than significant.	Mitigation is not required.	Less than significant impact without mitigation.
Impact HAZ-4 There are many properties in the Plan Area vicinity where past uses could have produced localized contamination or concentrations of hazardous substances. If these sites were redeveloped or excavated, workers or residents could be exposed to residual contaminants in the soils. However, development within the Plan Area would be subject to existing policies regarding development in contaminated areas. Therefore, impacts would be less than significant.	Mitigation is not required.	Less than significant impact without mitigation.
Impact HAZ-5 The Plan Area is located approximately 0.5 mile southeast of the Compton/Woodley Airport. The proposed Specific Plan would not be located in an airport land use plan or, where such a plan has not been adopted, and would not result in a safety hazard or excessive noise for people residing or working in the project area. Therefore, impacts would be less than significant.	Mitigation is not required.	Less than significant impact without mitigation.
Impact HAZ-6 The proposed Specific Plan would improve transportation and circulation. The proposed Specific Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, no impact would occur.	Mitigation is not required.	Less than significant impact without mitigation.
Hydrology and Water Quality		
Impact HYD-1 Construction of future development under the Specific Plan would involve ground-disturbing activities and the use of heavy machinery that could release hazardous materials, including sediments and fuels. Operation of proposed development could also result in discharges of wastewater that could be contaminated and affect downstream waters. However, compliance with permits and applicable regulations, and implementation of Best Management Practices would prevent violation of water quality standards or waste discharge requirements. Impacts would be less than significant.	Mitigation is not required.	Less than significant impact without mitigation.

City of Compton
Compton Artesia Specific Plan

Impact	Mitigation Measures	Residual Impact
Impact HYD-2 Development and growth associated with implementation of the Specific Plan would not result in a net deficit in aquifer volume or a lowering of the groundwater table. Impacts would be less than significant.	Mitigation is not required.	Less than significant impact without mitigation.
Impact HYD-3 Proposed Development facilitated by the Specific Plan could alter drainage patterns and include ground-disturbing activities that could divert or redirect surface flows. With implementation of construction BMPs included in required SWPPPs and project-specific Low Impact Design measures included in proposed development SUSMPs, potential impacts associated with drainage pattern alterations and surface runoff would be less than significant.	Mitigation is not required.	Less than significant impact without mitigation.
Impact HYD-4 Development accommodated by the proposed Specific Plan would not be located in a flood hazard, tsunami, or seiche zones, that could risk release of pollutants due to project inundation. Therefore, no impact would occur.	Mitigation is not required.	Less than significant impact without mitigation.
Land Use and Planning		
Impact LU-1 The proposed Specific Plan does not propose any features that would physically divide an established community. No impact would occur.	Mitigation is not required.	No impact would occur.
Impact LU-2 The proposed Specific Plan is consistent with the goals, policies, and regulations of the SCAG 2016-2040 RTP/SCS and the City of Compton General Plan. Therefore, impacts would be less than significant.	Mitigation is not required.	Less than significant impacts without mitigation.
Noise		
Impact N-1 Temporary construction noise would exceed ambient noise levels at existing and proposed sensitive receivers in and near the Plan Area. However, construction activities under the Specific Plan would be restricted to the hours specified by the City's Noise Ordinance; therefore, temporary construction-related noise impacts would be less than significant.	Mitigation is not required.	Less than significant impact without mitigation.
Impact N-2 Operation of Plan Area development would generate on-site noise that may periodically be audible to existing noise-sensitive receivers near the Plan Area and proposed noise-sensitive receivers in the Plan Area. However, with adherence to the City's Noise Ordinance, impacts would be less than significant.	Mitigation is not required.	Less than significant impact without mitigation.
Impact N-3 Operation of new development in the Plan Area would generate an increase in traffic volumes on area roadways surrounding the plan area under existing plus project and future plus project conditions. However, the project-generated traffic volumes would not double existing volumes on area roadways and, therefore, would not increase existing traffic noise by 3dBA or more.	Mitigation is not required.	Less than significant impact without mitigation.

Impact	Mitigation Measures	Residual Impact
<p>Impact N-4 Development accommodated by the specific plan may expose plan area uses to noise levels in excess of land use compatibility standards established in the local general plan.</p>	<p>N-4(a) Sound Insulation</p> <p>Each applicant, prior to the issuance of Building Permits, shall install exterior building materials with sufficient Sound Transmission Class (STC) ratings to reduce interior noise levels in habitable rooms of all residential units with direct exposure to West Greenleaf Boulevard, South Alameda Street, and Artesia Boulevard to below 45 CNEL. All exterior wall assemblies (including windows and wall components) that face West Greenleaf Boulevard, South Alameda Street, and Artesia Boulevard shall meet an STC 40 rating to ensure the adequate attenuation of noise at a range of frequencies. The provision of forced-air mechanical ventilation would enable on-site residents and employees to retain adequate air quality with windows closed, and the installation of exterior wall assemblies with sufficient STC ratings would substantially reduce interior noise in habitable rooms. Exterior materials with an STC 40 rating would reduce exterior noise at a 500 Hz frequency by approximately 40 dBA in the interior environment. This STC rating is calculated for specific materials in a laboratory setting by measuring sound transmission loss in 1/3 octave increments between 125 Hz and 4,000 Hz. Although STC 40-rated materials would not perform equally at all frequencies of ambient noise, they would reduce overall exterior noise of up to 75 CNEL by about 40 dBA. The resulting interior noise level of about 35 CNEL would meet the interior standard of 45 CNEL.</p> <p>N-4(b) Post Construction Sound Study</p> <p>Each applicant, prior to the issuance of certificates of occupancy, shall conduct a post-construction sound study to confirm the effectiveness of the agreed-upon noise reduction measures in obtaining a maximum interior noise level of 45 in all habitable rooms with direct exposure to West Greenleaf Boulevard, South Alameda Street, and Artesia Boulevard. If the Sound Study finds that an interior sound level of 45 CNEL or lower has not been achieved, additional attenuation features shall be developed and implemented to achieve a sound level of 45 CNEL before project occupancy. Proof of compliance shall be provided to the</p>	<p>Less than significant.</p>

Impact	Mitigation Measures	Residual Impact
Community Development Department.		
Impact N-5 Construction vibration generated by forecast development under the Specific Plan would not create excessive vibration levels that would cause physical damage to structures. This impact would be less than significant. In addition, train operations would not expose forecast residences in the TOD Core Area to distinctly perceptible vibration levels.	Mitigation is not required.	Less than significant impact without mitigation.
Impact N-6 Operation of the Specific Plan would expose forecast residential development to vibration from passing freight trains associated with the Alameda Rail Corridor and passenger trains associated with the Metro Blue Line. However, train operations would not expose forecast residences in the TOD Core Area to distinctly perceptible vibration levels.	Mitigation is not required.	Less than significant impact without mitigation.
Impact N-7 The Plan Area is located approximately 0.5 mile southeast of the Compton/Woodley Airport. Development in the Plan Area would be subject to temporary and intermittent noise from aircraft overflights; however, the Plan Area is not located within the airport's noise contours and would not be affected by substantial noise from aircraft operations.	Mitigation is not required.	Less than significant impact without mitigation.
Population and Housing		
Impact PH-1 Implementation of the Specific Plan would induce population growth in the Plan Area that would exceed SCAG's population and housing projections. However, this growth would be consistent with local and regional development goals and policies and would include a balance of new jobs and housing. Therefore, impacts related to housing, population, and employment growth would be less than significant.	Mitigation is not required.	Less than significant impact without mitigation.
Impact PH-2 Implementation of the Specific Plan would increase the Plan Area's housing stock and would not result in the displacement of housing or people. therefore, no impact would occur.	Mitigation is not required.	Less than significant impact without mitigation.
Public Services		
Impact PS-1 Development accommodated by the proposed Specific Plan would increase the City's population and, therefore, increase demand for fire protection services that would create the need for new or expanded fire protection facilities. However, development would result in revenue, including direct assessments that are received by the Compton Fire Department, that would be used to address costs associated with potential demands for operations. In addition, implementation of Mitigation Measure PS-1, development of a project under the proposed Specific Plan would require review of projects by the Compton Fire Department, and compliance with all applicable	PS-1(a) Fire Protection Services and Regulations Prior to the approval of any project, the following measure shall be applied: <ul style="list-style-type: none"> ▪ Pay a fair share contribution for the improvement of fire service facilities and equipment that is required to off-set impacts of a project, as determined by the County of Los Angeles Fire Department and the City of Compton. ▪ Prior to construction, the applicant shall submit buildings plans to the Compton Fire Department for review. Based on such plan check, any 	Less than significant.

Impact	Mitigation Measures	Residual Impact
regulations. Therefore, Impacts to fire protection services would be less than significant.	<p data-bbox="792 247 1182 363">additional fire safety recommendations shall be implemented to the satisfaction of the Los Angeles County Fire Department.</p> <ul style="list-style-type: none"> <li data-bbox="760 373 1182 510">▪ Applicant's shall provide adequate ingress/egress access points for emergency response to the satisfaction of the Compton Fire Department <li data-bbox="760 520 1182 688">▪ The Applicant shall comply with all applicable fire code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants as required by the Compton Fire Department. <li data-bbox="760 699 1182 982">▪ Every building shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the width prescribed by the Compton Fire Department. The roadway shall extend to within 150 feet of all portions of exterior building walls when measured by an unobstructed route around the exterior of the building. <li data-bbox="760 993 1182 1108">▪ Requirements for access, fire flows, and hydrants, shall be addressed during the City's subdivision tentative map stage. <li data-bbox="760 1119 1182 1234">▪ Fire sprinkler systems shall be installed in all residential and commercial occupancies to the satisfaction of the Compton Fire Department. <li data-bbox="760 1245 1182 1528">▪ Applicant's shall ensure that adequate water pressure is available to meet Code-required fire flow. Based on the size of the buildings, proximity of other structures, and construction type, a maximum fire flow up to 5,000,000 gallons per minute (gpm) at 20 pounds per square inch (psi) residual pressure for up to a four-hour duration may be required. <li data-bbox="760 1539 1182 1877">▪ PS-8: Fire hydrant spacing shall be 300 feet and shall meet the following requirements: <ul style="list-style-type: none"> <li data-bbox="792 1623 1182 1738">a. No portion of a lot's frontage shall be more than 200 feet via vehicular access from a properly spaced fire hydrant; <li data-bbox="792 1749 1182 1864">b. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant; <li data-bbox="792 1875 1182 1896">c. Additional hydrants shall be 	

Impact	Mitigation Measures	Residual Impact
	<p>required if spacing exceeds specified distances;</p> <p>d. When a cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block;</p> <p>e. A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use; and</p> <p>f. Turning radii in a commercial zone shall not be less than 32 feet. The measurement shall be determined at the centerline of the road. A turning area shall be provided for all driveways exceeding 150 feet in length at the end of all cul-de-sacs, to the satisfaction of the Compton Fire Department.</p> <ul style="list-style-type: none"> ▪ All on-site driveways and roadways shall provide a minimum unobstructed (clear-to-sky) width of 28 feet. The on-site driveways shall be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to, and within 30 feet of, an exterior wall on one side of the proposed structure or otherwise in accordance with the City Fire Code. ▪ All on-site driveways shall provide a minimum unobstructed, (clear-to-sky) width of 28 feet. Driveway width shall be increased under the following conditions: <ul style="list-style-type: none"> a. If parallel parking is allowed on one side of the access roadway/driveway, the roadway width shall be 34 feet; and b. If parallel parking is allowed on both sides of the access roadway/driveway, the roadway width shall be 36 feet in a residential area or 42 feet in a commercial area. ▪ The entrance to any street or driveway with parking restrictions shall be posted with Compton Fire Department-approved signs stating “NO PARKING – FIRE LANE” in 3-inch-high letters, at intermittent distances of 150 feet. Any access way that is less than 34 feet in width shall be labeled “Fire Lane” on the final tract map and final building plans. 	

Impact	Mitigation Measures	Residual Impact
	<ul style="list-style-type: none"> ▪ The following standards apply to the project's residential component only: <ul style="list-style-type: none"> a. A cul-de-sac shall be a minimum of 34 feet in width and shall not be more than 700 feet in length; b. The length of the cul-de-sac may be increased to 1,000 feet if a minimum 36-foot-wide roadway is provided; and c. A Compton Fire Department-approved turning radius shall be provided at the terminus of all residential cul-de-sacs 	
<p>Impact PS-2 Development accommodated by the proposed Specific Plan would increase the City's population and, therefore, increase demand for the Los Angeles County Sheriff's office protection services. However, the Specific Plan would not create the need for new or expanded Los Angeles County Sheriff Stations. Therefore, impacts to police protection services and related facilities would be less than significant.</p>	<p>PS-2(a) Police Protection Services and Regulations</p> <p>Prior to the approval of any project, the following measures shall be applied:</p> <ul style="list-style-type: none"> ▪ Applicants shall provide private security services within the areas that are occupied by commercial development. On-site security services shall maintain an ongoing dialogue with the Los Angeles County Sheriff's Department so as to maximize the value of the security service that are provided. ▪ Applicants shall incorporate into the project design a Community Safety Center space for a Sheriff's substation for use by the project's private security force and the Los Angeles County Sheriff's Department. It shall include the following features at a minimum: a front desk/reception area, a community meeting room, work space for law enforcement and public safety personnel, a video monitoring console, and restrooms. The Center shall be staffed by either a Sheriff's Department Community Services Officer or by personnel approved by the Sheriff's Department. ▪ Applicants shall install video cameras throughout the commercial development with a digitally recorded feed to the Community Safety Center substation that is also accessible via the internet at the Compton Sheriff's Station. ▪ Applicants shall develop jointly with the Sheriff's Department a community policing plan, subject to final review and approval by the Sheriff's Department. ▪ Applicants shall confer with the 	<p>Less than significant.</p>

Impact	Mitigation Measures	Residual Impact
	<p>Sheriff's Department and, if private security is not sufficient, shall fund Deputy Sheriffs on an overtime basis to augment security during peak periods, as jointly determined by the Applicant or its successor, and the Sheriff's Department.</p> <ul style="list-style-type: none"> ▪ The management of the entertainment venues located within the Project site shall notify the Sheriff's Station in advance of planned activities (i.e., movie schedules, community events). ▪ The Sheriff's Department Crime Prevention Unit shall be contacted for advice on crime prevention programs that could be incorporated into the proposed modified Project, including Neighborhood Watch. Mitigation Measure ▪ Applicant(s) for each sub Area shall pay a fairshare contribution for Sheriff department services, facilities, and equipment that is required to offset the impacts of the proposed modified Project, as determined by the City of Compton after consultation with the Sheriff's Department. 	
<p>Impact PS-3 Development accommodated by the proposed Specific Plan would increase the City's population of school-aged children, and, therefore, increase demand for educational services. However, the Specific Plan would not directly affect any school or create the need for new or expanded Compton Unified School District schools. Therefore, impacts to schools and related facilities would be less than significant.</p>	<p>Mitigation is not required.</p>	<p>Less than significant impact without mitigation.</p>
<p>Impact PS-4 Development associated with the proposed Specific Plan would include the construction of recreational uses, including the Compton Creek Linear Park and Transit Plaza. However, construction of these uses would occur within the Plan Area and contribute to the City's existing supply of parks and recreation facilities. The construction of proposed on-site recreation uses would not result in adverse physical effects on the environment and impacts would be less than significant.</p>	<p>Mitigation is not required.</p>	<p>Less than significant impact without mitigation.</p>
<p>Impact PS-5 Development associated with the proposed Specific Plan would increase the City's population and result in an increased demand for parks and recreation facilities. The Specific Plan would create new parks and open space, somewhat reducing the need for new or expanded parkland. Nonetheless, the increased population</p>	<p>Impact PS-5 (a) Development projects under the Specific Plan would be required to pay recreation fees for City park. There are no additional mitigation options that would reduce potential impacts associated with the physical deterioration of existing facilities</p>	<p>Impacts would remain significant and unavoidable.</p>

Impact	Mitigation Measures	Residual Impact
associated with the Specific Plan would result in the physical deterioration of existing parks and recreational facilities. Given the existing deficiency of parks and open space in the City, potential impacts would be significant and unavoidable.	to a less than significant levels and maintenance.	
Impact PS-6 Development associated with the Compton Artesia Specific Plan would increase the City's population, and, therefore, increase demand for public libraries. However, the Specific Plan would not create the need for new or expanded public libraries. Therefore, impacts to public libraries would be less than significant.	Mitigation is not required.	Less than significant impact without mitigation.
Transportation		
Impact T-1 Implementation of the Specific Plan would cause four study intersections under Existing Year (2019) conditions operate at unacceptable LOS and at two additional study intersections under Future Year (2040) conditions. Therefore, implementation of the Specific Plan would conflict with applicable city standards.	<p>T-1 Study Intersection Mitigation</p> <p>The City shall, in coordination with applicable agencies, implement the following improvements recommended in the TIS:</p> <ul style="list-style-type: none"> Gateway Dr./ Tamarind Avenue & Greenleaf Blvd.: Replace existing northbound lane configuration with dual left-turn lanes and shared right-thru lane. Alameda St. West/ Greenleaf Blvd.: Replace existing shared eastbound right-thru lane with thru-lane and new right-turn lane. Wilmington Ave./ Walnut St.: Provide added northbound right-turn lane. Replace shared westbound right-thru lane with thru-lane and provide new westbound right-turn lane. Roadway widening and potential acquisition of right-of-way would be necessary. Acacia Court/ Walnut St.: Signalize intersection, with split phasing for east/west offset legs. Acacia Court/ Artesia Blvd.: Replace existing shared northbound left-thru lane with left-turn lane and thru-lane. Replace existing shared westbound right-thru lane with thru-lane and right-turn. <p>Prior to the issuance of permits for building construction pursuant to the Specific Plan, applicants shall contribute a fair-share amount for the following recommended intersection improvements. Each project applicant shall pay all requisite fees, offsetting the proportional contributions to cumulative traffic impacts projected to occur under Future Year (2040) conditions, thereby fulfilling the applicant mitigation responsibilities.</p>	Impacts would remain significant and unavoidable.

Impact	Mitigation Measures	Residual Impact
Impact T-2 The proposed project would be consistent with the City of Compton General Plan and the City of Compton Bicycle Master Plan.	Mitigation is not required.	No Impact.
Impact T-3 Implementation of the Specific Plan would result in result in a significant increase in traffic volumes to freeway mainline segments on SR 91 and therefore conflict with the CMP.	No feasible mitigation.	Impacts would remain significant and unavoidable.
Impact T-4 Implementation of the Specific Plan would not result in a conflict with CEQA Guidelines section 15064.3, subdivision (b) and there would be no impact.	Mitigation is not required.	No Impact.
Impact T-5 Development in the Plan Area would be subject to applicable Federal, State, and city regulations and would not substantially increase hazards due to a geometric design feature of incompatible use. Impacts would be less than significant. No mitigation is required.	Mitigation is not required.	Less than significant impact without mitigation.
Utilities and Service Systems		
Impact UTIL-1 Regional wastewater, stormwater drainage, electric power, natural gas, and telecommunication infrastructure is adequate to serve development under the proposed Specific Plan. Potential impacts would be less than significant. adequate water supplies are also available to meet the long-term demands associated with the proposed Specific Plan. In addition, mitigation would ensure that adequate long-term water supplies are available to each phase of development under the proposed Specific Plan. Therefore, upon implementation of mitigation, potential impacts related to water supply would also be less than significant.	<p>UTIL-1 (a) Water Supply Availability Offset Program</p> <p>Prior to the approval of any project or the issuance of grading permits the City shall require the applicant to submit an assessment of water supply availability verifying water supply reliability for individual development projects per phase. Each analysis shall include the following:</p> <ul style="list-style-type: none"> Assessment of cumulative water uses in the Plan Area and how the water demands associated with other projects in the Plan Area may affect water supply availability on a project-specific level; Project-specific conservation measures to minimize water demands; Potable water offset actions such as in-lieu storage and recovery programs to address potential water supply deficiencies identified project-specific water supply assessment. <p>To support this analysis, the City shall obtain written confirmation from the Central Basin Watermaster and from Metropolitan to verify that sufficient water supply is available for each project. Grading permits for each phase of the project shall not be issued until the City has obtained this documentation.</p>	Less than significant.

Impact	Mitigation Measures	Residual Impact
Impact UTIL-2 The proposed Specific Plan would generate an increase of approximately 30 tons of solid waste per day, or 60 cubic yards per day. Local landfills, including the Sunshine Canyon Landfill in Sylmar, have adequate capacity to meet this demand. Impacts related to solid waste facilities would be less than significant.	Mitigation is not required.	Less than significant impact without mitigation.

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1 Introduction

This document is an Environmental Impact Report (EIR) that evaluates the potential environmental effects associated with implementation of the Compton Artesia Specific Plan (hereafter referred to as Specific Plan or proposed project). This section: (1) provides an overview of the background and process involved in developing the proposed Specific Plan; (2) describes the purpose of and legal authority of the document; (3) summarizes the scope and content of the EIR; (4) lists lead, responsible, and trustee agencies for the EIR; (5) describes the intended uses of the EIR; and (6) provides a synopsis of the environmental review process required under the California Environmental Quality Act (CEQA).

The contents of other EIR sections are as follows:

- Section 2, *Project Description*, provides a detailed discussion of the proposed Specific Plan.
- Section 3, *Environmental Setting*, describes the general environmental setting for the Specific Plan area.
- Section 4, *Environmental Impact Analysis*, describes the potential environmental effects associated with development facilitated by the proposed Specific Plan.
- Section 5, *Other CEQA Requirements*, discusses issues such as growth inducement and significant irreversible environmental effects.
- Section 6, *Alternatives*, discusses alternatives to the proposed Specific Plan, including the CEQA-required “No Project” alternative.
- Section 7, *References and Preparers*, lists informational sources for the EIR and persons involved in the preparation of the document.

1.1 Overview of the Compton Artesia Specific Plan

Under California law, a specific plan is a planning tool that allows a community to create a long-term vision for a defined area and develop guidelines and regulations to implement that vision. A specific plan may establish clear goals, policies, and implementation strategies to guide public and private investment in a coordinated manner.

The Compton Artesia Specific Plan provides direction for future development in a 1.19-square mile area that generally includes existing residential, commercial, agricultural, and industrial uses. The Specific Plan area (Plan Area) is generally bound by Bennet Street to the north, West Victoria/Apra Streets to the south, Wilmington Avenue to the west, and South Tartar Lane to the east. The proposed project would establish a new Specific Plan for the area. The proposed Specific Plan is intended to be consistent with and to implement the policies of the City of Compton General Plan Vision 2010 (1991).

Development of the draft Specific Plan that is the subject of this EIR entailed a process involving the Compton community, City of Compton officials, and Planning Commission that began in November 2017. The public involvement process used to develop the Specific Plan included the following:

- The vision workshop with the community held on July 16, 2018
- The Compton Planning Commission presentation on existing conditions held on August 22, 2018
- The open space/mobility workshop with the community held on October 11, 2018
- The project alternatives workshop with the community held on November 15, 2018
- The follow-up meeting with the community held on December 15, 2018
- The EIR scoping meeting held on April 10, 2019

1.2 Legal Authority

This EIR has been prepared in accordance with CEQA and the State CEQA Guidelines. In accordance with Section 15121 (a) of the State CEQA Guidelines, the purpose of an EIR is to:

Inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project (California Code of Regulations, Title 14, Division 6, Chapter 3).

This EIR fulfills the requirements for a Program EIR. Although the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIRs are typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a Project EIR. As provided in Section 15168 of the CEQA Guidelines, a Program EIR may be prepared on a series of actions that may be characterized as one large project. Use of a Program EIR provides the City (as Lead Agency) with the opportunity to consider broad policy alternatives and program-wide mitigation measures and provides the City with greater flexibility to address environmental issues and/or cumulative impacts on a comprehensive basis. Agencies generally prepare Program EIRs for programs or a series of related actions that are linked geographically; are logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or are individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways. By its nature, a Program EIR considers the “macro” effects associated with implementing a program (such as a specific plan) and does not, and is not intended to, examine the specific environmental effects associated with individual actions that may be undertaken under the guise of the larger program.

Once a Program EIR has been prepared, subsequent activities under the program must be evaluated to determine what, if any, additional CEQA documentation needs to be prepared. If the Program EIR addresses the program’s effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the Program EIR scope and additional environmental documentation may not be required (CEQA Guidelines Section 15168(c)). When a Program EIR is relied upon for a subsequent activity, the Lead Agency must incorporate feasible mitigation measures and alternatives developed in the Program EIR into the subsequent activities (CEQA Guidelines Section 15168(c)(3)). If a subsequent activity would have effects not addressed in the Program EIR, the Lead Agency must prepare a new Initial Study leading to a Negative Declaration (ND), Mitigated Negative Declaration (MND), or a project-level EIR. In this case, the Program EIR still serves as the first-tier environmental analysis. The CEQA Guidelines (Section 15168(h)) encourage the use of Program EIRs, citing five advantages:

- 1 Provision of a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR

- 2 Focus on cumulative impacts that might be slighted in a case-by-case analysis
- 3 Avoidance of continual reconsideration of recurring policy issues
- 4 Consideration of broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them
- 5 Reduction of paperwork by encouraging the reuse of data (through tiering)

As a “macro-” level environmental document, this EIR uses macro-level thresholds as compared to the project-level thresholds that might be used for an EIR on a specific development project. It should not be assumed that impacts determined not to be significant at a macro level would not be significant at a project level. In other words, determination that implementation of the proposed Specific Plan as a “program” would not have a significant environmental effect does not necessarily mean that an individual project undertaken under the rubric of the proposed Specific Plan would not have significant effects based on project-level CEQA thresholds, even if the project is consistent with the proposed Specific Plan.

1.3 Scope and Content

In accordance with the CEQA Guidelines, a Notice of Preparation (NOP) of a Draft EIR was circulated to potentially interested parties on April 2, 2019. The NOP, included in Appendix A, indicated that the following issues would be discussed in the EIR:

- | | |
|--|----------------------------------|
| ▪ Aesthetics | ▪ Hydrology and Water Quality |
| ▪ Air Quality | ▪ Land Use and Planning |
| ▪ Biological Resources | ▪ Noise |
| ▪ Cultural Resources/Tribal Cultural Resources | ▪ Population and Housing |
| ▪ Geology and Soils | ▪ Public Services and Recreation |
| ▪ Greenhouse Gas Emissions/Energy | ▪ Transportation and Traffic |
| ▪ Hazards and Hazardous Materials | ▪ Utilities and Service Systems |

This EIR evaluates potential impacts in each of these areas. In addition, the City received four written responses to the NOP regarding the scope and content of the EIR. These responses are included in Appendix A and summarized in Table 1-1. The City also held an EIR scoping meeting on April 10, 2019. The City did not receive any verbal comments regarding the scope and content of the EIR. Written comments are addressed, as appropriate, in the analysis contained in the various subsections of Section 4, *Environmental Impact Analysis*.

Table 1-1 Notice of Preparation Comments

Issue	Response or EIR Section where Comment is Addressed
California Department of Conservation Division of Oil, Gas, and Geothermal Resources (DOGGR)	
A small portion of the Plan Area lies within the Dominguez oil field. If any oil or gas wells are damaged or uncovered, remedial operations may be required, and DOGGR must be contacted.	Section 4.5, <i>Hazards and Hazardous Materials</i>
City of Long Beach	
Similar planning processes are being implemented in the City of Long Beach’s North Long Beach and efforts should be coordinated between City of Long Beach and City of Compton.	Coordination will continue because the City of Long Beach is on the City of Compton’s distribution list and will receive the Notice of Availability (NOA) of the EIR.
California Department of Transportation (DOT)	
Future projects may impact Interstate 110, Interstate 710, State Route 91, and State Route 47.	Section 4.13, <i>Transportation</i> , analyzes the proposed Specific Plan at a programmatic level. CEQA analyses for future development under the Specific Plan may address impacts to local roads; however, according to the 2019 CEQA Guidelines, generally land use projects within in one-half mile of a major transit stop should be presumed to cause a less than significant impacts. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.
Future individual projects should conduct traffic analyses that include trip generation and specifically study 5 On/Off-ramps with SR-91.	
Provide threshold of significance for determination of impact on freeway and at on- and off-ramps.	
Use Synchro 10 for intersection analysis.	
Lessen the exposure of pedestrians and bicyclists to vehicles through physically separated facilities or a reduction in crossing distances.	Section 3, <i>Circulation and Streetscape Design Guidelines</i> , of the proposed Specific Plan states that intersection and curb-cuts should be designed to prioritize pedestrian safety and accessibility. This section provides details and guidelines for the design intent of both public and local streets.
Use visual signals to motorists to warn of pedestrian and bicyclist activity.	
Transportation of heavy construction equipment that requires oversized transport vehicles on State highways requires a Caltrans transportation permit.	This EIR is a programmatic document that does include project-level analysis. Construction impacts associated with future development under the proposed Specific Plan would be analyzed on a project-by-project basis.
Any transportation of heavy construction equipment for large size truck trips should be limited to off-peak commute periods.	
South Coast Air Quality Management District (SCAQMD)	
Provide a copy of the Program EIR, appendices, and technical documents with SCAQMD upon completion.	The NOA of the Draft EIR will be sent to the SCAQMD.
Use SCAQMD’s CEQA Air Quality Handbook (1993) to assist in air quality analyses	Section 4.2, <i>Air Quality</i>
Lead Agency should quantify criteria pollutant emissions and compare results to SCAQMD’s CEQA regional and localized pollutant emissions significance thresholds.	Section 4.2, <i>Air Quality</i>
The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the proposed project.	Section 4.2, <i>Air Quality</i>

Issue	Response or EIR Section where Comment is Addressed
Consider the impacts of air pollutants on people who will live in a new project within proximity of freeways and other sources of air pollution and provide mitigation.	Section 4.2, <i>Air Quality</i>
Lead Agency should conduct a health risk assessment to disclose potential health risks to residents that would live near State Route 91, a potential source of diesel particulate matter.	Section 4.2, <i>Air Quality</i>
Lead Agency should use SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning (2005) as well as additional guidance to make decisions.	Section 4.2, <i>Air Quality</i>
All feasible mitigation measures that go beyond what is required by law should be used to minimize air quality impacts generated by the proposed project	Section 4.2, <i>Air Quality</i>
Resources are available to assist the Lead Agency with identifying potential mitigation measures for the proposed project.	Section 4.2, <i>Air Quality</i>
Air filtration systems and other strategies should be evaluated in detail for use as residential units may be in proximity to SR-91.	Section 4.2, <i>Air Quality</i>
Provide ongoing, regular maintenance of enhanced filtration units if installed.	Section 4.2, <i>Air Quality</i>
The Program EIR should disclose health impacts to prospective residents, identify a responsible implementation and enforcement agency for enhanced filters, guidance to the developer on installation and maintenance, information to residents on enhanced filters on costs, schedules, and maintenance.	Section 4.2, <i>Air Quality</i>
Discuss a reasonable range of potentially feasible alternatives.	Section 6, <i>Alternatives</i>
If the proposed project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency.	A permit from SCAMD is not required.

1.4 Lead, Responsible, and Trustee Agencies

The City of Compton is the lead agency under CEQA for this EIR because it has primary discretionary authority to determine whether or how to approve the Specific Plan.

“Responsible Agencies” are agencies other than the City that are responsible for carrying out/implementing a specific component of the proposed Specific Plan or for approving a project (such as an annexation) that implements the goals and policies of the proposed Strategic Plan. Section 15381 of the State CEQA Guidelines defines a “responsible agency” as follows:

A public agency which proposes to carry out or approve a project, for which a lead agency is preparing or has prepared an EIR or Negative Declaration. For purposes of CEQA, responsible agencies include all public agencies other than the lead agency that have discretionary approval authority over the project.

A portion of Compton Creek flows through the eastern side of the Specific Plan. Compton Creek is a jurisdictional water that has the potential to support foraging and breeding habitat for sensitive species. As such, responsible agencies include the California Department of Fish and Wildlife (CDFW) and Regional Water Quality Control Board (RWQCB). Because Compton Creek connects to the Los Angeles River and Pacific Ocean, it is also subject to jurisdiction of the United State Army Corp of

Engineers (USACE). However, as a federal agency, the USACE is not a responsible agency under CEQA.

Trustee agencies have jurisdiction over certain resources held in trust for the people of California but do not have a legal authority over approving or carrying out the project. CEQA Guidelines Section 15386 designates four agencies as trustee agencies: the CDFW with regard to fish and wildlife, native plants designated as rare or endangered, game refuges, and ecological reserves; the State Lands Commission with regard to State-owned “sovereign” lands, such as the beds of navigable waters and State school lands; and the California Department of Parks and Recreation, with regard to units of the State park system. As stated above, a portion of Compton Creek flows through the eastern side of the Specific Plan, so CDFW is a trustee agency with jurisdiction in the Plan Area.

1.5 Intended Uses of the EIR

This EIR is as an informational document for use in the City of Compton’s review and consideration of the Specific Plan. It is to be used to facilitate implementation of the Specific Plan that incorporates environmental considerations and planning principles into a cohesive policy document. The Specific Plan will guide subsequent actions taken by the City in its review of new development projects in the Plan Area and its establishment of new and/or revised programs for the Plan Area.

This EIR discloses the possible environmental consequences associated with the proposed Specific Plan. The information and analysis in this EIR will be used by the Compton City Council and the general public in evaluating the proposed Specific Plan. The EIR also serves as a first tier environmental document for subsequent actions proposed in the Plan Area.

1.6 Environmental Review Process

The environmental review process, as required under CEQA, is summarized below and illustrated generally in Figure 1-1.

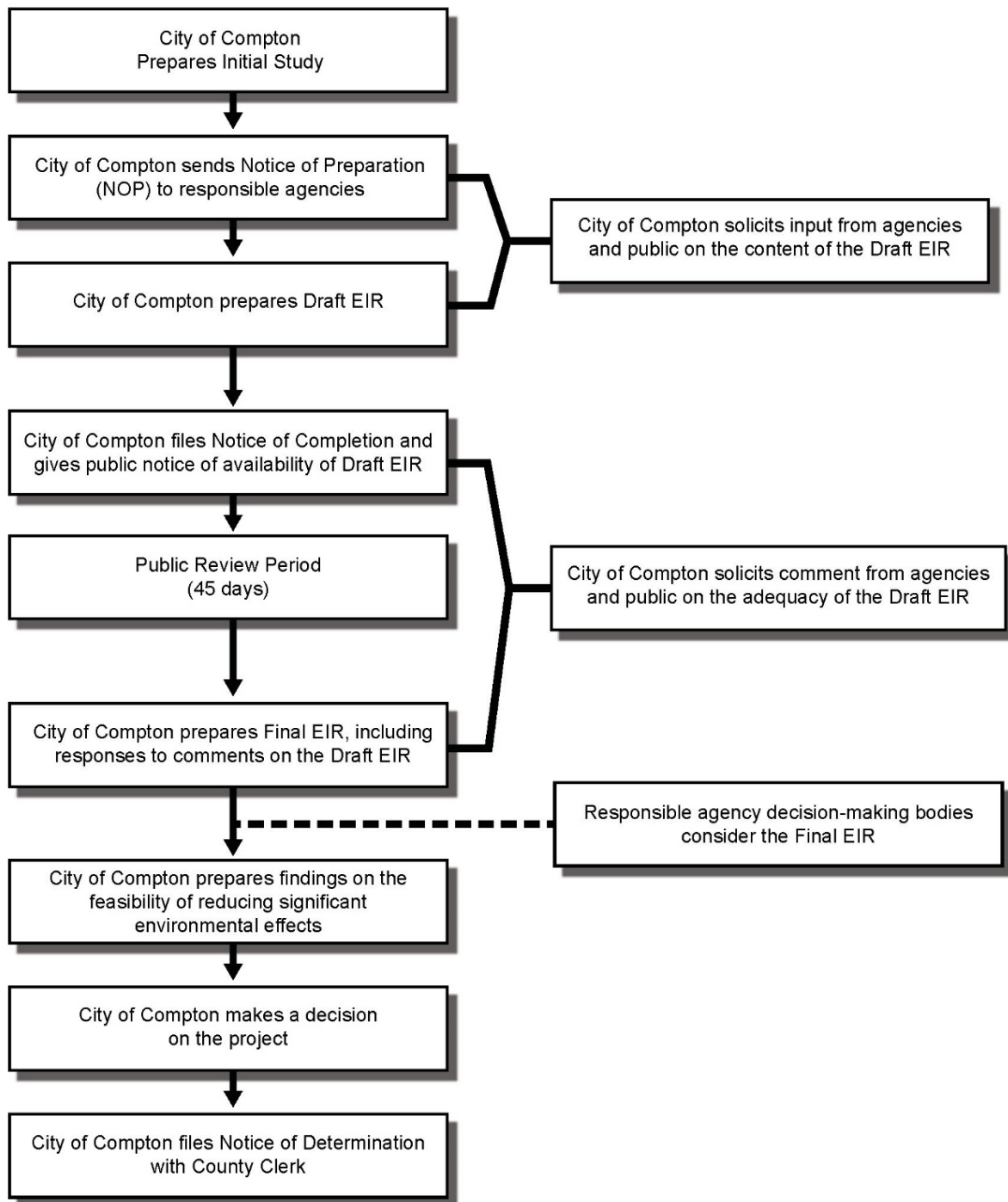
1. **Notice of Preparation (NOP).** After deciding that an EIR is required, the lead agency must file an NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing (CEQA Guidelines Section 15082; Public Resources Code Section 21092.2). The NOP must be posted in the City Clerk's office for 30 days. For projects of regional significance, the lead agency holds a scoping meeting during the 30-day NOP review period. The NOP may be accompanied by an Initial Study that identifies the issue areas for which the project could create significant environmental impacts.¹
2. **Draft EIR.** The Draft EIR must contain: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and h) discussion of irreversible changes.
3. **Notice of Completion.** Upon completion of a Draft EIR, the lead agency must file a Notice of Completion with the State Clearinghouse and prepare a Public Notice of Availability of a Draft EIR. The lead agency must place the Notice in the City Clerk's office for 30 days (Public Resources Code Section 21092) and send a copy of the Notice to anyone requesting it (CEQA

¹ Preparation of an Initial Study is not required and was not prepared for the proposed project.

Guidelines Section 15087). In addition, public notice of the availability of the Draft EIR must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off of the project site; or c) direct mailing to owners and occupants of contiguous properties and others who have requested such notification. The lead agency must solicit comments from the public and respond in writing to all written comments received (Public Resources Code Sections 21104 and 21253). The minimum public review period for a Draft EIR is 30 days. When a Draft EIR is sent to the State Clearinghouse for review, the public review period must be 45 days (Public Resources Code Section 21091).

4. **Final EIR.** Following the close of the Draft EIR review period, a Final EIR is prepared. The Final EIR must include: a) the Draft EIR; b) copies of comments received during public review; c) a list of persons and entities commenting; and d) responses to comments.
5. **Final EIR Certification.** Prior to making a decision on a proposed project, the lead agency must certify that: a) the Final EIR has been completed in compliance with CEQA; b) the Final EIR was presented to the decision-making body of the lead agency; and c) the decision-making body reviewed and considered the information in the Final EIR prior to approving the project (CEQA Guidelines Section 15090).
6. **Lead Agency Project Decision.** Upon certification of an EIR, the lead agency makes a decision on the project analyzed in the EIR. A lead agency may: a) disapprove a project because of its significant environmental effects; b) require changes to a project to reduce or avoid significant environmental effects; or c) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (CEQA Guidelines Sections 15042 and 15043).
7. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead or responsible agency must find, based on substantial evidence, that either: a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (CEQA Guidelines Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision and explaining why the project's benefits outweigh the significant environmental effects.
8. **Mitigation Monitoring/Reporting Program.** When an agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.

Figure 1-1 Environmental Review Process



2 Project Description

2.1 Project Summary

The proposed project is the Compton Artesia Specific Plan (Specific Plan), which is intended to be consistent with and to implement the policies of the Compton General Plan (1991). The proposed Specific Plan includes policies and development standards to guide future transit-oriented development within the City of Compton (City). As shown in Figure 2-1 and Figure 2-2, the Specific Plan's location and setting (Plan Area) is generally bound by Bennet Street to the north, West Victoria/Apra Streets to the south, Wilmington Avenue to the west, and South Tartar Lane to the east. The Plan Area is approximately 762 acres and includes the Los Angeles County Metropolitan Authority's (Metro) Blue Line Artesia Station; the Gateway Towne Center regional shopping center; industrial uses south of Greenleaf Boulevard and north of Apra Street between Wilmington Avenue on the west and generally west of the Metro Blue Line; residential uses between Bennet Street, Greenleaf Boulevard, Wilmington Avenue and Alameda Street; mixed-use, industrial, and commercial uses between Tartar Lane and Alameda Street; portions of the Alameda Rail Corridor and Compton Creek; State Route-91 (SR-91) between the Wilmington Avenue and Alameda Street exits; and the northern end of SR-47 where it ends at SR-91. Implementation of the proposed Specific Plan during the 20-year planning horizon (through 2040) would increase the density and intensity of existing Plan Area land uses.

The Specific Plan would particularly facilitate the creation of dense, mixed-use development in the 106-acre Transit Oriented Development (TOD) Core Area, which consists of the existing Gateway Towne Center; Crystal Casino property; Metro Blue Line Artesia Station; City blocks bound by West Carob Street, South Acacia Court, and Artesia Boulevard, as well as a portion of Compton Creek that runs northwest to southeast of the TOD Core Area. Future development would be concentrated and centered around the Metro Blue Line Artesia Station to facilitate transit- and pedestrian-oriented design. The Specific Plan would improve the appearance and safety of the public realm, introducing new activity, complete streets, open spaces, and closing existing gaps in the bicycle and pedestrian network through the redevelopment of multiple opportunity sites near the Artesia Station.

Projected new development through 2040 in the TOD Core Area would add up to the following:

- 4,803 new residential units or 4,802,826 square feet (sf) of new housing (1,000 sf/unit)
- 217,073 sf of new retail development
- 219,187 sf of new office development
- 129,000 sf of cultural facilities

Office, retail, and residential uses would be incorporated together into mixed-use buildings. Cultural facilities would be comprised of schools, arts, religious buildings, and other civic functions.

This section describes the Specific Plan location, characteristics of the Plan Area and potential buildout in the TOD Core Area under the proposed Specific Plan, Specific Plan objectives, and the approvals needed to adopt the proposed Specific Plan. Actual development under the provisions of the Specific Plan would require subsequent approvals and permits, including, in some cases, additional CEQA review.

2.2 Lead Agency/Project Proponent

Project Applicant

City of Compton
205 South Willowbrook Avenue
Compton, California 90220
(310) 605-5500

Lead Agency Contact Person

Robert Delgadillo, Senior Planner
Planning and Economic Development
(310) 605-5526

2.3 Location and Setting

2.3.1 Plan Area Setting

The City of Compton is an incorporated municipality in the southern portion of Los Angeles County. The City is centrally located between five major freeways, Interstate 110 (I-110), I-710, I-105, SR-91, and SR-47. The City is located along the Alameda Rail Corridor that connects the ports of Long Beach and Los Angeles to the rest of Los Angeles, Orange County, the Inland Empire, and the nation beyond. Compton is also located 11 miles east of Los Angeles International Airport, another major hub for international cargo trade.

Bordered by the cities of Long Beach to the south and Lynwood to the north, and unincorporated areas of Los Angeles County to the east and west, Compton was initially developed as a suburb of Los Angeles. The Metro Blue Line was completed in 1990, and the following year extended to connect Downtown Los Angeles' financial district and Downtown Long Beach. The Artesia Station is located between Artesia Boulevard, Greenleaf Boulevard, the Compton Creek, and South Acacia Court.

The Specific Plan is proposed in the southern portion of the City. The Plan Area encompasses 1.19 square miles or approximately 762 acres of commercial, industrial, and residential development and transportation infrastructure. According to the City's Zoning map, the Plan Area includes Buffer zones just south of Greenleaf Boulevard that separate the Plan Area's industrial and commercial land uses from residential uses north of Greenleaf Boulevard. Per the City of Compton's General Plan Map, this area is designated as open space. The boundaries of the Plan Area were intended to capture residential and commercial opportunity sites within one mile of the Metro Blue Line Artesia Station. The Plan Area extends up to approximately one mile around the station and is centrally located around the Artesia Station.

Compton Creek flows through the east side of the Plan Area, extending from the northern boundary to the southeastern corner of the Plan Area and approximately 500 feet from the Artesia Station. An approximate 800-foot stretch of the Creek's length in the Plan Area is covered by a surface parking lot for the Gateway Towne Center. Compton Creek is channelized in a concrete encasement, though a portion of the creek that runs through the Plan Area is not channelized. As such, Compton Creek contains both concrete and soft-bottom portions. The Los Angeles River is located approximately one mile from the eastern edge of the Plan Area, into which Compton Creek flows approximately

2.6 miles south of the Plan Area. Figure 2-1 shows the location of Compton in Los Angeles County. Figure 2-2 shows the Plan Area boundaries.

Existing Land Uses

The Plan Area is predominantly characterized by industrial and commercial land uses, though there are small portions of residential and open space land uses in the north. Industrial areas are located in the southern, central, and western portions of the Plan Area. The Gateway Towne Center serves as a regional-commercial shopping center between Greenleaf Boulevard, Willowbrook Avenue, East Artesia Boulevard, and Alameda Street. Additionally, a small amount of neighborhood-serving commercial development is present at the northeast corner of Wilmington Avenue and Greenleaf Boulevard. Industrial and commercial uses also dominate the easternmost portion of the Plan Area between Alameda Street, Greenleaf Boulevard, Artesia Boulevard, and Tartar Lane. See Figure 2-3 for a map of the land uses within the Plan Area and its surroundings.

There are small areas of low- and medium-density residential uses in the northern portion of the Plan Area, between Bennet Street, Greenleaf Boulevard, Alameda Street, and Wilmington Avenue. Low-density residential development with limited agricultural and animal-keeping rights is in the western portion of the residential area, between Wilmington Avenue, Bennett Street, Greenleaf Boulevard, and South Oleander Avenue. The residential area east of South Oleander Avenue, north of Greenleaf Boulevard, and west of Alameda Street is mostly characterized by a mix of low- and medium-density residential uses with no agricultural components. A few industrial uses are found north of Greenleaf Boulevard, east of South Tamarind Avenue, and between the Plan Area boundaries.

Immediately south of Greenleaf Boulevard is open space, also referred to as a buffer area, which provides physical separation between the industrial and commercial land to the south and the residential uses to the north. This area generally consists of overhead power lines and towers as well as nurseries.

The Alameda Rail Corridor, SR-91, and the Metro Blue Line are the major transportation routes within the Plan Area. Compton Creek, a major tributary of the Los Angeles River, extends southeast through the Plan Area. There are paved trails along the northern and southern sections of the tributary, but there are no trails along the portion that is in the Plan Area. Images of existing conditions the Plan Area are included in Figure 2-4a through Figure 2-4d.

Surrounding Land Uses

The Plan Area is surrounded by other development in the City of Compton, Rancho Dominguez (an unincorporated Los Angeles County neighborhood), and the City of Carson. These areas contain industrial, heavy manufacturing, commercial manufacturing, public/quasi-public, low- and medium-density residential, open space/parks, and mixed uses.

Notable locations near the Plan Area include Compton College, adjacent and east of the Plan Area; Walton Middle School, west of the Plan Area; Robert F. Kennedy Elementary School, north of the Plan Area; and Ellerman Park and South Park, parks just north and northeast of the Plan Area, respectively. These locations are included in Figure 2-3.

Figure 2-1 Regional Location



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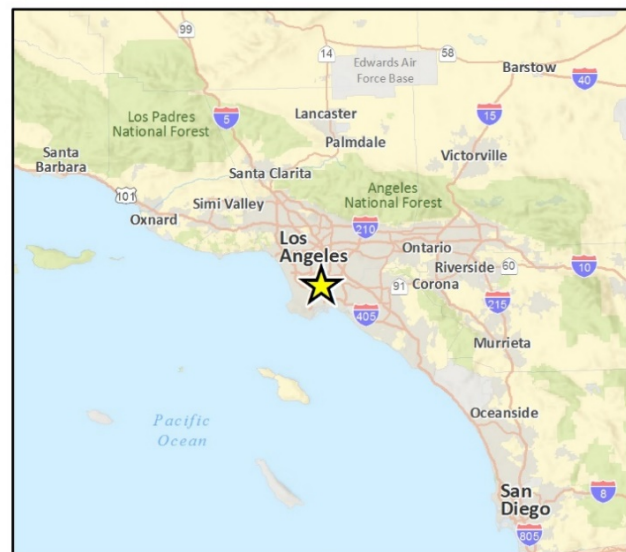


Figure 2-2 Plan Area Location

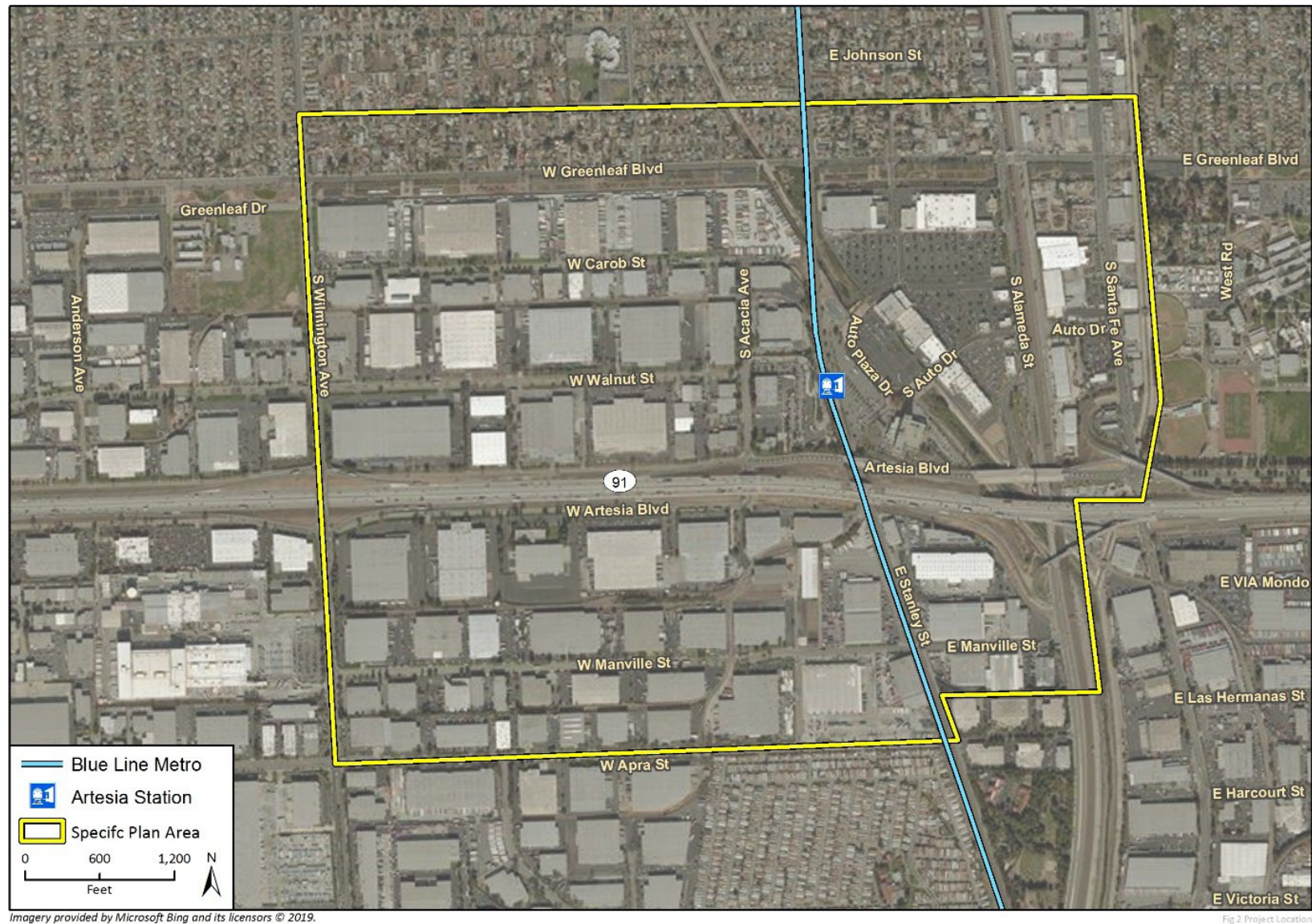
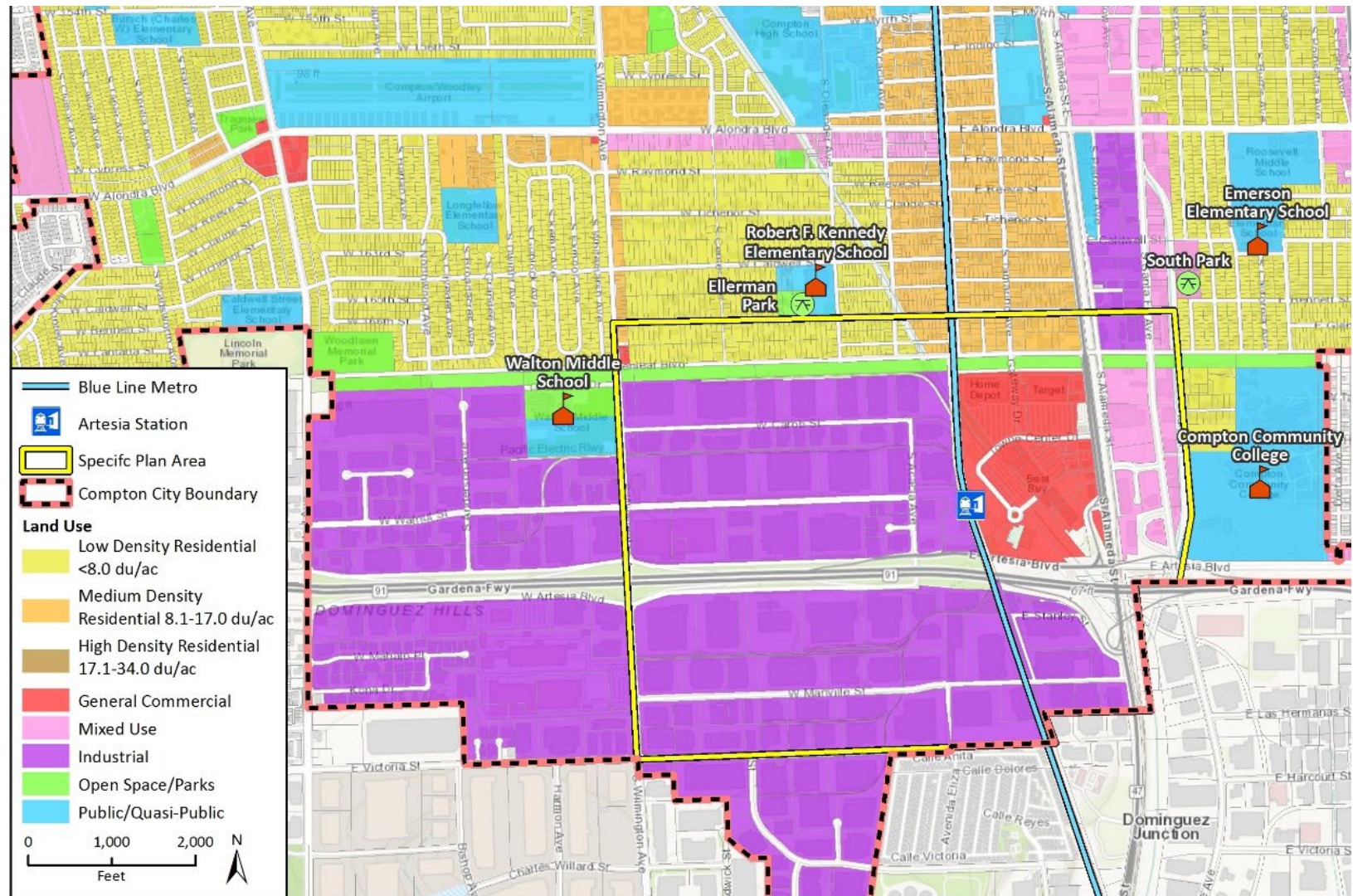


Figure 2-3 Land Use Map of Plan Area and Surroundings



Imagery provided by Microsoft Bing and its licensors © 2019.

Fig X Land Use Map

Source: City of Compton General Plan Map

Figure 2-4a View of Artesia Station with Blue Line Train Looking Southeast from West Side of Tracks



Figure 2-4b View of Gateway Towne Center Looking North from Alameda Street



Figure 2-4c View of Compton Creek Looking Northwest from Auto Drive North



Figure 2-4d View of South Acacia Court from Eastern Side Looking North Towards Industrial Area



2.3.2 Regulatory Setting

City of Compton General Plan

State Law (Government Code Section 65300) requires that each city and county, including charter cities and counties, adopt a comprehensive, integrated, long-term General Plan to direct future growth and development and accommodate potential changes or increases to population and employment. The General Plan is a fundamental policy document that defines how a city should use and manage its resources into the future. State law requires seven General Plan Elements: land use, circulation, housing, conservation, open space, noise, and safety.

The City's current General Plan was adopted in December 1991. The General Plan serves as a blueprint for the City and the way its communities envision the future. There are nine citywide elements included in the 1991 General Plan: Land Use, Housing, Circulation, Public Safety, Noise, Public Facilities, Urban Design, and Economic Development. These elements contain goals, policies, and actions that apply to all incorporated areas in the City of Compton.

The Land Use Element defines land use designations throughout the City. Land uses in the City are shown in the City of Compton's General Plan Map, which are represented in Figure 2-3. Within the Plan Area, industrial uses dominate the western and southern portions, between Greenleaf Boulevard, Artesia Boulevard, Wilmington Avenue, and Willowbrook Avenue; between Artesia Boulevard, Apra Street, Wilmington Avenue, and Stanley Street; and between Alameda Street, Tartar Lane, Greenleaf Boulevard and Bennett Street.

The Gateway Towne Center serves as a regional-serving commercial center with national retail stores and restaurant chains. The Gateway Towne Center occupies the area between Greenleaf Boulevard, Willowbrook Avenue, Artesia Boulevard, and Alameda Street. There are commercial designations in the Plan Area on the northeast corner of Wilmington Avenue and Greenleaf Boulevard. Mixed-use land use designations consisting of mostly industrial and commercial uses lie between Alameda Street, Greenleaf Boulevard, Artesia Boulevard, and Tartar Lane.

Low- and medium- density residential designations border the northern edge of the Plan Area. A small portion of the Plan Area, between West Greenleaf Boulevard between Oleander Avenue, South Wilmington Avenue, and Bennett Street, includes land designated as Residential Agriculture. Industrial land uses are found in the northeastern portion of the Plan Area.

City of Compton Municipal Code

Chapter 30 of the Compton Municipal Code (CMC), known as the Zoning Law of the City of Compton, implements the land use policies of the General Plan. The Zoning Law is detailed with respect to specific development standards and land use requirements. The City's Zoning Law includes specific standards and development regulations regarding permitted uses, building heights, yard areas, parking requirements, setbacks, and other requirements. Zoning is used to implement long-term land use policy. In accordance with State requirements, the City's zoning patterns are consistent with Compton's Land Use Policy Map.

The Plan Area is dominated by Heavy Manufacturing zones (MH) that extend from the southern border at Apra Street north to the Buffer zone (B), just south of Greenleaf Boulevard. The Gateway Towne Center is zoned Limited Commercial (CL). The B zone provides a physical separation between the heavy manufacturing use to the south and the residential uses to the north.

Between the northern Plan Area border and Greenleaf Boulevard are residential zones, mostly consisting of Residential Agriculture (RA), Low Density Residential (RL), Medium Density Residential, and High Density Residential (RH). However, several parcels north of Greenleaf Boulevard near Alameda Street are zoned Limited Manufacturing (ML), MH, and Parking/High Density Residential (PRH).

2.4 Project Objectives

The Specific Plan includes four goals with associated policies:

Goal 1: Provide access to employment, retail services, healthy food, parks, and other daily needs via walking, biking, and public transit.

- Policy 1.1:** Support employment growth especially medical, educational and cultural institutions.
- Policy 1.2:** Improve access to goods and services via walking, biking and transit.
- Policy 1.3:** Support institutions that contribute to the vitality of commercial districts and corridors, such as local business associations, arts venues, and cultural organizations.
- Policy 1.4:** Support food-related businesses to improve access to healthy food and advance economic development.
- Policy 1.5:** Build new parks to ensure that all residents live within a 10-minute walk of a park.
- Policy 1.6:** Plan, design, build, maintain, and operate the transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use.
- Policy 1.7:** Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.
- Policy 1.8:** Increase the frequency, speed, and reliability of the public transit system in order to increase ridership and support new housing and jobs.
- Policy 1.9:** Position Compton to benefit from upcoming changes to vehicle ownership models while supporting a shared use mobility network.

Goal 2: Provide affordable and accessible housing.

- Policy 2.1:** Increase supply of housing.
- Policy 2.2:** Produce housing units that meet the changing needs of Compton residents in terms of unit sizes, housing types, levels of affordability using targeted strategies.
- Policy 2.3:** Encourage innovative housing types and creative housing programs to help meet existing and future housing needs.
- Policy 2.4:** Promote mixed-income development.
- Policy 2.5:** Improve access to homeownership, especially among low- income residents and people of color.

Goal 3: Ensure that all communities fully thrive regardless of race, ethnicity, gender, country of origin, religion in order to eliminate deep-rooted disparities in wealth, opportunity, safety and health.

- Policy 3.1:** Increase equitable access to educational and economic opportunities.
- Policy 3.2:** Ensure residents have the technology tools and skills needed to fully participate in the economy and civic life.
- Policy 3.3:** Promote and support business creation, innovation, entrepreneurship, and expansion.
- Policy 3.4:** Expand and maintain areas for production, processing, and distribution of products, services, and ideas.

Goal 4: Provide create, cultural, and natural amenities.

- Policy 4.1:** Ensure growth and sustainability in the creative sector economy by providing artists, creative workers, and cultural organizations with the resources and support they need to create and thrive.
- Policy 4.2:** Support the creative economy, cultural organizations, and the city's quality of life by raising awareness of and promoting the value of local arts and culture.
- Policy 4.3:** Engage artists and creative workers in the City enterprise and support their capacity to earn revenue.
- Policy 4.4:** Perpetuate a high quality of life for Compton residents that includes safe, open and welcoming cultural and social institutions, as well as natural and built infrastructure.
- Policy 4.5:** Improve the tree canopy and urban forest.
- Policy 4.6:** Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainability, while minimizing the adverse impacts of climate change.

2.5 Specific Plan Components

2.5.1 Overview

California Government Code Section 65454 states that no specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the general plan.

Implementation of the Specific Plan would require the following discretionary approvals:

- General Plan Amendment to adopt the Compton Artesia Specific Plan amend the land use designation in the Land Use Element
- Zone Change to change the zoning in the TOD Core Area to Transit Oriented Development Overlay District
- Zoning Text Amendment to add the specific plan and development regulations to the Zoning Ordinance (code)

2.5.2 TOD Core Area

The Specific Plan would include a Transit-Oriented Development (TOD) Zoning Overlay that would apply to the TOD Core Area, including the Gateway Towne Center commercial center and portions of the industrial area west of the Metro Blue Line. According to the Specific Plan, the TOD Core Area is further subdivided into seven future development sub-areas, which range from approximately eight to 17 acres. Each sub-area is large enough to accommodate multiple buildings and open space and has a distinct vision, objectives, and development standards outlined in the Specific Plan. The proposed TOD sub-areas are shown in Figure 2-5 and their development characteristics are detailed in Table 2-1, while the overarching vision for the TOD Core Area is provided in the land use distribution map shown in Figure 2-6.

Table 2-1 TOD Core Area Characteristics

Sub-Areas	Land Area		Development				Total
	AC	SF	Residential GFA (Units)	Retail GFA	Office GFA	Cultural GFA ¹	
1	9.4	410,750	660,067 (660)	3,753	76,462	0	740,282
2	17.2	478,218	1,288,254 (1,288)	70,595	0	129,000	1,487,849
3	8.4	363,871	459,433 (459)	22,972	22,972	0	505,376
4	10.5	458,179	525,917 (526)	26,296	26,296	0	578,509
4	15.0	652,382	748,831 (749)	37,442	37,442	0	823,715
6	10.6	461,627	529,875 (530)	26,494	26,494	0	582,862
7	9.8	428,666	590,449 (590)	29,522	29,522	0	649,494
Roads	8.8	383,357			N/A		
Creek	10.2	445,083			N/A		
Railroad	6.0	263,447			N/A		
Total	106.0	4,615,580	4,802,826 (4,803)	217,073	219,187	129,000	5,368,087

¹ Cultural: Comprised of schools, arts, religious buildings and other civic functions

AC= acres, SF= square-feet, GFA = gross floor area

Source: SOM, Compton Artesia Specific Plan 2019

According to the Specific Plan, Sub-Area 2 is referred to in the Specific Plan as the Transit Village and aligns with the area bound by Compton Creek to the north and east, Artesia Boulevard to the south, and the Metro Blue Line to the west. The Transit Village Sub-Area supports dense, mixed-use development that promotes transit-ridership and discourages use of the automobile through the availability of public transportation and shared ridership services. The district encourages active transportation by incorporating multiple pedestrian- and bicycle-access routes, easy transit access, and complete street infrastructure. The Specific Plan provides the framework for future projects that would consist of ground-floor commercial uses with residential uses located above. Cultural uses in this Sub-Area would consist of schools, arts, religious buildings, and other civic functions.

Sub-Areas 1 and 7 are referred to in the Specific Plan as Industrial Edge and align with the area bound by West Carob Street to the north, the Metro Blue Line to the east, Artesia Boulevard to the south, and South Acacia Court to the west. Industrial Edge is a recently developed industrial park

and portions of these sub-areas closest to the Artesia Station would include new mixed-use opportunities to provide a transition to the adjacent Transit Village.

Sub-Areas 3, 4, 5, and 6 are referred to in the Specific Plan as Residential Edge and align with the area bound by existing community gardens south of East Greenleaf Boulevard to the north, Alameda Street to the east, Artesia Boulevard to the south, and Compton Creek and the Metro Blue Line to the west. Residential Edge is currently a shopping area that would be developed as a mixed-use neighborhood that serves as a transition between the Transit Village and existing neighborhoods.

The Specific Plan would also provide the framework for revitalizing Compton Creek by setting aside space for the creation of new open space for recreation and education.

TOD Supporting Area

While development under the Specific Plan would be focused in the TOD Core Area, the remainder of the Plan Area is grouped into four additional zones that are targeted for potential future redevelopment, including enhanced and modernized light-industrial, commercial, and residential land uses. The proposed Plan Area zones (Zone 8 through Zone 11) are designated as the TOD Supporting Area, which are listed in Table 2-2 and shown in Figure 2-5. According to the Specific Plan, Zone 8 redevelopment may include medium-density residential development and convenience commercial along Greenleaf Boulevard; Zone 9 and Zone 10 may include new light-industrial or manufacturing uses, technology uses, or selective transitions to mixed-use; and Zone 11 may include mixed-use functions in support of the TOD Core Area. Guidelines for redevelopment in these zones would be the subject of future overlay districts; therefore, proposed future development in these supporting zones is not analyzed in this EIR.

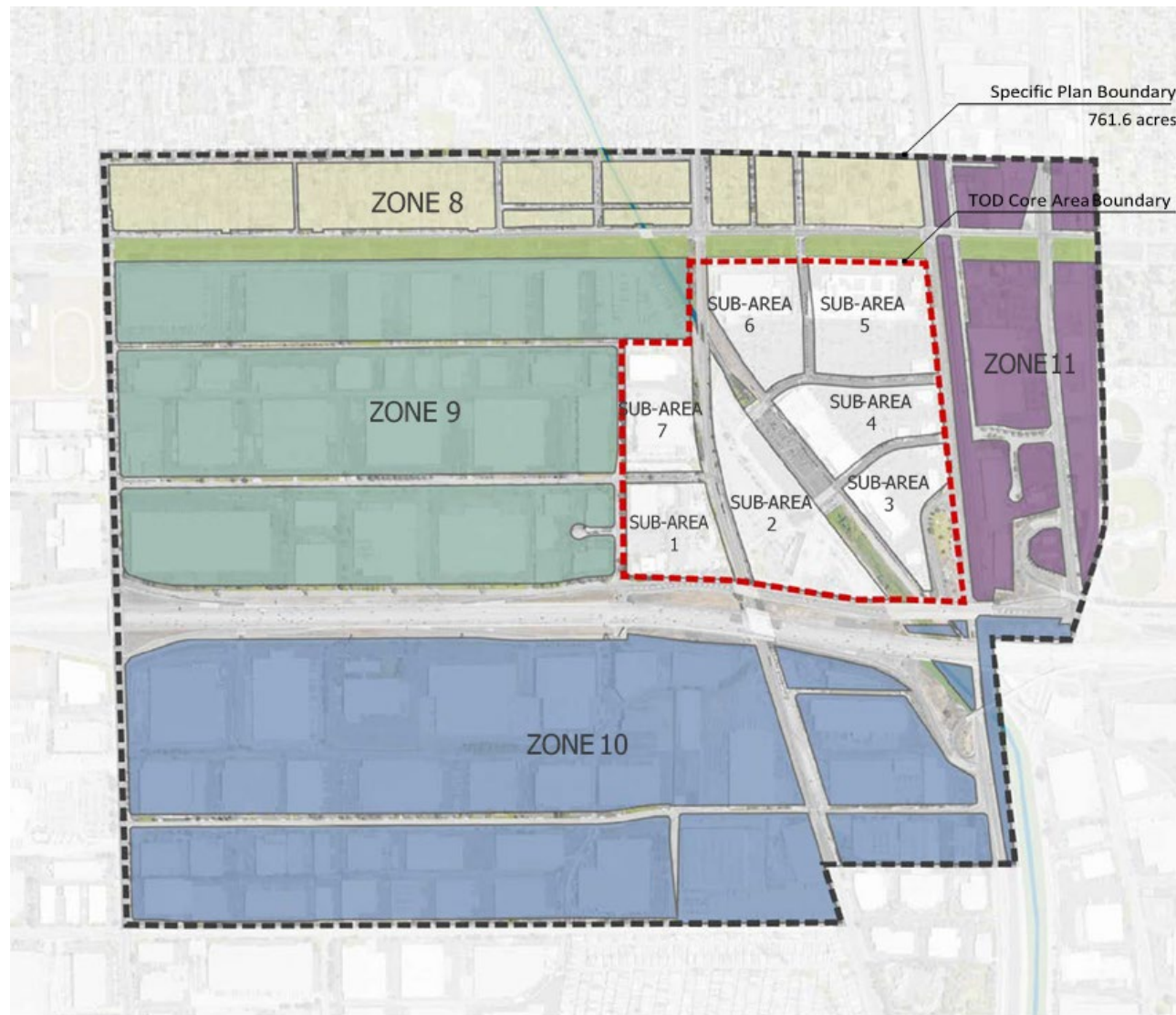
Table 2-2 TOD Supporting Area Characteristics

Zone	Land Area	
	AC	SF
8	52.2	2,272,483
9	166.2	7,239,967
10	223.4	9,732,952
11	49.6	2,159,926
Roads	136.3	5,937,304
Creek	21.1	923,819
Railroad	6.7	293,264
Total	655.6	28,559,716

AC= acres, SF= square-feet

Source: SOM, Compton Artesia Specific Plan 2019

Figure 2-5 Compton Artesia Specific Plan – TOD Core Area (Sub-Areas) and Supporting Area (Zones)



Source: SOM, Compton Artesia Specific Plan 2019

Figure 2-6 TOD Core Area Land Use Distribution Map



Source: SOM, Compton Artesia Specific Plan 2019

2.5.3 Transportation and Circulation

The Specific Plan promotes the use of alternative transportation as the Plan Area centers around the Metro Blue Line Artesia Station. The Specific Plan creates the framework for increased pedestrian, bicycle, and transit-use. Specifically, the Specific Plan would provide a new bicycle and pedestrian connection from the Artesia Station to Compton College via East Artesia Boulevard in accordance with the Artesia Boulevard Complete Streets Masterplan. The Specific Plan would extend the Compton Creek trail from its current terminus at Greenleaf Boulevard and provide a direct connection to the Artesia Station. The Specific Plan would also extend bike infrastructure along Alameda Street to the Artesia Station and add safety upgrades to the Greenleaf Boulevard Bike Lanes. All streets in the TOD Core Area would also be low-speed to prioritize pedestrian access and safety.

2.5.4 Applicant-Proposed Project Design Feature

The following are project design features proposed by the applicant that would reduce or negate potential impacts concerning health risk impacts related to air quality.

Health Risk Assessment

Applicants for proposed developments that include residential units within 500 feet of State Route 91 shall complete a health risk assessment (HRA) to determine the potential health risk impacts prior to approval of building permits, in accordance with the SCAQMD's methodology and modeling guidelines for HRAs. If health risks at the project site are determined to exceed a maximum incremental cancer risk of 10 in one million or greater or a chronic and/or acute hazard index of 1.0 or greater, mitigation measures shall be identified in the HRA to reduce impacts to below the standard.

2.5.5 Approach to CEQA Analysis

This EIR approaches the environmental analysis based on the overall development pattern and character described in the proposed Specific Plan. As a program EIR, it describes the potential impacts that could result from the adoption and implementation of the proposed Specific Plan over a 20-year horizon through 2040. Subsequent projects that are within the development envelope considered in this Program EIR may not be subject to additional environmental review or to a more limited environmental review.

Section 15126.2 of the State CEQA Guidelines requires EIRs to focus on the significant "direct and indirect" and "short-term and long-term" effects of a project. Although the exact nature of Plan Area development through 2040 is not known, development forecasts have been developed to provide a basis for analysis of the Specific Plan's environmental impacts. Growth estimates for residential and non-residential growth under the proposed Specific Plan include 4,803 new multi-family residential units, 217,073 sf of new retail space, and 219,187 sf of new office space, and 129,000 sf of cultural facilities. The actual rate and amount of development will depend upon market conditions and regulatory processes.

2.5.6 Required Discretionary Approvals

For the proposed Specific Plan to be implemented, it would require adoption by the Compton City Council. Implementation of the Specific Plan would also require the following discretionary approvals:

- General Plan Amendment to adopt the Compton Artesia Specific Plan and amend the land use designation in the Land Use Element
- Zone Change to change the zoning in the TOD Core Area to Transit Oriented Development Overlay District
- A Zone Text Amendment to add a "Specific Plan (SP)" zone to the zoning code.

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3 Environmental Setting

This section describes the current environmental conditions on, and in the vicinity of the Plan Area. More detailed descriptions of the setting for each environmental issue area can be found in Section 4, Environmental Impact Analysis.

3.1 Regional Setting

The Plan Area is located in the City of Compton (City), an incorporated municipality in southeast Los Angeles County. Los Angeles County encompasses approximately 4,751 square miles and has an estimated population of 10,253,716 residents (California Department of Finance [DOF], Jan 2019). Established in 1888, the City of Compton encompasses roughly 11.1 square miles and has an estimated population of 98,711 (DOF, Jan 2019). The City is located approximately six miles north of downtown Long Beach and is part of the South Gate cities in Los Angeles County, cities that border the northern edge of Orange County. The City is bounded by the City of Paramount to the east, the City of Lynwood and an unincorporated County area (the Willowbrook community) to the north, unincorporated County areas to the west, and unincorporated County areas and the cities of Carson and Long Beach to the south. Within the boundaries of the City is East Compton, an unincorporated Los Angeles County island surrounded by the City of Compton on all sides and consisting of 0.8 square miles or 512 acres.

The South Gate Quadrangle encompasses an area of about 62 square miles in eastern Los Angeles County and includes all or parts of the cities of Bell, Bell Gardens, Bellflower, Carson, Commerce, Compton, Cudahy, Downey, Huntington Park, Los Angeles, Long Beach, Los Alamitos, Lynwood, Maywood, Montebello, Paramount, South Gate, and Vernon, as well as unincorporated areas of Los Angeles County. Four major transportation routes traverse the South Gate Quadrangle: Santa Ana Freeway (I-5), Century Freeway (I-105), Artesia Freeway (State Highway 91), and Long Beach Freeway (I-710). The main drainage courses in the quadrangle are the Los Angeles River, Compton Creek, and the Rio Hondo (California Department of Conservation Division of Mines and Geology 1998).

Regional topography includes the Peninsular Ranges, which encompass the southern portion of Los Angeles County, the southwest corner of San Bernardino County, all of Orange County, and the San Jacinto Mountains and the Coachella Valley in the central portion of Riverside County. The City of Compton is located in the South Coast hydrologic region. Storm water runoff is currently directed through a series of storm water drainage facilities to the Los Angeles River which eventually drains to the San Pedro Bay. The City of Compton is in one or more known earthquake faults, thereby placing the Plan Area in a seismically active region. Although no seismic faults are directly in the city, several active faults surround the city limits of Lynwood, including the Newport-Inglewood, Whittier, Palos Verdes, Santa Monica, and San Andreas Faults.

Compton has a Mediterranean climate with moderate temperatures, rainy winters, and dry summers with an average rainfall of about 13 inches per year and rainfall concentrated in the winter months. Average temperatures range from 56 degrees Fahrenheit in winter to 73 degrees Fahrenheit in summer.

Compton is part of the South Coast Air Basin (Basin), where air quality is affected by various emission sources (e.g., motor vehicles and industry) as well as atmospheric conditions. The combination of topography, low mixing height, abundant sunshine, and emissions from the second largest urban area in the United States result in failure of the region to meet state and federal air quality standards for ozone, PM₁₀ (nonattainment for state standards only), PM_{2.5}, and lead (nonattainment for federal standards only) (ARB 2018). The primary contaminants that contribute to local air pollution include carbon monoxide, nitrogen oxides, sulfur dioxide, photochemical oxidants, particulate matter, and reactive organic gases (Compton 1991).

3.2 Plan Area Setting

As shown in Figure 2-4 in Section 2, *Project Description*, the Plan Area is generally bordered by neighborhoods in the City of Compton. Neighborhoods to the north and northeast are characterized by low- and medium-density residential while areas to the west consist mostly of industrial development. South and southeast of the Plan Area are the Long Beach and Rancho Dominguez (unincorporated Los Angeles County). Land uses surrounding the Plan Area include industrial manufacturing, warehousing, and distribution areas, single-family homes, and small-scale apartments. Notable locations surrounding the Specific Plan include Compton College, adjacent and east of the Plan Area; Walton Middle School, west of the Plan Area; Robert F. Kennedy Elementary School, north of the plan area; and Ellerman Park and South Park, parks just north and northeast of the Plan Area, respectively.

The Plan Area is predominantly characterized by industrial and commercial land uses. Industrial areas are located in the southern, central, and western portions of the Plan Area. The Gateway Town Center serves as a regional-commercial shopping center between Greenleaf Boulevard, Willowbrook Avenue, East Artesia Boulevard, and Alameda Street. Additionally, neighborhood-serving commercial development is present at the northeast corner of Wilmington Avenue and Greenleaf Boulevard. Industrial and commercial uses also dominate the easternmost portion of the Plan Area between Alameda Street, Greenleaf Boulevard, Artesia Boulevard, and Tartar Lane.

There are small areas of low- and medium-density residential uses in the northern portion of the Plan Area, between Bennet Street, Greenleaf Boulevard, Alameda Street, and Wilmington Avenue. Low-density residential development with limited agricultural and animal-keeping rights is located in the western portion of the residential area, between Wilmington Avenue, Bennett Street, Greenleaf Boulevard, and South Oleander Avenue. The remainder of the residential area is mostly characterized by a mix of low- and medium-density residential uses with no agricultural component. A few industrial uses are found north of Greenleaf Boulevard and east of South Tamarind Avenue.

Immediately south of Greenleaf Boulevard is open space, also referred to as a buffer area, which provides physical separation between the industrial and commercial land to the south and the residential uses to the north. This area generally consists of overhead power lines and towers as well as nurseries.

The Alameda Rail Corridor, SR-91, and the Metro Blue Line are the major transportation routes within the Plan Area. Compton Creek, a major tributary of the Los Angeles River, extends southeast through the Plan Area. There are paved trails along the northern and southern sections of the tributary, but there are no trails along the portion that is in the Plan Area.

3.3 Cumulative Development

In addition to the specific impacts of individual projects, CEQA requires EIRs to consider potential cumulative impacts of the proposed project. CEQA defines “cumulative impacts” as two or more individual impacts that, when considered together, are substantial or will compound other environmental impacts. Cumulative impacts are the combined changes in the environment that result from the incremental impact of development of the proposed project and other nearby projects. For example, traffic impacts of two nearby projects may be less than significant when analyzed separately, but could have a significant impact when analyzed together. Cumulative impact analysis allows the EIR to provide a reasonable forecast of future environmental conditions and can more accurately gauge the effects of a series of projects.

CEQA requires cumulative impact analysis in EIRs to consider either a list of planned and pending projects that may contribute to cumulative effects or a forecast of future development potential. In order to acknowledge regional population and employment growth outside of the Plan Area, cumulative development in the vicinity of the Plan Area is represented by from data in the Regional Growth Forecast developed by SCAG, the higher growth between residential and employment growth for Compton was applied. The compounded growth rate through the analyzed buildout year was calculated to be 8.2 percent growth rate from existing conditions. This growth rate factor is considered in the cumulative analyses in Section 4, *Environmental Impact Analysis*. Although the City is largely built out with few remaining areas of undeveloped open space, cumulative development would likely include residential, retail and mixed-use projects, as well as industrial projects, office buildings, and school enrollment growth.

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4 Environmental Impact Analysis

This section discusses the possible environmental effects of the proposed Specific Plan for the specific issue areas that were identified by the City and NOP responses as having the potential to experience significant impacts. “Significant effect” is defined by the CEQA Guidelines §15382 as “a substantial, or potentially substantial, adverse change in any of the physical conditions in the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant.”

The assessment of each issue area begins with an italicized introduction that summarizes the environmental effects considered for that issue area. This is followed by the setting and impact analysis. In the impact analysis, the first subsection identifies the methodologies used and the “significance thresholds” or those criteria adopted by the City, other agencies, universally recognized, or developed specifically for this analysis to determine whether potential effects are significant. The next subsection describes each impact of the proposed project, mitigation measures for significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is separately listed in bold text, with the discussion of the effect and its significance following. Each bolded effect also contains a statement of the significance determination for the environmental effect as follows:

- **Significant and Unavoidable:** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per §15093 of the State CEQA Guidelines
- **Significant but Mitigable:** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings to be made under §15091 of the State CEQA Guidelines
- **Less than Significant:** An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable
- **Beneficial:** An effect that would reduce existing environmental problems or hazards

Following each environmental effect discussion is a listing of recommended mitigation measures (if required) and the residual effects or level of significance remaining after implementation of the measures. In those cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed as a residual effect. The impact analysis concludes with a discussion of cumulative effects that assesses the impacts associated with the proposed project in conjunction with other future development in the area.

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4.1 Aesthetics

This section analyzes the proposed Specific Plan's impacts to aesthetics, including the existing visual character of and scenic views in the Plan Area and whether the proposed Specific Plan would adversely affect scenic resources or the introduction of new sources of light or glare.

4.1.1 Setting

a. Visual Character of the City of Compton

The City of Compton is an incorporated municipality located in the southern portion of the Los Angeles Basin between Downtown Los Angeles and the Ports of Los Angeles and Long Beach. The City is predominantly built-out, consisting of residential, commercial, industrial, and transportation uses. Much of the City is developed with residential uses consisting of single-family homes with a few medium-density residential developments dating from the early 20th century. Commercial businesses are concentrated along major arterial streets, such as Rosecrans Boulevard, Compton Boulevard, Alondra Boulevard, Long Beach Boulevard, and portions of Wilmington Avenue, or else within the large, regionally-oriented shopping, the Gateway Towne Center. The City has two major industrial areas in the westernmost and southern portions of the City that consists of heavy manufacturing activities. The City is also characterized by the presence of transportation corridors alongside the residential and industrial districts.

Compton rapidly expanded in the early 20th century, prior to the establishment of design guidelines or strict zoning regulations. As discussed in the General Plan, many residential, commercial, and industrial areas are not cohesive in appearance. For instance, many industrial activities remain in areas designated as residential by the General Plan. Newer commercial developments often have parking in front, while older businesses typically are pedestrian-oriented along street frontages. Additionally, many built structures show signs of aging. (Compton 1991) The visual conditions noted in the General Plan almost thirty years ago have been confirmed by observations during site visits to the Plan Area and from aerial imagery.

Transportation Corridors

The City is bisected by the Alameda Rail Corridor. This 20-mile, heavy-rail corridor transports freight and cargo and connects the ports of Los Angeles and Long Beach to the national rail system near downtown Los Angeles. The Metro Blue Line also passes through the City with two stations serving the residents of the area, including the Willowbrook/Rosa Parks station and the Artesia station. The Blue Line is light rail route serving commuting passengers between downtown and Long Beach. Figure 4.1-1a depicts the view of the Artesia Station looking east from the west side of the tracks in the adjacent parking lot.

Several freeways pass through the City, including Interstate 710 (I-710), State Route 91 (SR-91), and State Route 47 (SR-47). Major commercial boulevards in Compton include Rosecrans Boulevard, Compton Boulevard, Alondra Boulevard, Long Beach Boulevard, and portions of Wilmington Avenue. These corridors are developed with one- to two-story buildings with parking areas in front.

Residential Districts

The City of Compton is mostly comprised of single-family, low-density residential areas (<8.0 du/ac) located along residential collector streets between major boulevards. There are several medium-

density residential areas (8.1-17.0 du/ac), mainly concentrated along the western side of Alameda Street and the Metro Blue Line. Few High-Density Residential developments (17.1 -34 du/ac) are found in Compton.

Commercial/Industrial Districts

Commercial corridors in Compton are organized along major thoroughfares, including Rosecrans Boulevard, Compton Boulevard, Alondra Boulevard, Long Beach Boulevard, and portions of Wilmington Avenue. Older commercial buildings, such as those found along Compton Boulevard, are often built up to the front with sidewalks and are oriented to pedestrians. Such businesses often lack parking. Newer commercial developments exhibit an automobile-oriented suburban character, with one- or two-story buildings and parking lots placed in front of buildings (Compton 1991). Site visits confirmed conditions of commercial development have not changed since the General Plan was drafted. The Gateway Towne Center, located in the southern portion of Compton near Alameda Street and the Compton Creek, is an example of a recent development with regional-serving commercial retail, chain restaurants, surface parking lots, and an orientation towards automobiles. Figure 4.1-1b and 4.1-1c show images of the Gateway Towne Center.

Compton's industrial districts are located in the southern, northern, and northwestern portions of the City. The Alameda Rail Corridor is also industrial in nature, transporting freight and cargo from the Ports of Los Angeles and Long Beach to the national rail distribution system. These areas consist of light and heavy manufacturing activities and often include large trucking and warehousing operations. The industrial buildings are mostly one to two stories in height with substantial surface parking surrounding the building. The industrial area has many large parking lots and wide streets to compensate substantial vehicular and trucking activity. Figures 4.1-1d and 4.1-1e depict images taken of the industrial area within the Specific Plan. Figure 4.1-1d was taken approximately 0.25 mile from the Artesia Station and illustrates the existing automobile-oriented nature surrounding the Artesia Station. Figure 4.1-1e shows another industrial structure that is indicative of the automobile-oriented area east of the Gateway Towne Center.

b. Visual Character of the Plan Area

As discussed above, the Metro Blue Line Artesia Station is located north of SR-91, west of Alameda Street, south of Greenleaf Boulevard, and east of South Acacia Court. The Plan Area encompasses approximately 1.19 square miles surrounding this station.

The Plan Area is almost entirely built out and consists of automobile-oriented commercial, light- and heavy-rail infrastructure, freeways, and industrial operations. Specifically, the Plan Area includes the Metro Blue Line and Artesia Station, the Gateway Towne Center, surface parking lots, the Alameda Rail Corridor, light and heavy industrial uses, and the SR-91 freeway.

Compton Creek, shown in Figure 4.1-1g, traverses the Plan Area. Compton Creek is mostly concrete with chain-linked fencing on either side of the channel. Compton Creek contains some vegetation and has both a concrete (hard-bottom) and a sediment (soft-bottom) channel floor. Within the Plan Area, Compton Creek is partially covered by a surface parking lot. The Compton Creek Bike Path is a paved, recreational pathway used for walking and biking adjacent to the tributary's channel in many portions of the City. The bike path does not currently traverse the Plan Area, because the path's northern segment ends at Greenleaf Boulevard and the southern segment begins south of the SR-91 freeway. Existing conditions in the Plan Area are shown in Figure 4.1-1a through 4.1-1g.

Figure 4.1-1a View of Artesia Station Looking East from the Parking Lot on the West Side of the Station



Figure 4.1-1b View from Alameda Street Looking North to South Auto Drive



Figure 4.1-1c View from Alameda Street Looking North to Gateway Towne Center



Figure 4.1-1d View from South Acacia Court Looking North at Industrial Area, Approximately 0.25 mile from Artesia Station



Figure 4.1-1e View of Industrial Area Looking Southeast from West Side of Alameda Street



Figure 4.1-1f View of Buffer Area Looking Southwest from North Side of Greenleaf Boulevard and Residential Area



Figure 4.1-1g View of Compton Creek Looking Northwest



Views and Scenic Resources

The City, including the Plan Area, is relatively flat. Elevation ranges from approximately 60-75 feet above mean sea level. The Plan Area is located approximately 12 miles east of the Pacific Ocean and thus views of the ocean are largely obstructed by existing structures and do not constitute scenic vistas. Additionally, the Plan Area is approximately 15 miles southeast of the nearest mountain range, the Santa Monica Mountains. The view of the Santa Monica Mountains is a distant, background view from the Plan Area. The nearest national forest is the Angeles National Forest, located approximately 25 miles northeast of the Plan Area. Additionally, the skyline of Downtown Los Angeles is approximately 10 miles from the Plan Area and does not constitute a scenic vista and is a distant, background view. There are no designated scenic views in the Plan Area.

Additionally, there are no state scenic highways adjacent to or near the Plan Area as designated by the State of California Department of Transportation (Caltrans 2011). The Plan Area is not located adjacent to a state scenic highway, nor is it visible from any officially designated scenic highway. Therefore, there are no scenic resources within the vicinity of a scenic highway. Additionally, there are no scenic resources identified in the Compton General Plan.

Light and Glare

The Plan Area is a built-out urban environment with industrial and commercial uses and high levels of existing light and glare. Primary sources of light are associated with vehicles traveling along the state highways that traverse the Plan Area (SR-91 and SR-47), trains traveling along the Metro Blue Line and Alameda Rail Corridor, street and parking area lighting, and existing commercial and industrial buildings, including building-mounted lighting. Glare is generally a result of reflections off

of pavement, vehicle windows and chrome, and building materials that include reflective glass and other shiny materials. Potential impacts from light and glare are directly related to the level of urbanization in the Plan Area and the design of individual projects.

c. Regulatory Setting

State

California Code of Regulations Title 24

California Code of Regulations (CCR) Title 24, also known as the California Building Standards Code, consists of regulations to control building standards throughout the state. The following components of Title 24 include standards related to lighting:

- The California Building Code (Title 24, Part 1) and California Electrical Code (Title 24, Part 3) stipulate minimum light intensities for safety and security at pedestrian pathways, circulation ways, and paths of egress. All exterior lighting will comply with the requirements of the California Building Code and California Electrical Code.
- The California Energy Code (Title 24, Part 6) stipulates allowances for lighting power and provides lighting control requirements for various lighting systems with the aim of reducing energy consumption through efficient and effective use of lighting equipment.
- The California Green Building Standards Code, that is Part 11 of Title 24, is commonly referred to as the CAL Green Code. Paragraph 5.1106.8, Light pollution reduction, requires that all non-residential outdoor lighting must comply with the following:
 - The minimum requirements in the California Energy Code for Lighting Zones 1–4 as defined in California Administrative Code Chapter 10 as noted above; and
 - Backlight, Uplight, and Glare (BUG) ratings as defined in the Illuminating Engineering Society of North America’s Technical Memorandum on Luminaire Classification Systems for Outdoor Luminaires identified as IESNA TM-15-07 Addendum A; and
 - Allowable Backlight, Uplight, and Glare ratings not exceeding those shown in Table A5.106.8 in CALGreen Code Section 5.106.8¹; or
 - Comply with a local ordinance lawfully enacted pursuant to Section 101.7.

Caltrans Scenic Highway Program

The California Department of Transportation (Caltrans) Scenic Highway Program protects and enhances the natural scenic beauty of California’s highways and corridors through special conservation treatment. Caltrans defines a scenic highway as any freeway, highway, road, or other public ROW that transverses an area of exceptional scenic quality. Caltrans designates a scenic highway by evaluating how much of the natural landscape a traveler sees and the extent that visual intrusions degrade the scenic corridor. The segments of SR-91 and SR-47 that traverse the Plan Area are not designated as California Scenic Highways (CalTrans, 2011).

¹ Table 5.106.8, Footnote 2, defines the location of the Property Line for the purpose of evaluating compliance with the BUG ratings and provides that: “For property lines that abut public walkways, bikeways, plazas and parking lots, the property line may be considered to be 5 feet beyond the actual property line for purpose of determining compliance with this section. For property lines that abut public roadways and public transit corridors, the property line may be considered to be the centerline of the public roadway or public transit corridor for the purpose of determining compliance with this section.”

Local

City of Compton Urban Design Element

The City of Compton's General Plan was adopted in 1991 and includes goals, policies, and standards for aesthetics in the City as set forth in the Urban Design Element.

The General Plan's Urban Design Element sets forth a broad policy and planning framework to guide ongoing development and revitalization efforts in the City. The Urban Design Element describes the existing character and conditions of the City regarding historic development patterns, public art, streetscape, and public infrastructure; this context provides the foundation for the Urban Design Element goals and policies.

The City's Adopted General Plan states the following relevant goals and policies:

Goal 1.0: Improve the City's image and appearance through a combination of design guidelines and regulations, public investment, and private incentives.

- Policy 1.6:** Work with the railroad to screen railroad rights-of-way from residential neighborhoods with a combination of decorative sound walls and complementary landscaping.
- Policy 1.7:** Establish pedestrian-friendly commercial districts by requiring, where appropriate, new commercial developments to build along street frontages, placing surface parking lots behind the buildings.
- Policy 1.8:** Require commercial and industrial loading areas to be screened from street view and adjacent non-commercial and industrial uses.
- Policy 1.10:** Work with Southern California Rapid Transit District to improve landscaping and buffering along the Blue Line corridor.

Goal 2.0: Eliminate blighting conditions and neighborhood deterioration Citywide to achieve an improved urban environment.

- Policy 2.2:** Continue to implement existing redevelopment plans and adopt new plans as necessary to facilitate revitalization.

Compton Municipal Code

Chapter 30 of the Compton Municipal Code (CMC), also known as the Zoning Law of the City of Compton, implements the land use policies of the General Plan. The Zoning Law includes specific development standards and land use requirements, including those that relate to visual quality, such as building height, lot coverage, setbacks, accessory structures, signage, lighting, and access. Such features are identified as applicable for each zone.

Chapter 30-19.7 (Procedures) of the CMC establishes procedures for review of development in the City. Architectural Review Board approval is required on all new construction of single/multi-family residential, commercial, industrial, and institutional projects; additions or rehabilitations of commercial, industrial, institutional, and single/multi-family residential projects; single-family subdivisions; and all projects referred by the City Planning Commission. The Architectural Review Board is chaired by the Planning Division of the Community Development Department.

4.1.2 Impact Analysis

a. Methodology and Significance Thresholds

The assessment of aesthetic impacts involves qualitative analysis that is inherently subjective in nature. Different viewers react to view sheds and aesthetic conditions differently. This evaluation measures the existing visual resource against the proposed action, analyzing the nature of the anticipated change. The Plan Area was observed and photographically documented to assist in the analysis (See Figure 4.1-1a through 4.1-1g).

According to Appendix G of the State CEQA Guidelines, an impact would be considered significant if the project causes any of the following:

1. A substantial adverse effect on a scenic vista.
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
3. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

b. Project Impacts and Mitigation Measures

Threshold: Would the project cause a substantial adverse effect on a scenic vista?

IMPACT AES-1 NO SCENIC VISTAS ARE PRESENT IN THE PLAN AREA. AS SUCH, DEVELOPMENT ACCOMMODATED BY THE PROPOSED SPECIFIC PLAN WOULD NOT HAVE THE POTENTIAL TO OBSTRUCT OR OTHERWISE IMPACT EXISTING PUBLIC VIEWS OF SCENIC VISTAS. THEREFORE, NO IMPACT TO SCENIC VISTAS WOULD OCCUR.

Scenic vistas are panoramic views of features such as mountains, forests, the ocean, or urban skylines. The Specific Plan is located in the southern portions of the Los Angeles metropolitan area; therefore, views of the Santa Monica Mountains, which are 15 miles away, would be distant, background views. The nearest forests are within the Angeles National Forest, which are approximately 25 miles away, making visibility difficult, and thus do not constitute a scenic vista. The Plan Area is located approximately 12 miles east of the Pacific Ocean and the Plan Area is approximately 60-75 feet above mean sea level. Views of the ocean are obstructed by existing structures and do not constitute scenic vistas. Additionally, views of the downtown Los Angeles skyline are approximately 10 miles away. Views of the skyline would be distant, background views that do not constitute a panoramic view or scenic vista.

Development under the Specific Plan would intensify land uses within the Plan Area. However, since no scenic vistas are visible from the Plan Area and none are present within the Plan Area, development would not have the potential to obstruct or otherwise impact existing public views of scenic vistas. No impact to scenic vistas would occur.

Threshold: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

IMPACT AES-2 NO STATE SCENIC HIGHWAYS TRAVERSE THE PLAN AREA, AND EXISTING SCENIC RESOURCES IN THE PLAN AREA ARE MINIMAL. AS SUCH, DEVELOPMENT UNDER THE PROPOSED SPECIFIC PLAN WOULD NOT HAVE THE POTENTIAL TO SUBSTANTIALLY DAMAGE SCENIC RESOURCES. NO IMPACT WOULD OCCUR.

There are no historic overlays or preservation zones and no rock outcroppings in the Plan Area. The portion of the Compton Creek that traverses the Plan Area has no public access or bike path adjacent to it and consists of concrete, chain-link fencing, and is covered by a surface parking. Moreover, the Compton Creek within the Plan Area is not of high visual quality and is not considered a scenic resource. There are ornamental trees associated with street landscaping and parking areas scattered throughout the Plan Area; however, these trees are not considered scenic resources, rather they are ornamental trees that provide some shaded areas but are not of scenic or historic value. No impact would occur.

Threshold: Would the project in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage point)? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
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IMPACT AES-3 IMPLEMENTATION OF THE PROPOSED SPECIFIC PLAN WOULD CHANGE THE SCENIC QUALITY OF THE PLAN AREA. HOWEVER, UPON APPROVAL OF THE SPECIFIC PLAN, CHANGES TO SCENIC QUALITY WOULD BE COMPLIANT WITH ALL LOCAL ZONING AND REGULATIONS GOVERNING SCENIC QUALITY. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Implementation of the proposed Specific Plan would involve new high-density residential uses, adding up to 4,803 multi-family units, increasing residential density in the Plan Area.

Implementation of the Specific Plan would also increase the intensity of commercial land uses, adding up to 217,073 sf retail, and 219,187 sf office; and 129,000 sf of new cultural uses, such as new schools, arts, religious buildings and other civic functions.

The Plan Area is located entirely within an urban area and the Specific Plan includes the TOD Core Area (including Sub-Areas 1 through 7) and the TOD Supporting Area (Zones 8 through 11). Of these three proposed overlay zones, the region that would become the TOD Core Area would experience the most substantial visual transformation. However, the Specific Plan would provide design guidelines, development standards and Specific Plan goals and policies, that would serve to as a roadmap for future development creating a vision for the scenic quality of the entire plan area. Thus, Specific Plan implementation would complement the Plan Area and would enhance the scenic quality of the Plan Area and surrounding vicinity.

Implementation of the TOD Core Area would change the existing Plan Area's visual quality by enabling new high-density, mixed-used development to replace the existing Gateway Towne Center, surface parking lots, and industrial buildings. As individual development projects are proposed under the Specific Plan, the projects would be required to adhere to the design guidelines and goals and policies of the Specific Plan. Projects would likely have varying heights but would be required to conform to building height requirements imposed by the City. Projects would be reviewed by the City's Architectural Review Board, Building and Safety Department, and/or Planning Division of the

Community Development Department, as applicable. Additionally, new landscaping, sidewalks, lighting, and other pedestrian amenities would be introduced to accommodate the new projects. Decorative sound walls and landscaping would be introduced to screen railroad rights-of-way and the Metro Blue Line from adjacent neighborhoods. Commercial and industrial loading areas would also be screened from street view with building setbacks which establish a consistent building placement relative to streets and provide light, air, landscape and other amenities along the streets and other public vantage points as part of the development standards of the Specific Plan.

The Specific Plan would also facilitate the revitalization of Compton Creek and add recreational trails, landscaping, trees, a nearby parklet, and other community and open-space resources along Compton Creek. The Specific Plan would facilitate the creation of a linear park and the extension of the Compton Creek Trail that currently ends at the Greenleaf Boulevard and south of the SR-91 highway. These impacts would benefit the surrounding area's scenic quality by adding open space, multi-modal infrastructure, and overall revitalization to the area. Under the proposed Specific Plan, Zones 9 and 10 in the TOD Supporting Area would preserve existing industrial uses and the overall visual character would not change. As described in *Setting*, the industrial area generally exhibits one- or two-story warehouses and distribution centers and are surrounded by large surface parking lots and wide roads to accommodate extensive vehicular and trucking traffic. This area is almost entirely built-out with industrial development. Implementation of the Specific Plan would potentially incorporate small-scale urban design changes in Zones 9 and 10, such as new sidewalks, bike infrastructure, and other public right-of-way improvements. These proposed changes would improve the visual character of the area by providing more human-scale amenities in an otherwise auto-oriented area. However, large structures and levels of urbanization and development would remain. Therefore, the industrial area would remain generally unchanged.

The Specific Plan vision for the Artesia Station area seeks to spark catalytic TOD (Transit-Oriented Development) projects that change the trajectory of development in the project area, and in so doing transform the Compton real estate market as a whole.

The Specific Plan would be consistent with the goals and policies listed in the *Setting*. Specifically, the Specific Plan would implement Urban Design Element Policy 1.6 of the Compton General Plan by adding development standards that screen railroad rights-of-way from the mixed-use neighborhoods and associated residences. Development standards include decorative sound walls and complementary landscaping to improve aesthetics.

Additionally, the Specific Plan would be consistent with Urban Design Element Policy 1.7 of the Compton General Plan since it would place a strong emphasis on creating pedestrian-oriented commercial communities. As described in the Specific Plan's land use goals and policies, Goal 1 of the Specific Plan describes the goal to create a "regenerative, walkable, vibrant, and safe transit village." The proposed Specific Plan also includes development standards and requirements to facilitate the creation of clear, safe pedestrian paths throughout the TOD Core Area.

In addition, the Specific Plan proposes adding a complete street that incorporates new sidewalks to Artesia Boulevard, a new sidewalk connection between the Metro Blue Line Artesia Station to Wilmington Avenue via West Walnut Street, and new linkages in all directions between the station and future mixed-use areas. These new connections would complement the proposed design standards that would ensure that ground-floor commercial units would orient pedestrian connections and street frontages, which would be consistent with Urban Design Element Policy 1.7.

The Specific Plan would be consistent with Urban Design Element Policy 1.8 of Compton's General Plan by requiring commercial and industrial loading areas to be screened from street view and adjacent non-commercial and industrial uses.

The Specific Plan would be consistent with Urban Design Element Policy 1.10 by improving landscaping and buffering along the Blue Line corridor. Additionally, the development under the Specific Plan would tap into the existing infrastructure, including Artesia Station on the Blue Line, and bus routes of the Compton City Renaissance Transit System. Artesia station would be a primary node within the development, establishing access and spurring adjacent amenities such as retail, recreation and public spaces.

The Specific Plan would also be consistent with Urban Design Element Policy 2.2 because the southern portion of the City would be revitalized through a comprehensive framework for infill development that envisions a new complete and balanced community. These objectives are described in each of the Specific Plan's Goals, including the following:

- Goal 1 to create "a regenerative, walkable, vibrant and safe transit village;
- Goal 2 to have "a diversity of uses and typologies for all land uses;
- Goal 3 to enable "an equitable redevelopment that expands access to opportunity for all; and
- Goal 4 to create a "cultural and entertainment destination

New buildings would be introduced to the TOD Core Area and replace parking lots, an abandoned race car track, and aging buildings and infrastructure. Additionally, new infrastructure would be replaced incrementally as new projects are introduced and improve the condition of sidewalks, roads, landscaping, lighting, and the built environment overall. New complete streets and multi-modal linkages would add pedestrian activity, bicyclists, and activity to an area that is predominantly oriented to the automobile. The Specific Plan would enable these improvements as part of a greater redevelopment plan for the area. In addition, it would improve the overall visual character by removing aging infrastructure and neighborhood deterioration of the Plan Area, which would be consistent with Urban Design Element Goal 2.0 and Policy 2.2.

The goals, policies, and development standards of the Specific Plan would therefore be consistent with the City's Urban Design Element and would not conflict with relevant regulations governing scenic quality stated in 4.1.1c, *Setting*.

Upon adoption of the Specific Plan by the City Planning Commission and City Council, future development projects facilitated by the Specific Plan would need to use development standards and guidelines that comply with the Specific Plan and the City's Zoning Code. Additionally, the City's permitting and approval process would ensure that any future projects proposed in the Specific Plan would comply with the Specific Plan's development standards and relevant Zoning Code. The process would also ensure projects would be reviewed by the City's Architectural Review Board, Building and Safety Department, and/or Planning Division of the Community Development Department, as applicable. As such, adoption of the Specific Plan would enable the project to be in compliance with applicable zoning and regulations governing scenic quality. Therefore, potential impacts associated with scenic quality would be less than significant.

Mitigation Measures

No mitigation is required.

Threshold: Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

IMPACT AES-4 THE SPECIFIC PLAN WOULD RESULT IN NEW SOURCES OF LIGHT AND GLARE IN AND AROUND THE PROJECT AREA. HOWEVER, THESE NEW SOURCES WOULD NOT SUBSTANTIALLY INCREASE THE AMOUNT OF LIGHT AND GLARE IN THE ALREADY URBANIZED PLAN AREA, AND WOULD BE REGULATED BY THE SPECIFIC PLAN DEVELOPMENT STANDARDS AND DESIGN GUIDELINES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Future development proposed in the Plan Area would increase the existing area's overall development intensity. New sources of light would be introduced as development is proposed over the 20-year planning period. The potential sources of new nighttime light include spillover from the windows of new residences and businesses and from outdoor security lighting, lighted signs, streetlights, and building-mounted lighting. New development would also produce glare from sunlight reflecting off the windows of buildings. The number of motor vehicles in the Plan Area would likely increase along with the increase in residential and commercial development. As a result, light and glare would increase from reflections of vehicle windows or vehicle headlights shining at night. However, these new light sources would not substantially increase the amount of nighttime lighting or glare, since the Plan Area is already an urban built-up environment and increase in light sources would be incremental and less than significant. Furthermore, Chapter 30-19.5 of the CMC contains lighting standards for new development. Future projects developed in the Plan Area would be reviewed for site-specific consistency with the lighting standards. Therefore, impacts associated with light and glare would be less than significant.

Mitigation Measures

No mitigation is required.

c. Cumulative Impacts

As discussed in Section 3, *Environmental Setting*, cumulative development in the vicinity of the Plan Area is represented by an 8.2 percent growth rate from existing conditions. The following analysis discusses the potential cumulative impacts associated with development under the Specific Plan in conjunction with other growth surrounding the Plan Area.

Although the City is largely built out with few remaining areas of undeveloped open space, cumulative development would likely include residential, retail and mixed-use projects, as well as industrial projects, office buildings, and school enrollment growth. Future development in the City has the potential to alter the visual quality and character of the surrounding community through use of new architectural styles and designs as well as increased building heights. However, future projects would be required to adhere to specific development standards in the City's zoning ordinance and General Plan designed to enhance the visual appeal of development and public views in the City. In addition, as discussed under Impact AES-3, the proposed project would not have a significant negative impact on the aesthetics of the Plan Area or its surroundings and therefore would not contribute to cumulative aesthetic impacts. As a result, potential impacts related to aesthetics would not be cumulatively considerable and would be less than significant.

Development under the proposed Specific Plan would increase light and glare in the Plan Area. However, increased light and glare would not extend to reach existing single-family residences to the north or other sensitive uses in and around the Plan Area. Furthermore, future growth would be required to comply with the lighting standards under Chapter 30-19.5 of the CMC. Therefore,

potential impacts associated with light and glare as a result of development under the Specific Plan would not be cumulatively considerable and would be less than significant.

4.2 Air Quality

This section analyzes the proposed Specific Plan's temporary air quality impacts relating to construction activity and possible long-term air quality impacts associated with operation. The analysis herein is based partially on data from project specific, California Emissions Estimator Model (CalEEMod) Appendix B and the Traffic Impact Study (TIS) for the Specific Plan prepared by KOA dated October 2019 that is included as Appendix F of the EIR. Greenhouse gas emissions and energy use are discussed in Section 4.6, *Greenhouse Gas Emissions and Energy*.

4.2.1 Setting

a. Climate and Meteorology

The Plan Area is in the South Coast Air Basin (SCAB) and under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the San Diego County line to the south. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, as well as the San Geronimo Pass area in Riverside County. The regional climate in the SCAB is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. Air quality in the SCAB is primarily influenced by meteorology and a wide range of emissions sources, such as dense population centers, substantial vehicular traffic, and industry.

Air pollutant emissions in the SCAB are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and include sources such as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles and other modes of transportation, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment such as when high winds suspend fine dust particles.

b. Air Quality Regulation

The federal and State governments have established ambient air quality standards for the protection of public health. The United States Environmental Protection Agency (U.S. EPA) is the federal agency designated to administer air quality regulation, while the California Air Resources Board (CARB) is the State equivalent within the California Environmental Protection Agency (CalEPA). County-level Air Pollution Control Districts (APCDs) and Air Quality Management Districts (AQMDs) provide local management of air quality. The CARB has established air quality standards and is responsible for the control of mobile emission sources, while the local APCDs/AQMDs are responsible for enforcing standards and regulating stationary sources. The CARB has established 15 air basins statewide, including the SCAB.

The U.S. EPA has set primary national ambient air quality standards (NAAQS) for ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter with diameters of up

to ten microns (PM₁₀) and up to 2.5 microns (PM_{2.5}), and lead. Primary standards are those levels of air quality deemed necessary, with an adequate margin of safety, to protect public health. In addition, California has established health-based ambient air quality standards (known as the California ambient air quality standards [CAAQS]) for these and other pollutants, some of which are more stringent than the federal standards. Table 4.2-1 lists the current federal and State standards for regulated pollutants.

Table 4.2-1 Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standards	California Standard
Ozone	1-Hour	N/A ¹	0.09 ppm ²
	8-Hour	0.070 ppm	0.070 ppm
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.053 ppm	0.030 ppm
	1-Hour	0.100 ppm	0.18 ppm
Sulfur Dioxide	Annual	0.03 ppm	N/A
	24-Hour	0.14 ppm	0.04 ppm
	1-Hour	0.075 ppm	0.25 ppm
PM ₁₀	Annual	N/A	20 µg/m ³
	24-Hour	150 µg/m	50 µg/m
PM _{2.5}	Annual	12 µg/m	12 µg/m
	24-Hour	35 µg/m	N/A
Lead	30-Day Average	N/A	1.5 µg/m
	3-Month Average	0.15 µg/m	N/A

¹ N/A: Not applicable because no standard is currently established for California

² ppm = parts per million

³ µg/m = micrograms per cubic meter

Source: CARB 2016

The SCAQMD is the designated air quality control agency in the SCAB, which is a non-attainment area for the federal standards for ozone and PM_{2.5} and the State standards for ozone, PM₁₀, and PM_{2.5}. The Los Angeles County portion of the SCAB is also designated non-attainment for lead (SCAQMD 2016). The SCAB is designated unclassifiable or in attainment for all other federal and state standards.

Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere. Primary criteria pollutants include CO, NO₂, PM₁₀, PM_{2.5}, SO₂, and lead. Ozone is considered a secondary criteria pollutant because it is created by atmospheric chemical and photochemical reactions between reactive organic gases (ROG) and nitrogen oxides (NO_x). The following subsections describe the characteristics, sources, and health and atmospheric effects of critical air contaminants.

Ozone

Ozone is produced by a photochemical reaction (triggered by sunlight) between NO_x and ROG.¹ Nitrogen oxides are formed during the combustion of fuels, while ROG are formed during combustion and evaporation of organic solvents. Because ozone requires sunlight to form, it usually occurs in substantial concentrations between the months of April and October. Ozone is a pungent, colorless, toxic gas with direct health effects on humans including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to ozone include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors.

Carbon Monoxide

Carbon monoxide is a local pollutant that is found in high concentrations only near fuel combustion equipment and other sources of CO. The primary source of CO, a colorless, odorless, poisonous gas, is automobile traffic. Therefore, elevated concentrations are usually only found near areas of high traffic volumes. Carbon monoxide's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, CO reduces the amount of oxygen in the blood, causing heart difficulty in people with chronic diseases, reduced lung capacity, and impaired mental abilities.

Nitrogen Dioxide

Nitrogen dioxide is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO_2 , creating the mixture of NO and NO_2 commonly called NO_x . Nitrogen dioxide is an acute irritant. A relationship between NO_2 and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur. Nitrogen dioxide absorbs blue light, gives a reddish-brown cast to the atmosphere, and reduces visibility. It can also contribute to the formation of ozone/smog and acid rain.

Suspended Particulates

Atmospheric particulate matter is comprised of finely divided solids and liquids such as dust, soot, aerosols, fumes, and mists. The particulates that are of concern are PM_{10} (small particulate matter which measures no more than 10 microns in diameter) and $\text{PM}_{2.5}$ (fine particulate matter which measures no more than 2.5 microns in diameter). The characteristics, sources, and potential health effects associated with PM_{10} and $\text{PM}_{2.5}$ can be different. Major man-made sources of PM_{10} are agricultural operations, industrial processes, combustion of fossil fuels, construction, demolition operations, and entrainment of road dust into the atmosphere. Natural sources include windblown dust, wildfire smoke, and sea spray salt. The finer $\text{PM}_{2.5}$ particulates are generally associated with combustion processes as well as formation in the atmosphere as a secondary pollutant through chemical reactions. $\text{PM}_{2.5}$ is more likely to penetrate deeply into the lungs and poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory

¹ Organic compound precursors of ozone are routinely described by a number of variations of three terms: hydrocarbons (HC), organic gases (OG), and organic compounds (OC). These terms are often modified by adjectives such as total, reactive, or volatile, and result in a rather confusing array of acronyms: HC, THC (total hydrocarbons), RHC (reactive hydrocarbons), TOG (total organic gases), ROG (reactive organic gases), TOC (total organic compounds), ROC (reactive organic compounds), and VOC (volatile organic compounds). While most of these differ in some significant way from a chemical perspective, two groups are important from an air quality perspective: non-photochemically reactive in the lower atmosphere, or photochemically reactive in the lower atmosphere (HC, RHC, ROG, ROC, and VOC). SCAQMD uses the term VOC to denote organic precursors.

problems. More than half of the small and fine particulate matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis and respiratory illnesses in children.

Lead

Lead is a metal found naturally in the environment, as well as in manufacturing products. Lead occurs in the atmosphere as particulate matter. The major sources of lead emissions historically have been mobile and industrial sources. In the early 1970s, the U.S. EPA set national regulations to gradually reduce the lead content in gasoline. In 1975, unleaded gasoline was introduced for motor vehicles equipped with catalytic converters. The U.S. EPA completed the ban prohibiting the use of leaded gasoline in highway vehicles in December 1995. As a result of the U.S. EPA's regulatory efforts to remove lead from gasoline, atmospheric lead concentrations have declined substantially over the past several decades. The most dramatic reductions in lead emissions occurred prior to 1990 due to the removal of lead from gasoline sold for most highway vehicles. Lead emissions were further reduced substantially between 1990 and 2008, with reductions occurring in the metals industries in part due to national emissions standards for hazardous air pollutants (U.S. EPA 2013). As a result of phasing out leaded gasoline, metal processing is currently the primary source of lead emissions. The highest levels of lead in the air are generally found near lead smelters. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. Lead may cause a range of health effects, including anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases). The proposed project does not include any stationary sources of lead emissions. Therefore, implementation of the project would not result in substantial emissions of lead, and this pollutant is not discussed further in this analysis.

Toxic Air Contaminants

Toxic air contaminants (TACs) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or serious illness or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. One of the main sources of TACs in California is diesel engines that emit exhaust containing solid material known as diesel particulate matter (DPM) (CARB 2011). TACs are different than the criteria pollutants previously discussed because ambient air quality standards have not been established for TACs. TACs occurring at extremely low levels may still cause health effects, and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts are described by carcinogenic risk and by chronic (i.e., of long duration) and acute (i.e., severe but of short duration) adverse effects on human health.

c. Air Quality Management Plan

Under State law, the SCAQMD is required to prepare a plan for air quality improvement for pollutants for which the SCAB is in non-attainment under the NAAQS. The SCAQMD updates the plan every three years. Each iteration of the SCAQMD's Air Quality Management Plan (AQMP) is an update of the previous plan and has a 20-year horizon. The latest AQMP, the 2016 AQMP, was

adopted on March 3, 2017. It incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2012 AQMP, including the approval of the new federal 8-hour ozone standard of 0.070 ppm that was finalized in 2015.

The 2016 AQMP addresses several State and federal planning requirements and incorporates new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and meteorological air quality models. The Southern California Association of Governments' (SCAG) projections for socio-economic data (e.g., population, housing, employment by industry) and transportation activities from the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) are integrated into the 2016 AQMP. The AQMP builds upon the approaches taken in the 2012 AQMP for the attainment of federal PM and ozone standards and highlights the significant amount of reductions to be achieved. It emphasizes the need for interagency planning to identify additional strategies to achieve reductions within the timeframes allowed under the federal Clean Air Act, especially in mobile sources. The 2016 AQMP also includes a discussion of emerging issues and opportunities, such as fugitive toxic particulate emissions, zero-emission mobile source control strategies, and the interacting dynamics among climate, energy, and air pollution. The AQMP also demonstrates strategies for attainment of the new federal 8-hour ozone standard and vehicle miles travelled (VMT) emissions offsets, pursuant to recent U.S. EPA requirements (SCAQMD 2017).

d. Current Ambient Air Quality

The SCAQMD operates a network of air quality monitoring stations throughout the SCAB. The purpose of the monitoring stations is to measure ambient concentrations of pollutants and determine whether ambient air quality meets the federal and State standards. The monitoring station located closest to the Plan Area is the Compton station (700 North Bullis Road), approximately 1.5 miles northeast of the Plan Area. However, PM₁₀ data is not recorded at this station. Therefore, PM₁₀ data was sourced from the second nearest station to the Plan Area, which is the North Long Beach station (3648 North Long Beach Boulevard). Table 4.2-2 indicates the number of days that each of the federal and State standards have been exceeded at these stations in each year from 2015 to 2017².

² Ambient air quality data for 2018 is not yet available.

Table 4.2-2 Ambient Air Quality

Pollutant	2015	2016	2017
Ozone (ppm), 8-Hour Average ¹	0.072	0.071	0.076
Number of days of State exceedances (>0.070 ppm)	1	1	5
Number of days of federal exceedances (>0.070 ppm)	1	1	5
Ozone (ppm), Worst Hour ¹	0.091	0.098	0.092
Number of days of State exceedances (>0.09 ppm)	0	1	0
Nitrogen Dioxide (ppm), Worst Hour ¹	0.0736	0.0637	0.0991
Number of days of State exceedances (>0.18 ppm)	0	0	0
Particulate Matter <10 microns (µg/m ³), Worst 24 Hours ²	80.0	75.0	79.0
Number of days of State exceedances (>50 µg/m ³)	6	8	10
Number of days of federal exceedances (>150 µg/m ³)	0	0	0
Particulate Matter <2.5 microns (µg/m ³), Worst 24 Hours ¹	41.3	36.3	66.7
Number of days of federal exceedances (>35 µg/m ³)	3	1	5

¹ Data from the Compton monitoring station.

² Data from the Long Beach monitoring station.

Source: CARB 2018

The data indicate that the federal and State 8-hour ozone standards were exceeded each year from 2015 to 2017, whereas the State worst hour ozone standard was exceeded once in 2016. While the federal 24-hour PM10 standard was not exceeded between 2015 and 2017, the State 24-hour PM10 standard was exceeded multiple times. In addition, the federal 24-hour PM2.5 standard was also exceeded each year from 2015 to 2017. As shown in Table 4.2-2, no other federal or State standards for which pollutant concentrations were measured were exceeded at these monitoring stations. No stations near the Plan Area have monitored CO in the last four years. In 2012, the Compton monitoring station detected an 8-hour maximum CO concentration of 4.0 ppm, which is below the federal and State standard of 9.0 ppm (CARB 2018).

City of Compton General Plan – Conservation/ Open Space/ Parks and Recreation Element (1991)

According to the Conservation/ Open Space/ Parks and Recreation Element of the Compton General Plan (1991), conservation issues in the City include those related to air quality. This element of the General Plan contains goals and policies associated with land use and transportation planning to reduce air pollution. The following goals and policies, identified as either short-term (S), medium-range (M), or long-range (L), are applicable to the proposed Specific Plan. Short-term covers a five-year period, medium-range includes a five- to ten-year planning period, and long-range indicates goals to be achieved over a 20-year time frame, or policies that represent ongoing City policies and programs:

Goal 1.0 (L): Reduce air pollution through land use, transportation, and energy use planning.

- Policy 1.2 (M):** Locate multi-family development close to commercial areas to encourage pedestrian rather than vehicular travel.
- Policy 1.3 (L):** Develop a balance of land uses within the City to promote a reduction of distance between residence and workplace.
- Policy 1.3 (S):** Encourage neighborhood parks close to concentrations of residents to encourage pedestrian travel to public recreation facilities.
- Policy 1.5 (M):** Provide commercial areas that are conducive to pedestrian and bicycle circulation.
- Policy 1.7 (M):** Encourage the use and improvement of existing, and the development of new, shuttle and transit systems to reduce vehicular trips and air pollution.

e. Sensitive Receptors

Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with an adequate margin of safety, to protect public health and welfare. They are designed to protect the segment of the public most susceptible to respiratory distress, such as children under 14; the elderly over 65; persons engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. Therefore, the majority of sensitive receptor locations are schools, hospitals, and residences.

Sensitive receptors likely to be affected by air quality impacts associated with future development include residential areas near construction sites. The majority of the Plan Area is currently developed with industrial warehouse and commercial uses. However, the Plan Area also includes existing single-family residences north of West Greenleaf Boulevard. Because the Specific Plan would focus future development in the TOD Core Area and maintain all other land uses within the greater Plan Area, existing single-family residences north of West Greenleaf Boulevard are also considered sensitive receptors. Furthermore, residential development in the TOD Core Area of the proposed Specific Plan would introduce new sensitive receptors to the Plan Area.

The Plan Area is surrounded by a mix of industrial, commercial, residential, and educational uses. Industrial and commercial uses are not considered sensitive receptors likely to be affected by air pollutant emissions associated with the Specific Plan. Therefore, the nearest sensitive receptors include single- and multi-family residences to the north, single-family residences and mobile homes that are adjacent the eastern boundary of the Plan Area, and a mobile home park that is adjacent the southern boundary of the Plan Area. In addition, there are three schools and two parks located within 1,000 of the Plan Area, including Robert F. Kennedy Elementary School and Ellerman Park to the north, Walton Middle School to the west, and El Camino College and South Park to the east.

Siting of New Sensitive Receptors

In April 2005, the CARB released the final version of the *Air Quality and Land Use Handbook*, which is intended to encourage local land use agencies to consider the risks from air pollution prior to making decisions that approve the siting of new sensitive receptors (e.g., residences) near sources of air pollution. Unlike industrial or stationary sources of air pollution, siting of new sensitive receptors does not require air quality permits but could create air quality problems. The primary purpose of the handbook is to highlight the potential health impacts associated with proximity to common air pollution sources so that those issues are considered in the planning process. The CARB makes recommendations regarding the siting of new sensitive land uses near freeways, truck

distribution centers, dry cleaners, gasoline dispensing stations, and other air pollution sources. These recommendations are based primarily on modeling information and may not be entirely reflective of conditions in the Plan Area. The *Air Quality and Land Use Handbook* notes that siting of new sensitive land uses within these distances may be possible but recommends that site-specific studies be conducted to identify actual health risks. The CARB acknowledges that land use agencies must balance other siting considerations such as housing and transportation needs, economic development priorities and other quality of life issues.

4.2.2 Impact Analysis

a. Methodology and Significance Thresholds

In accordance with Appendix G of the State CEQA Guidelines, a project would result in a significant impact to air quality if it would:

1. Conflict with or obstruct implementation of the applicable air quality plan;
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard;
3. Expose sensitive receptors to substantial pollutant concentrations; or
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Construction and Operational Emissions

Construction and operational air quality emissions associated with development in the TOD Core Area of the Specific Plan were calculated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. CalEEMod was developed for use throughout the State in estimating construction and operational emissions from land use development. CalEEMod uses project-specific information, including the project's land uses, square footages for different uses (i.e., mid-rise apartment building, retail, and office), and location, to estimate a project's construction and operational emissions. Table 4.2-3 summarizes the land use inputs for the TOD Core Area that were used in CalEEMod.

Table 4.2-3 CalEEMod Land Use Inputs for the TOD Core Area

Sub-Areas	Land Area		Development				
	AC	SF	Residential GFA (units)	Retail GFA	Office GFA	Cultural GFA ¹	Building Phase
1	9.4	410,750	660,067 (660)	3,753	76,462	0	1
2	17.2	478,218	1,288,254 (1,288)	70,595	0	129,000	2
3	8.4	363,871	459,433 (459)	22,972	22,972	0	6
4	10.5	458,179	525,917 (526)	26,296	26,296	0	5
4	15.0	652,382	748,831 (749)	37,442	37,442	0	4
6	10.6	461,627	529,875 (530)	26,494	26,494	0	3
7	9.8	428,666	590,449 (590)	29,522	29,522	0	7
Roads ²	8.8	383,357			N/A		
Creek	10.2	445,083			N/A		
Railroad ²	6.0	263,447			N/A		
Subtotal	106.0	4,615,580	4,802,826 (4,803)	217,073	219,187	129,000	7

¹ Cultural: Comprised of schools, arts, religious buildings and other civic functions

² Roads and Railroad were modeled in CalEEMod as "Other Asphalt Surfaces," which is the most representative land use category available in CalEEMod.

AC= acres, SF= square-feet, GFA = gross floor area

Source: SOM 2019

The construction activities associated with Specific Plan Area development would include demolition of existing structures, grading, building and roadway construction, installation of wet and dry utilities, and architectural coating. These activities would generate diesel emissions and dust. Construction equipment that would generate criteria pollutants includes excavators, graders, haul trucks, and loaders. Some of this equipment would be used during both grading and construction. It is assumed that all construction equipment used would be diesel-powered. Forecast growth under the Specific Plan would occur multiple phases spread out over an approximately 20-year period, from 2020 through to 2040. Construction equipment for each phase was based on CalEEMod defaults, which are shown in Section 3, *Construction Detail*, of the modeling outputs in Appendix B. Furthermore, construction modeling assumed that the construction under the Specific Plan would comply with the SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the SCAB, and SCAQMD Rule 1113, which requires the use of low-VOC paint (50 grams per liter (g/L) for non-flat coatings).

Operational emissions, estimated using CalEEMod, would be comprised of mobile source emissions, energy emissions, and area source emissions. Mobile source emissions consist of emissions generated by vehicle trips to and from the Plan Area. The trip generation rates for residential, retail, and office uses were provided in the Traffic Impact Study prepared by KOA (2019) for the Specific Plan. Emissions attributed to energy use include emissions from natural gas consumption for space and water heating. Area source emissions are generated by landscape maintenance equipment, consumer products, and architectural coatings.

Air Quality Management Plan Consistency

The criteria for determining consistency with the SCAQMD's AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's *CEQA Air Quality Handbook*, and includes the following:

- The project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- The proposed project will not exceed the assumptions in the AQMP.

Regional Significance Thresholds

The SCAQMD recommends quantitative regional significance thresholds for temporary construction activities and long-term project operation in the SCAB, shown in Table 4.2-4.

Table 4.2-4 SCAQMD Regional Significance Thresholds

Construction Thresholds	Operational Thresholds
75 pounds per day of ROG	55 pounds per day of ROG
100 pounds per day of NO _x	55 pounds per day of NO _x
550 pounds per day of CO	550 pounds per day of CO
150 pounds per day of SO _x	150 pounds per day of SO _x
150 pounds per day of PM ₁₀	150 pounds per day of PM ₁₀
55 pounds per day of PM _{2.5}	55 pounds per day of PM _{2.5}

Source: SCAQMD 2015

Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the *CEQA Air Quality Handbook* (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NO_x, CO, PM₁₀, and PM_{2.5}. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), distance to the sensitive receptor, and project size. LSTs have been developed for emissions generated in construction areas up to five acres in size. However, LSTs only apply to emissions in a fixed stationary location and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2008). As such, LSTs are typically applied only to construction emissions because most operational emissions are associated with project-generated vehicle trips.

The Plan Area is in Source Receptor Area 12 (SRA 12), South Central LA County, and is approximately 762 acres in size (SCAQMD 2008). However, development under the Specific Plan would focus on the TOD Core Area, which is 106 acres in size. The SCAQMD provides LSTs for one-, two-, and five-acre project sites for receptors at 82 to 1,640 feet (25 to 500 meters) from construction activity. This analysis assumes that there would be no more than five acres under active construction at one time due to the construction phasing anticipated for the TOD Core Area and, therefore, uses LSTs for five-acre sites. As discussed under Section 4.2.1, *Sensitive Receptors*, forecast residential development in the TOD Core of the proposed Specific Plan would introduce new sensitive receptors to the Plan Area. Due to the anticipated construction phasing for the TOD Core Area, this analysis conservatively assumes that construction would potentially occur adjacent to new and occupied residences associated with growth forecast under the Specific Plan. Therefore, for a conservative analysis, LSTs for construction on a five-acre site in SRA-12 at 82 feet are shown in Table 4.2-5.

Table 4.2-5 SCAQMD LSTs for Construction Emissions in SRA-12

Pollutant	Allowable Emissions (lbs/day) as a Function of Receptor Distance (82 feet) from a five-Acre Site in SRA-12
Gradual conversion of NO _x to NO ₂	98
CO	630
PM ₁₀	13
PM _{2.5}	7

Source: SCAQMD 2009

Carbon Monoxide (CO) Hotspots

A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal 1-hour standard of 35.0 parts per million (ppm) or the federal and State 8-hour standard of 9.0 ppm (CARB 2016). The SCAQMD recommends that screening for possible elevated CO levels should be conducted for severely congested intersections experiencing level of services (LOS) E or F with project traffic where a significant project traffic impact may occur.

Toxic Air Contaminants (TACs)

CARB's *Air Quality and Land Use Handbook* (2005) provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). SCAQMD adopted similar recommendations in its *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* (2005). Together, the CARB and SCAQMD guidelines recommend siting distances both for the development of sensitive land uses in proximity to TAC sources and for the addition of new TAC sources in proximity to existing sensitive land uses.

Objectionable Odors

According to the SCAQMD *CEQA Air Quality Handbook* (1993) land uses associated with odor complaints to be agricultural uses, wastewater treatment plants, chemical and food processing plants, composting, refineries, landfills, dairies, and fiberglass molding.

b. Project Impacts and Mitigation Measures

Threshold:	Would the project conflict with or obstruct implementation of the applicable air quality plan?
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Impact AQ-1 POPULATION GROWTH WOULD BE WITHIN SCAG'S REGIONAL GROWTH PROJECTIONS AND WOULD THEREFORE BE CONSISTENT WITH THE 2016 SCAQMD AQMP. THEREFORE, THE SPECIFIC PLAN WOULD NOT CONFLICT WITH THE AQMP AND IMPACTS WOULD BE LESS THAN SIGNIFICANT.

A project may be inconsistent with the AQMP if it would generate a considerable increase in regional air quality violations and affect the region's attainment of air quality standards specified in the AQMP, or if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2016 AQMP incorporates local city general plans and

the SCAG 2016 RTP/SCS socioeconomic forecast projections of regional population, housing and employment growth. The Specific Plan would introduce 4,803 housing units, along with increases in commercial and office development that would be concentrated in the TOD Core Area. According to data provided by the California Department of Finance (DOF), the estimated current (2019) population of the City is 98,711 (DOF 2019). As discussed in Section 4.11, *Population and Housing*, the Specific Plan would potentially add an estimated 19,614 residents to the City and support up to 554 new jobs (see Tables 4.11-6 in Section 4.11). As shown in Table 4.11-7 of Section 4.11, the 19,614 new residents associated with development allowed under the Specific Plan would exceed the projected growth in the City by about 545 percent, the 4,803 housing units would exceed the projected housing growth in the City by 533 percent, and the addition of 554 new jobs would account for approximately 19.8 percent of the City's projected job growth. However, in the context of the greater Los Angeles area, the Specific Plan would account for approximately 1.23 percent of the projected population growth, 0.7 percent of the project housing growth, and 0.06 percent of the projected job growth in Los Angeles County.

Although population and housing growth would exceed SCAG projections for Compton, this growth would be in line with SCAG's regional growth projections and would contribute to the City's existing and future housing needs. Furthermore, in accordance with the 2016 SCAG RTP/SCS, the Specific Plan would encourage transit-oriented medium- and high-density development adjacent to the Metro Blue Line Artesia Station, thereby locating residents and job opportunities near light-rail transportation. In addition, the Specific Plan would provide the framework for developing new and improved bicycle infrastructure, new pedestrian connections and open space areas throughout the Plan Area, and complete streets to serve the development of new, multi-family housing units. This type of development is encouraged in the goals and land use policies of the 2016 RTP/SCS and, as shown in Table 4.9-2 of Section 4.9, *Land Use and Planning*, incorporates land use strategies discussed in the RTP/SCS. As such, development anticipated in the Plan Area would be consistent with the goals and policies of SCAG's 2016 RTP/SCS and, therefore, would be consistent with the 2016 SCAQMD AQMP.

As discussed under Impact AQ-2, air pollutant emissions generated by construction of the Specific Plan would not exceed SCAQMD significance thresholds. However, as discussed under Impact AQ-3, operational emissions associated with development forecast under the proposed Specific Plan would exceed applicable SCAQMD thresholds for criteria pollutants, despite available emissions reduction techniques, and may result in a significant and unavoidable impact. As applications are submitted for evaluation under the Specific Plan, the individual project would be analyzed and the available techniques to reduce operational emissions applied to reduce emissions would be considered, the future emissions generated by forecast development under the Specific Plan would then be evaluated. The future emissions are discussed further under Impact AQ-3. While operation of the Specific Plan would exceed SCAQMD significance thresholds, these emissions would not directly delay the attainment of criteria pollutants for with the SCAB region is in nonattainment for (i.e., ozone and PM₁₀ and PM_{2.5}). Therefore, based on the SCAG 2016 RTP/SCS socioeconomic forecast projection, forecast development under the proposed Specific Plan would be within SCAG's regional growth projections and consistent with the 2016 AQMP. The Specific Plan would not conflict with the 2016 AQMP and impacts would be less than significant.

Mitigation Measures

Mitigation is not required.

Threshold: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
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Impact AQ-2 CONSTRUCTION UNDER THE PROPOSED SPECIFIC PLAN WOULD NOT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE SCAQMD REGION IS IN NONATTAINMENT UNDER APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARDS. THEREFORE, AIR QUALITY IMPACTS RELATED TO CONSTRUCTION WOULD BE LESS THAN SIGNIFICANT.

As discussed in Section 4.2.1, under *Air Quality Regulation*, criteria pollutants include ozone, CO, NO₂, PM₁₀, PM_{2.5}, SO₂, and lead. The SCAB is a non-attainment area for the federal standards for ozone and PM_{2.5} and the State standards for ozone, PM₁₀, and PM_{2.5}. The Los Angeles County portion of the SCAB is also designated non-attainment for lead (SCAQMD 2016). The SCAB is designated unclassifiable or in attainment for all other federal and State standards. Because the proposed Specific Plan does not include any stationary sources of lead emissions, this pollutant is not discussed further in this analysis. Therefore, this analysis focuses on air quality impacts related to those criteria pollutants for which the region is nonattainment, which are ozone and PM₁₀ and PM_{2.5}.

Construction activities include the following: demolition, grading, construction worker travel to and from the Plan Area, delivery and hauling of construction supplies and debris to and from the Plan Area, and fuel combustion by on-site construction equipment. These activities would generate emissions of ozone precursors (ROG and NO_x), CO, and dust (PM₁₀ and PM_{2.5}). Table 4.2-6 summarizes the worst case maximum daily emissions (lbs.) of pollutants associated with construction of TOD Core Area development based on the Suggested Phasing Plan of the proposed Specific Plan, which begins with Phase 1 in 2020 and ends at with Phase 7 by 2040. Emissions modeling accounts for compliance with SCAQMD Rule 403, which regulates fugitive dust emissions during demolition, grading, and construction activities to minimize emissions of PM₁₀ and PM_{2.5}; and SCAQMD Rule 1113, which regulates the VOC content of architectural coatings to minimize emissions of ROG during construction activities.

Table 4.2-6 Estimated Maximum Daily Construction Emissions

Buildout Phase	Emissions (pounds per day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Phases 1 and 2 ¹	73.0	52.1	94.0	0.3	25.3	7.5
Phase 3	20.7	34.6	34.3	0.1	9.6	5.7
Phase 4	19.3	35.0	51.5	0.2	17.3	5.5
Phase 5	16.0	19.4	34.1	0.1	4.5	5.0
Phase 6	13.6	13.7	26.1	0.8	8.8	5.0
Phase 7	17.5	14.2	28.6	0.1	8.6	4.8
Maximum Emissions (lbs/day)	73.0	52.1	94.0	0.8	25.3	7.5
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Maximum On-site Emissions (lbs/day)	61.8	50.2	32.0	0.1	10.3	6.5
SCAQMD Localized Significance Thresholds (LSTs) ¹	N/A	98	630	N/A	13	7
Threshold Exceeded?	N/A	No	No	N/A	No	No

N/A = not applicable

Notes: All emissions modeling was completed using CalEEMod. See Appendix B for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from CalEEMod's "mitigated" results, which is a term of art for the modeling output and is not equivalent to mitigation measures that may apply to the CEQA impact analysis. The CalEEMod "mitigated" results account for compliance with regulations and project design features. Emissions presented are the highest of the winter and summer modeled emissions.

¹ Phases 1 and 2 were modeled concurrently based on the Suggested Phasing Plan.

² LSTs are for a five-acre project site in SRA 12 within a distance of 82 feet from the site boundary.

As shown in Table 4.2-6, ROG, NO_x, CO, SO₂, PM₁₀, and PM_{2.5} emissions would not exceed SCAQMD regional thresholds or LSTs. Therefore, construction under the Specific Plan would be adequately controlled by existing regulations, and development under the Specific Plan would not result in substantial air pollutant emissions. Because air pollutant emissions generated by construction activities would not exceed SCAQMD's regional significance thresholds or LSTs, construction would not contribute substantially to an existing or projected air quality violation. Impacts to air quality associated with construction under the Specific Plan would be less than significant.

Mitigation Measures

Mitigation is not required.

Impact AQ-3 OPERATION OF THE PROPOSED SPECIFIC PLAN WOULD RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE SCAQMD REGION IS IN NONATTAINMENT UNDER APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD. THEREFORE, IMPACTS RELATED TO OPERATION WOULD BE SIGNIFICANT AND UNAVOIDABLE.

The Specific Plan is based on a land use pattern that would co-locate residential, retail, and office uses within the Plan Area. Emissions for the proposed Specific Plan would be comprised of mobile

source emissions, emissions associated with energy consumption, and area source emissions. The emissions associated with all operations associated with buildout of the proposed Specific Plan by 2040 are shown in Table 4.2-7.

Table 4.2-7 Estimated Operational Emissions

Emission Source	Maximum Daily Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	126.9	4.6	394.6	< 0.1	2.2	2.2
Energy	1.4	12.3	5.7	0.1	1.0	1.0
Mobile	33.5	234.0	386.6	2.2	230.3	62.2
Total Project Emissions	161.9	250.9	786.8	2.3	233.5	65.4
Total Emissions Under Existing (Baseline) Conditions	54.7	177.8	375.6	1.3	95.3	26.2
Net Increase in Emissions	107.2	73.1	411.2	1.0	138.2	39.2
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	No	No

Notes: All emissions modeling was completed using CalEEMod. See Appendix B for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from CalEEMod's "mitigated" results which is a term of art for the modeling output and is not equivalent to mitigation measures that may apply to the CEQA impact analysis. The CalEEMod "mitigated" results include compliance with regulations and project design features that will be included in the project. Emissions presented are the highest of the winter and summer modeled emissions.

As shown in Table 4.2-7, overall operational emissions associated with growth forecast under the Specific Plan would exceed SCAQMD regional thresholds for criteria pollutants for which the Plan Area region is nonattainment, particularly ozone. No specific development projects are proposed at this time and the actual level of future development in the Plan Area and associated emissions may be lower than shown herein. Therefore, as individual project applications are proposed under the Specific Plan, they would be evaluated for consistency with SCAQMD regional thresholds, implementation of design features that may reduce project emissions factors. However, in the absence of specific information regarding the size and type of development, operational emissions may exceed applicable SCAQMD thresholds for criteria pollutants. Therefore, this impact would be significant.

Mitigation Measures

Operational emissions under the Specific Plan would exceed SCAQMD's thresholds for NO_x due to mobile emissions (e.g., automobiles). Operational emissions under the Specific Plan would also exceed SCAQMD's thresholds for ROG due to the reapplication of architectural coatings. Mitigation Measure AQ-3, below, would reduce emissions of NO_x from mobile sources. The Specific Plan would exceed the ROG threshold due to the large square footage associated with the project - no mitigation is proposed for ROG reductions, as projects under the Specific Plan would already use architectural coatings in accordance with SCAQMD Rule 403; the use of lower VOC coatings would not be feasible.

AQ-3 Operational Air Quality Emissions Reduction Measures

During project review by the City, the City shall require future development in the Specific Plan area to apply techniques to the extent appropriate to reduce mobile emissions of NO_x. These techniques may include, but not be limited to:

- Provide preferential carpool/vanpool parking spaces for office uses.
- Provide for shuttle/mini bus service
- Provide bicycle storage/parking facilities and shower/locker facilities.
- Provide onsite child care centers.
- Provide transit design features within development.
- Develop park-and-ride lots.
- Employ a transportation/rideshare coordinator.
- Implement a rideshare program.
- Provide incentives for employees to rideshare or take public transportation.
- Provide bicycle paths that link to an external network.
- Provide pedestrian facilities.
- Integrate affordable and below market rate housing.
- Create a neighborhood electric vehicle (NEV) network
- Reduce parking supply.
- Implement subsidized or discounted transit program.
- Implement bike-sharing program.

Significance After Mitigation

As discussed, operation of the Specific Plan would exceed SCAQMD thresholds of significance for ROG and NO_x. Among these criteria pollutants, the Specific Plan would contribute to adverse health impacts (e.g., respiratory and eye irritation, reduced lung function, aggravation of cardiovascular disease, and cancer) associated with ozone and PM that are already occurring due to the SCAB region's nonattainment status for these pollutants. Nonetheless, due to the transit-oriented nature of the project, they are considered beneficial in the regional goals to reduce ROG and NO_x. Thus, as individual projects applications are submitted under the Specific Plan they will be evaluated for consistency with design features and TDM measures, the project may still contribute to exceedances.

It is not necessarily the tonnage of pollutants emitted that causes human health effects; rather, it is the concentrations of ozone and PM that cause these effects. The incremental increase in ozone and PM concentrations as a result of operation of the Specific Plan would contribute to adverse health impacts that are already occurring due to the SCAB region's nonattainment status for these pollutants. As discussed under Section 4.2.1, the health impacts of ozone include respiratory and eye irritation and possible changes in lung functions, and the health impacts of PM include respiratory irritation, reduced lung function, aggravation of cardiovascular disease, and cancer.

Although Mitigation Measure AQ-3 would have the effect of reducing mobile emissions and therefore NO_x, the extent to which the measure would reduce emissions is not feasible to model as it is not known what specific transportation demand management (TDM) techniques would be implemented by individual Plan Area developers. In addition, as specified above, no feasible mitigation exists to reduce the ROG emissions from the project's reapplication of architectural coatings during operation. Nevertheless, until specific project applications are submitted to the City with design features to contemplate, without the knowledge of specific techniques and the extent

of such techniques, at this stage of planning it cannot be determined if the impact would be reduced below a level of significance. Therefore, impacts may be significant and unavoidable, even with implementation of mitigation.

Threshold:	Would the project expose sensitive receptors to substantial pollutant concentrations?
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Impact AQ-4 THE PROPOSED SPECIFIC PLAN WOULD INCREASE TRAFFIC ALONG LOCAL ROADWAYS. HOWEVER, INCREASED TRAFFIC WOULD NOT RESULT IN THE CREATION OF CO HOTSPOTS. ADDITIONALLY, THE PROJECT WOULD NOT SITE SENSITIVE RECEPTORS NEAR SOURCES OF TACS. IMPACTS RELATED TO EXPOSURE OF SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS WOULD BE LESS THAN SIGNIFICANT.

Carbon Monoxide (CO) Hotspots

Areas with high vehicle density, such as congested intersections, have the potential to create CO hot spots. A project's localized air quality impact is considered significant if CO emissions create a hot spot where either the California 1-hour standard of 20 ppm or the federal and State 8-hour standard of 9.0 ppm is exceeded. This typically occurs at severely congested intersections (Level of Service grade "E" or worse). However, the entire SCAB is in conformance with State and federal CO standards, and most air quality monitoring stations no longer report CO levels. No stations in the vicinity of the Plan Area have monitored CO in the last four years. In 2012, the Compton monitoring station detected an 8-hour maximum CO concentration of 4.0 ppm, which is below the State and federal standard of 9.0 ppm (CARB 2018).

A detailed CO analysis was conducted during the preparation of SCAQMD's 2003 AQMP. The locations selected for microscale modeling in the 2003 AQMP included high average daily traffic (ADT) intersections in the SCAB, those which would be expected to experience the highest CO concentrations. The highest CO concentration observed was at the intersection of Wilshire Boulevard and Veteran Avenue, located on the west side of Los Angeles near the I-405 Freeway, which has an ADT of approximately 100,000 vehicles per day. The concentration of CO at this intersection was 4.6 ppm, which is below the State and federal standard of 9.0 ppm. According to KOA, major highways within the project area include Wilmington Avenue, South Alameda Street, and Santa Fe Avenue while secondary highways within the project area include West Greenleaf Boulevard and West Artesia Boulevard. Of these highways, West Artesia Boulevard experiences the highest daily traffic volumes, which range between 6,128 daily vehicles on the one-way segments and 27,831 daily vehicles on the two-way segments. Because ADT for these roadways is considerably lower than that of the identified Wilshire Boulevard/Veteran Avenue intersection, and CO concentrations at that intersection are below the State standard, the intersections in the Plan Area vicinity would not have CO concentrations above the State standard. Furthermore, as discussed in Section 4.13, *Transportation*, development of the Specific Plan would generate 11,894 daily vehicle trips, including 1,064 vehicle trips during the A.M. peak hour and 872 vehicle trips during the P.M. peak hour. Even if all additional trips were distributed along one roadway near the Plan Area, the combined ADT would not exceed 100,000 vehicle trips. Therefore, although development under the Specific Plan would increase traffic along local roadways, local mobile-source CO emissions would not result in or substantially contribute to concentrations that would exceed the 1-hour or 8-hour ambient air quality standards for CO. Localized air quality impacts related to CO hot spots would therefore be less than significant.

Toxic Air Contaminants (TACs)

CARB's *Air Quality and Land Use Handbook* (2005) provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions. Typical sources of acutely and chronically hazardous TACs identified by CARB include distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities. CARB recommends siting distances both for the development of sensitive land uses in proximity to TAC sources and for the addition of new TAC sources in proximity to existing sensitive land uses.

The Specific Plan is based on a land use pattern that would develop residential, retail, and office uses within the Plan Area. The greatest potential for TAC emissions during construction would be from diesel particulate emissions associated with heavy equipment operations. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. Given the approximately 20-year construction schedule, the proposed Specific Plan would not result in a long-term (i.e., 70-year) source of TAC emissions. Additionally, SCAQMD CEQA guidance does not require preparation of a health risk assessment for short-term construction emissions. Therefore, it is not necessary to evaluate long-term cancer impacts from construction activities that occur over a relatively short duration. In addition, there would be no residual emissions or corresponding individual cancer risk after project construction is complete. Therefore, the project's off-site construction activities, including generation of TACs, would not expose sensitive receptors to substantial pollutant concentrations.

The primary sources of potential TACs associated with project operations include DPM from delivery trucks for the proposed retail uses (e.g., truck traffic on local streets and idling on adjacent streets). However, these activities, and the land uses associated with the project, are not considered land uses that generate substantial TAC emissions based on review of the air toxic sources listed in SCAQMD's and CARB's guidelines. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides, etc.) for the types of proposed land uses would be below thresholds warranting further study under the California Accidental Release Program.

The project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the project would not result in the exposure of off-site sensitive receptors to significant amounts of carcinogenic or toxic air contaminants.

CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents. Consequently, impacts related to TACs generated by vehicular traffic on high-volume roadways would only be considered significant if the proposed project risks exacerbating those existing environmental conditions. CARB's *Air Quality and Land Use Handbook* (2005) provides guidance for evaluating projects near high-traffic freeways and roadways and recommends against siting sensitive receptors within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day (CARB 2005). CARB's *Air Quality and Land Use Handbook* (2005) notes the siting of new sensitive land uses within these distances may be possible but recommends that site-specific studies be conducted to identify actual health risks. The primary concern with respect to nearby-traffic roadway adjacency is the long-term effect of TACs, such as diesel exhaust particulates, on sensitive receptors. The primary source of diesel exhaust particulates is heavy-duty trucks on freeways and high-volume arterial roadways. As shown in Figure 2-5 of the *Project Description*, the majority of development under the Specific Plan would occur within the TOD Core Area, which would potentially locate residential units

along the southern boundary at an approximate distance of feet from State Route 91 (SR-91) and is therefore within 500 feet of a freeway. However, according to the California Department of Transportation's (Caltrans) 2017 traffic volumes dataset, which is the most recent Caltrans data available, the portion of SR-91 nearest to the Plan Area experiences an annual average of 212,000 daily trips (Caltrans 2017). Therefore, sensitive residential units proposed in the TOD Core Area would be within CARB's 500-foot recommended buffer near a segment of SR-91 that experiences more than 100,000 vehicle trips per day. Although the effects of existing environmental conditions on a proposed project's future users or residents would not be a significant impact under CEQA, implementation of the following project design feature would address possible health risk impacts for residential units along the southern boundary of the TOD Core Area within 500 feet of SR-91.

Project Design Feature

AQ-4 Health Risk Assessment

Applicants for proposed developments that include residential units within 500 feet of State Route 91 shall complete a health risk assessment (HRA) to determine the potential health risk impacts prior to approval of building permits, in accordance with the SCAQMD's methodology and modeling guidelines for HRAs. If health risks at the project site are determined to exceed a maximum incremental cancer risk of 10 in one million or greater or a chronic and/or acute hazard index of 1.0 or greater, mitigation measures shall be identified in the HRA to reduce impacts to below the standard.

Threshold:	Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?
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Impact AQ-5 IMPLEMENTATION OF THE SPECIFIC PLAN WOULD NOT CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE. IMPACTS RELATED TO ODORS WOULD BE LESS THAN SIGNIFICANT.

Construction under the Specific Plan would generate oil or diesel fuel odors from equipment as well as odors related to asphalt paving. The odors would be limited to construction activities, which would be temporary. With respect to operation, the SCAQMD's *CEQA Air Quality Handbook* (1993) identifies land uses associated with odor complaints to be agricultural uses, wastewater treatment plants, chemical and food processing plants, composting, refineries, landfills, dairies, and fiberglass molding. Residential and retail/office uses are not identified on this list. Therefore, development under the proposed Specific Plan would not generate objectionable odors affecting a substantial number of people, and impacts would be less than significant.

Mitigation Measures

Mitigation is not required.

c. Cumulative Impacts

As discussed in Section 3, *Environmental Setting*, the cumulative impacts analysis is based on a is represented by an 8.2 percent growth rate from existing conditions. The following analysis discusses the potential cumulative impacts associated with development under the Specific Plan in conjunction with other growth surrounding the Plan Area.

The SCAB is a nonattainment area for the federal and State standards for ozone and PM_{2.5} and the State standards for NO₂ and PM₁₀. Any growth in the Los Angeles metropolitan area could have the potential to contribute to the existing exceedances of ambient air quality standards when taken as a whole with current development. The SCAQMD's approach to determining whether a project's emissions of criteria air pollutants are cumulatively considerable is to first determine whether the proposed project would result in a significant project-level impact to regional air quality based on SCAQMD significance thresholds. If a proposed project does not generate emissions exceeding SCAQMD thresholds, then the lead agency needs to consider the additive effects of related projects only if the project is part of an ongoing regulatory program, such as SCAQMD's Air Toxics Control Plan and AB 2588 Program, aimed at reducing criteria pollutants from certain sources, or is considered in a Program EIR, and the related projects are within approximately one mile of the Plan Area. If there are related projects within a one-mile radius that are part of an ongoing regulatory program or are considered in a Program EIR, then the additive effect of the related projects should be considered.

The proposed Specific Plan is not part of an ongoing regulatory program and is not being studied as part of an existing Program EIR. Rather, upon approval, this Program EIR would establish the framework from which subsequent CEQA documents for proposed development projects in the Plan Area would tier from. Therefore, the SCAQMD recommends that project-specific air quality impacts should be used to determine the potential cumulative impacts to regional air quality. As discussed in Impact AQ-1, the proposed Specific Plan would not conflict with implementation of the applicable AQMP. Furthermore, as discussed in Impact AQ-2, daily emissions of construction-related pollutants would not exceed SCAQMD regional significance thresholds or LSTs. However, as discussed in Impact AQ-3, the proposed Specific Plan would result in an increase in daily operational emissions that would exceed the SCAQMD cumulative operational thresholds. Therefore, the proposed Specific Plan's contribution to cumulative levels of any criteria pollutant would be cumulatively considerable.

4.3 Biological Resources

This section assesses the impacts of the proposed Specific Plan on biological resources. This analysis is based solely on a desktop review prepared by Rincon Consultants Inc. (Rincon). Rincon conducted a review of relevant databases of sensitive resource occurrences from the California Department of Fish and Wildlife (CDFW) California Natural Diversity Data Base (CNDDB) (CDFW 2018a); the CDFW California Sensitive Natural Communities list (CDFW 2018c); the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory Wetlands Mapper (USFWS 2019b); the United States Department of Agriculture, Natural Resource Conservation Service Web Soil Survey (USDA, Natural Resources Conservation Service 2019; a Google Earth Pro aerial assessment (Google2019); and the City of Compton Municipal Code (City of Compton 2019).

4.3.1 Setting

a. Regional Setting

The city of Compton is an incorporated municipality within southeast Los Angeles County. The area surrounding the city consists of predominantly urban land with previously disturbed soils, which has led to a landscape with highly fragmented habitats. A number of scattered urban parks and golf courses with landscaped vegetation exist within a five-mile radius of the city. Both Chino Hills State Park (to the east) and the Santa Monica Mountains (to the north) are regional open space areas located approximately 15 miles from the Blue Line Artesia Station TOD (Plan Area). The Palos Verdes Peninsula, which contains a network of habitat reserves, is located over nine miles from the Plan Area. Compton Creek flows through the city and into the Los Angeles River to the south, connecting eventually to the San Pedro Bay in the Pacific Ocean approximately eight miles south.

b. Plan Area Setting

The Plan Area encompasses approximately 1.19 square miles (762 acres) at the southern edge of the city and abuts the unincorporated Los Angeles County community of West Ranch Dominguez to the south. The Plan Area and adjacent area are urbanized. Homes, businesses, industrial buildings, nurseries, and parks dominate the surrounding landscape. A portion of Compton Creek flows through the east side of the Plan Area, which contains both concrete and soft-bottom portions. The Los Angeles River is located approximately one mile from the eastern edge of the Plan Area, into which Compton Creek flows approximately 2.6 miles south of the Plan Area. The heavily modified urban landscape in the Plan Area and its vicinity, including channelized Compton Creek and the nearby Los Angeles River, would primarily provide habitat for species that have adapted to the urban landscape.

Soils

The Plan Area is located in a predominantly flat area with elevations ranging from 40 to 175 feet above mean sea level. The majority of soils within the Plan Area are comprised of urban land-Typic Xerorthents, terraced-Windfetch complex, 2 to 9 percent slopes, which have a large amount of clay loam. Small portions of the Plan Area in the north, southeastern, and northeastern sections contain soils in the urban land-Windfetch-Centinela complex, 0 to 5 percent slopes, the urban land-Biscailuz-Hueneme, drained complex, 0 to 2 percent slopes, and the urban land, frequently flooded, 0 to 5 percent slopes (USDA 2019).

Vegetation

The Plan Area is comprised of disturbed/developed land, landscaped/ornamental vegetation, and riparian vegetation. Disturbed/developed land is defined to be areas that have been constructed upon or otherwise physically altered to an extent that native vegetation is no longer supported. Disturbed/developed lands are characterized by permanent or semi-permanent structures, pavement or hardscape, and landscaped areas that often require irrigation. Areas that have been physically disturbed (by previous human activity) and are no longer recognizable as a native or naturalized vegetation association, but continue to retain a soil substrate, may also be considered disturbed/developed lands. Within the Plan Area, disturbed/developed land occupies approximately 650 acres including concrete driveways, parking lots, commercial and industrial buildings, and residences (along the northern boundary of the Plan Area).

Landscaped/ornamental vegetation extends throughout the Plan Area, encompassing approximately 65 acres (approximately 10 percent of the total disturbed area) along sidewalks and on residential lots. In addition, a linear area of multiple plant nursery lots exists on the north side of the Plan Area extending from its eastern to western boundary and encompassing approximately 28 acres.

A small patch of riparian vegetation is present in the soft bottom portion and along the banks of Compton Creek that flows from north to south through the eastern side of the Plan Area. The creek consists of approximately 3,100 linear feet (0.59 mile) of soft bottom and 1,600 linear feet (0.3 mile) of concrete bottom; an additional 900-foot section runs underneath a large parking lot. This area is described as a 'Freshwater Emergent Wetland' along with a small patch of 'Freshwater Forested Shrub Wetland' according to the USFWS National Wetlands Inventory (USFWS 2019b). Freshwater emergent wetland encompasses approximately 12 acres in the Plan Area, while freshwater forested shrub wetland encompasses approximately one acre. According to the ISMND prepared for the Compton Creek Regional Garden Park Master Plan (City of Compton 2006), vegetation in the soft-bottom portion of the creek is dominated by non-native, ruderal vegetation (City of Compton 2011). The soft-bottom portion of the creek is also periodically graded and/or compacted to reduce the threat of flooding, resulting in vegetation loss and preventing establishment of mature vegetation communities. The ISMND biological resources analysis noted that abundant trash was present in the soft-bottom portion of the creek (City of Compton 2011). A review of aerial imagery (Google 2019) indicates that there is low-growing riparian vegetation as well as a handful of isolated mature trees in the soft-bottom portion of Compton Creek.

General Wildlife

The Plan Area and surrounding area provide habitat for wildlife species that commonly occur in urban areas of the region (e.g., raccoon [*Procyon lotor*], striped skunk [*Mephitis mephitis*], and a variety of common avian species). Given the Plan Area's history of disturbance and lack of connectivity with larger expanses of natural habitat, it is unlikely that it would support most special-status species. The small area of riparian habitat may support transient and/or foraging species that are also urban-adapted.

Special-Status Species and Plant Communities

For the purposes of this analysis, special-status species includes those plants and animals listed, proposed for listing, or candidates for listing as threatened or endangered by the USFWS and National Marine Fisheries Service (NMFS) under the federal Endangered Species Act (FESA) (7 U.S.C. § 136, 16 U.S.C. § 1531 *et seq.*)(USFWS 1973); those listed or candidates for listing as rare,

threatened, or endangered by the CDFW under the California Endangered Species Act (CESA) or Native Plant Protection Act; animals designated as “Fully Protected” by the California Fish and Game Code (CFGF); animals listed as “Species of Special Concern” (SSC), by the CDFW; those species on the *Special Animals List* (CDFW 2018a); and/or those species on the *Special Vascular Plants, Bryophytes, and Lichens List* (CDFW 2018b). This latter document includes the *California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants of California, Eighth Edition* (CNPS 2019) as updated online. Those plants contained on the CNPS Rare Plant Rank (CRPR) Lists 1, 2, 3, and 4 are considered special-status species in this EIR, per the CNPS code definitions:

- **List 1A** = Plants presumed extinct in California;
- **List 1B.1** = Rare or endangered in California and elsewhere; seriously endangered in California (over 80 percent of occurrences threatened/high degree and immediacy of threat);
- **List 1B.2** = Rare or endangered in California and elsewhere; fairly endangered in California (20-80 percent occurrences threatened);
- **List 1B.3** = Rare or endangered in California and elsewhere, not very endangered in California (<20 percent of occurrences threatened or no current threats known);
- **List 2** = Rare, threatened or endangered in California, but more common elsewhere;
- **List 3** = Plants needing more information (most are species that are taxonomically unresolved; some species on this list meet the definitions of rarity under CNPS and CESA);
- **List 4.2** = Plants of limited distribution (watch list), fairly endangered in California (20-80 percent occurrences threatened); and
- **List 4.4** = Plants of limited distribution (watch list), not very endangered in California (<20 percent occurrences threatened or no current threats known).

To inform the discussion of special-status species potential presence in the Plan Area, the California Natural Diversity Database (CNDDDB) records and other studies within five miles were reviewed and a list of special-status plant and animal species previously documented in this area was compiled. The potential for each special-status species to occur in the Plan Area was evaluated according to the following criteria:

- **Not Expected.** Habitat on and adjacent to the Plan Area is clearly unsuitable for the species requirements (foraging, breeding, cover, substrate, elevation, hydrology, plant community, site history, disturbance regime).
- **Low Potential.** Few of the habitat components meeting the species requirements are present, and/or the majority of habitat on and adjacent to the Plan Area is unsuitable or of very poor quality. The species is not likely to be found in the Plan Area.
- **Moderate Potential.** Some of the habitat components meeting the species requirements are present, and/or only some of the habitat on or adjacent to the Plan Area is unsuitable. The species has a moderate probability of being found in the Plan Area.
- **High Potential.** All of the habitat components meeting the species requirements are present and/or most of the habitat on or adjacent to the Plan Area is highly suitable. The species has a high probability of being found in the Plan Area.
- **Present.** Species is observed or has been recorded (e.g., CNDDDB, other reports) in the Plan Area recently (within the last five years).

Special-Status Plants

Six special-status plants were identified in a search of the CNPS database (CNPS 2019) in the South Gate and Long Beach quadrangles in which the Plan Area is located, and a query of the CNDDDB database records within five miles of the Plan Area (CNDDDB 2019a) (Table 4.3-1). None are expected to occur in the Plan Area given the urban landscape, historic disturbance, and the poor quality of riparian habitat present in Compton Creek.

Special-Status Wildlife

Based on the database and literature review, seven special-status wildlife species are documented within five miles of the Plan Area (Table 4.3-1). None are expected to occur in the Plan Area given the urban landscape, historic disturbance, and the poor-quality riparian habitat present in Compton Creek.

Nesting Birds

Under the provisions of the MBTA, it is unlawful to “take” any migratory birds except as permitted by regulations issued by the USFWS. The term “take” is defined by the USFWS regulation to mean to “pursue, hunt, shoot, wound, kill, trap, capture or collect” any migratory bird or any part, nest, or egg of any migratory bird covered by the MBTA, or to attempt those activities. In addition, Sections 3503, 3503.5, 3511, and 3513 of the CFGC describe unlawful take, possession, or destruction of birds, nests, and eggs. Fully protected birds (Section 3511) may not be taken or possessed except under specific permit. Section 3503.5 of the CFGC protects all birds of prey and their eggs and nests against take, possession, or destruction. While common birds are not special-status species, destruction of their eggs, nests, or nestlings is prohibited by law and must be avoided.

The Plan Area contains habitat, such as trees and riparian vegetation that can support common nesting birds, including raptors protected under the CFG Code Section 3503 and the Migratory Bird Treaty Act (MBTA) (16 U.S.C. §§ 703–712). Riparian habitat, nurseries, and ornamental trees that could provide suitable nesting habitat are present on and adjacent to the Plan Area. Birds may also nest on buildings and structures adjacent to the Plan Area. However, the Plan Area has low native habitat diversity and is generally disturbed.

Raptors generally require large home ranges, and individual foraging territories are often measured in terms of tens of acres to square miles. During breeding, demand for prey increases and additional habitat must be available for young birds to disperse from nesting locations and establish new territories. Loss of foraging habitat reduces prey abundance and availability, which reduces and limits the number of raptors a given area can support. In general, smaller populations are less resilient to environmental stress (*e.g.*, drought, disease, and fluctuations in prey availability). Similar to the discussion of foraging habitat for birds, above, the Plan Area offers low quality foraging habitat for raptors given the urbanized landscape and small area of riparian habitat. Larger and more well-connected open spaces and surrounding region provide higher value raptor foraging habitat.

Table 4.3-1 lists the special-status plant and wildlife species that have been documented by the CNDDDB within five miles of the Plan Area. The potential for these species to occur within the Plan Area are described in this table.

Table 4.3-1 Special-Status Species Potential to Occur

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/ Observations
Plants and Lichens				
<i>Atriplex coulteri</i> Coulter's saltbush	None/None G3/S1S2 1B.2	Coastal bluff scrub, coastal dunes, coastal scrub, valley and foothill grassland. Ocean bluffs, ridgetops, as well as alkaline low places. Alkaline or clay soils. 2-460 m. perennial herb. Blooms Mar-Oct	Not expected	Species is extirpated within five miles of the Plan Area. No suitable habitat exists in the Plan Area.
<i>Atriplex parishii</i> Parish's brittlescale	None/None G1G2/S1 1B.1	Vernal pools, chenopod scrub, playas. Usually on drying alkali flats with fine soils. 5-1420 m. annual herb. Blooms Jun-Oct	Not expected	Species is extirpated within five miles of the Plan Area. No suitable habitat exists in the Plan Area.
<i>Centromadia parryi</i> ssp. Australis southern tarplant	None/None G3T2/S2 1B.1	Marshes and swamps (margins), valley and foothill grassland, vernal pools. Often in disturbed sites near the coast at marsh edges; also in alkaline soils sometimes with saltgrass. Sometimes on vernal pool margins. 0-975 m. annual herb. Blooms May-Nov	Not expected	Species presumed extant within five miles of the Plan Area. Marginal riparian habitat is present. However, not likely to occur due to high level of disturbance, urbanization, and isolation of the Plan Area.
<i>Lasthenia glabrata</i> ssp. coulteri Coulter's goldfields	None/None G4T2/S2 1B.1	Coastal salt marshes, playas, vernal pools. Usually found on alkaline soils in playas, sinks, and grasslands. 1-1375 m. annual herb. Blooms Feb-Jun	Not expected	Species is possibly extirpated within five miles of the Plan Area, with the last observation record being from the early 1900's. No suitable habitat (marsh or vernal pool) exists in the Plan Area.
<i>Navarretia prostrata</i> prostrate vernal pool navarretia	None/None G2/S2 1B.1	Coastal scrub, valley and foothill grassland, vernal pools, meadows and seeps. Alkaline soils in grassland, or in vernal pools. Mesic, alkaline sites. 3-1235 m. annual herb. Blooms Apr-Jul	Not expected	Species is possibly extirpated within five miles of the Plan Area. Plan Area does not contain suitable scrub or grassland habitat. Additionally, no vernal pools are present.
<i>Symphyotrichum defoliatum</i> San Bernardino aster	None/None G2/S2 1B.2	Meadows and seeps, cismontane woodland, coastal scrub, lower montane coniferous forest, marshes and swamps, valley and foothill grassland. Vernal mesic grassland or near ditches, streams and springs; disturbed areas. 2-2040 m. perennial rhizomatous herb. Blooms Jul-Nov	Not expected	Species is extirpated within five miles of the Plan Area. No suitable habitat exists in the Plan Area.

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/ Observations
Invertebrates				
<i>Glaucopsyche lygdamus palosverdesensis</i> Palos Verdes blue butterfly	Endangered/ None G5T1/S1	Restricted to the cool, fog- shrouded, seaward side of Palos Verdes Hills, Los Angeles County. Host plant is <i>Astragalus trichopodus</i> var. <i>lonchus</i> (locoweed).	Not expected	Species presumed extant within five miles of the Plan Area. However, low potential for host plant due to the highly urbanized setting making the Plan Area poor habitat. The level of disturbance and isolation of the Plan Area is not suitable for this species.
Reptiles				
<i>Anniella stebbinsi</i> southern California legless lizard	None/None G3/S3 SSC	Generally south of the Transverse Range, extending to northwestern Baja California. Occurs in sandy or loose loamy soils under sparse vegetation. Disjunct populations in the Tehachapi and Piute Mountains in Kern County. Variety of habitats; generally in moist, loose soil. They prefer soils with high moisture content.	Not expected	Species extant within five miles of the Plan Area. However, unlikely to occur in the Plan Area due to lack of loose and moist soils within highly disturbed area.
<i>Phrynosoma blainvillii</i> coast horned lizard	None/None G3G4/S3S4 SSC	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.	Not expected	Species is possibly extirpated within five miles of the Plan Area. Due to lack of open space/ sandy substrate within the Plan Area, it is highly unlikely that this species will occur.
Birds				
<i>Agelaius tricolor</i> tricolored blackbird	None/ Threatened G2G3/S1S2 SSC	Highly colonial species, most numerous in Central Valley & vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few km of the colony.	Not expected	Species is possibly extirpated within five miles of the Plan Area. No suitable nesting habitat in the Plan Area. Not likely to occur.
<i>Coccyzus americanus occidentalis</i> western yellow- billed cuckoo	Threatened/ Endangered G5T2T3/S1	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape.	Not expected	Species is extirpated within five miles of the Plan Area. No suitable habitat exists in the Plan Area.

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Plan Area	Habitat Suitability/ Observations
<i>Empidonax traillii</i> <i>extimus</i> southwestern willow flycatcher	Endangered/ Endangered G5T2/S1	Riparian woodlands in Southern California.	Not expected	Species historically occurred within five miles of the Plan Area. However, poor habitat quality, high disturbance, and lack of suitably dense riparian woodland in the soft-bottom portion of Compton Creek in the Plan Area make it unsuitable to support this species. The last CNDDB occurrence was documented in 1894.
Mammals				
<i>Eumops perotis</i> <i>californicus</i> western mastiff bat	None/None G5T4/S3S4 SSC	Many open, semi-arid to arid habitats, including conifer & deciduous woodlands, coastal scrub, grasslands, chaparral, etc. Roosts in crevices in cliff faces, high buildings, trees and tunnels.	Not expected	Species is extant within five miles of the Plan Area. Small patch of riparian vegetation may be suitable foraging habitat. Not likely to roost in the Plan Area due to small size of riparian habitat and surrounding urban area.
Status: Federal/State		CRPR (CNPS California Rare Plant Rank)		
FE = Federal Endangered		1A = Presumed Extinct in California		
FT = Federal Threatened		1B = Rare, Threatened, or Endangered in California and elsewhere		
PFT = Proposed Federal Threatened		2 = Rare, Threatened, or Endangered in California, but more common elsewhere		
FDL = Federal Delisted		3 = Need more information (a Review List)		
SE = State Endangered		4 = Plants of Limited Distribution (a Watch List)		
ST = State Threatened		CRPR Threat Code Extension		
SR = State Rare		.1 = Seriously endangered in California (>80% of occurrences threatened/high degree and immediacy of threat)		
SDL = State Delisted		.2 = Fairly endangered in California (20-80% of occurrences threatened)		
SSC = CDFW Species of Special Concern		.3 = Not very endangered in California (<20% of occurrences threatened)		
FP = CDFW Fully Protected				
WL = CDFW Watch List				

Sensitive Plant Communities

For the purpose of this analysis, sensitive plant communities and habitats include the following:

- Riparian habitat
- Sensitive vegetation communities identified by the CDFW (2018c) and/or local agencies
- Critical Habitat designated by the USFWS or National Marine Fisheries Service under the ESA

Riparian habitat in the soft-bottom portion of Compton Creek that is present in the southeast corner of the Plan Area contains wetland indicators such as water within the channel indicating wetland hydrology and probable presence of hydrophytic vegetation. These indicators were observed upon review of aerial imagery (Google2019). The riparian habitat would be considered sensitive.

Based on the CNDDDB query conducted during the desktop review, no sensitive vegetation communities are documented by the CNDDDB (CDFW 2018c) within a five-mile radius of the Plan Area. The 2011 ISMND for the Compton Creek Regional Garden Park Master Plan (City of Compton 2006) did not document any CNDDDB sensitive vegetation communities in Compton Creek (City of Compton 2011).

The Plan Area is not within a mapped SEA. The closest SEA is located in the Puente Hills over 12 miles to the northeast. No critical habitat is present onsite (USFWS 2019a).

Jurisdictional Waters and Wetlands

In accordance with Section 1602 of the CFGC, the CDFW has jurisdiction over lakes and streambeds (including adjacent riparian resources). The CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake. Of particular interest to CDFW are riparian trees greater than two inches in diameter at breast height (DBH; CDFW 2018a). Under Section 404 of the Clean Water Act (CWA), the USACE has authority to regulate activities that discharge dredge or fill material into wetlands or other “waters of the United States” through issuance of a Section 404 Permit. Finally, the Los Angeles Regional Water Quality Control Board (LARWQCB) has jurisdiction over “waters of the state” pursuant to the Porter-Cologne Water Quality Control Act, and also has the responsibility for issuing Water Quality Certifications per Section 401 of the federal CWA.

Compton Creek is a National Wetlands Inventory-mapped waterway that trends north to south in the Plan Area and flows into the Los Angeles River approximately 2.6 miles south of the Plan Area and then out to the Pacific Ocean. The creek is federally-listed impaired waterway; metals, trash, and bacteria are the primary pollutants of concern. It consists of approximately 3,100 linear feet (0.59 mile) of soft bottom and 1,600 linear feet (0.3 mile) of concrete bottom; an additional 900-foot section runs underneath a large parking lot. The National Wetlands Inventory identifies the creek as a ‘Freshwater Emergent Wetland’, a small patch of ‘Freshwater Forested Shrub Wetland’, and a concrete bottom classified as ‘Riverine’ begins at the north end of the Plan Area (USFWS2019b). Total area occupied by Compton Creek and associated wetland and riparian vegetation is conservatively estimated to be up to 10.5 acres based on Rincon’s desktop review. The creek is likely under the jurisdiction of the USACE, RWQCB, and CDFW.

Approximately 0.62 mile of an unnamed concrete channel also flows north to south along the eastern perimeter of the Plan Area. The channel connects to a concrete portion of Compton Creek just outside the eastern perimeter of the Plan Area. The channel is likely under the jurisdiction of the USACE and RWQCB; because it appears to lack vegetation, it is likely not under the jurisdiction of the CDFW.

Wildlife Movement Corridors

Wildlife corridors are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as foraging and denning areas, or they may be regional in nature, allowing movement across the landscape. Some habitat linkages may serve as migration corridors,

wherein animals periodically move away from an area and then subsequently return. Examples of barriers or impediments to movement include housing and other urban development, roads, fencing, unsuitable habitat, or open areas with little vegetative cover. Much of the land in Compton has been converted from open space/agricultural land to residential, commercial, and recreational uses, resulting in habitat fragmentation. At the regional scale, the Plan Area is not in an Essential Connectivity Area or Natural Landscape block as identified in available studies, such as the *California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California* (Spencer *et al.* 2010). The Plan Area is surrounded by residential and commercial development and is not situated to form a link between blocks of intact habitat. The vegetated portion of Compton Creek within the Plan Area provides limited value or benefit to wildlife movement in the area given that it is bounded by the underground and concrete-bottom portions of the creek. Likewise, other habitats existing in the Plan Area do not afford any high value or benefit to wildlife movement in the area due to the high level of disturbance. Considering this information, the Plan Area does not contain important conduits for wildlife movement.

4.3.2 Regulatory Setting

The following is a summary of the regulatory context under which biological resources are managed at the federal, state, and local levels. Several federal and state statutes provide a regulatory structure that guides the protection of biological resources. Agencies with responsibility for protection of biological resources in the Plan Area include:

- U.S. Army Corps of Engineers (wetlands and other waters of the United States)
- U.S. Fish and Wildlife Service (federally listed species and migratory birds)
- California Department Fish and Wildlife (waters of the State, state listed and fully-protected species, and other sensitive plants and wildlife)
- Regional Water Quality Control Board (waters of the United States and State)

Federal

U.S. Army Corps of Engineers

Under Section 404 of the Clean Water Act, the USACE has authority to regulate activities that could discharge dredge or fill material into wetlands or other “waters of the United States.” Perennial and intermittent creeks and ephemeral drainages are considered waters of the United States if they are hydrologically connected to other jurisdictional waters. The USACE also implements the federal policy embodied in Executive Order 11990, which is intended to result in no net loss of wetland value or acres. In achieving the goals of the Clean Water Act, the USACE seeks to avoid adverse impacts and offset unavoidable adverse impacts on existing aquatic resources. Any fill or adverse modification of wetlands that are hydrologically connected to jurisdictional waters would require a permit from the USACE prior to the start of work. Typically, when a project involves impacts to waters of the United States, the goal of no net loss of wetland acres or values is met through compensatory mitigation involving creation or enhancement of similar habitats.

U.S. Fish and Wildlife Service

The USFWS implements the Migratory Bird Treaty Act (16 United States Code [USC] Section 703-711) and the Bald and Golden Eagle Protection Act (16 USC Section 668). The USFWS and National Marine Fisheries Service (NMFS) share responsibility for implementing the FESA (16 USC § 153 et

seq.). The USFWS generally implements the FESA for terrestrial and freshwater species, while the NMFS implements the FESA for marine and anadromous species. Projects that would result in “take” of any federally listed threatened or endangered species are required to obtain authorization from the USFWS or NMFS through either Section 7 (interagency consultation with a federal nexus) or Section 10 (Habitat Conservation Plan) of FESA, depending on the involvement by the federal government in permitting and/or funding of the project. The permitting process is used to determine if a project would jeopardize the continued existence of a listed species and what measures would be required to avoid jeopardizing the species. “Take” under federal definition means to harass, harm (which includes habitat modification), pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Proposed or candidate species do not have the full protection of FESA; however, the USFWS and NMFS advise project applicants that they could be elevated to listed status at any time.

State

California Department of Fish and Wildlife

The CDFW derives its authority from the Fish and Game Code of California. The CESA (CFGC Section 2050 *et. seq.*) prohibits take of state listed threatened or, endangered species. Take of fully protected species is prohibited under CFGC Sections 3511, 4700, 5050, and 5515. Section 86 of the CFGC defines “take” as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, capture, or kill.” This definition does not include indirect harm by way of habitat modification.

CFGC Sections 3503, 3503.5, and 3511 restrict the take, possession, and destruction of birds, nests, and eggs. Fully protected birds (Section 3511) may not be taken or possessed except under specific permit. Section 3503.5 of the CFGC protects all birds-of-prey and their eggs and nests against take, possession, or destruction.

Species of Special Concern (SSC) is a category used by the CDFW for those species that are considered indicators of regional habitat changes or are considered potential future protected species. Species of Special Concern do not have any special legal status except that which may be afforded by the CFGC, as noted above. The SSC category is intended by the CDFW for use as a management tool to include these species into special consideration when decisions are made concerning the development of natural lands.

The CDFW also has authority to administer the Native Plant Protection Act (NPPA) (CFGC Sections 1900 *et seq.*). The NPPA requires the CDFW to establish criteria for determining if a species, subspecies, or variety of native plant is endangered or rare. Under Section 1913(c) of the NPPA, the owner of land where a rare or endangered native plant is growing is required to notify the department at least 10 days in advance of changing the land use to allow for salvage of plant(s).

Perennial, intermittent, and ephemeral streams and associated riparian vegetation, when present, also fall under the jurisdiction of the CDFW. Section 1600 *et seq.* of the CFGC (Lake and Streambed Alteration Agreements) gives the CDFW regulatory authority over work within the bed, bank, and channel consisting of, but not limited to, the diversion or obstruction of the natural flow or changes in the channel, bed, or bank of any river, stream or lake.

Regional Water Quality Control Board

The State Water Resources Control Board (SWRCB) and the local Los Angeles RWQCB have jurisdiction over “waters of the State,” with federal authority over “waters of the United States”

under the Clean Water Act (CWA) Section 401 and State authority under the Porter-Cologne Water Quality Control Act to protect water quality, which prohibits discharges to such waters. Waters of the State are defined as any surface water or groundwater, including saline waters, within the boundaries of the State.

Local

City of Compton

The City of Compton Municipal Code (20-4 – Street Trees) defines street trees as “plant and arborescent form planted and maintained within the public right-of-way”. Street trees are city property and require City approval to “cut, remove, or damage any tree, shrub, plant, wood, turf, rock, sand, gravel or earth, or pick any flowers”. The City of Compton, as project proponent for the Specific Plan, would comply with its Municipal Code in implementing the Specific Plan.

4.3.3 Impact Analysis

a. Methodology and Significance Thresholds

Data used for this analysis included the following: aerial photographs (Google Earth 2019), topographic maps, a CNDDB database query, accepted scientific texts to identify species, and other available literature regarding the existing biological resources in and around the Plan Area.

In accordance with Appendix G Section IV (Biological Resources) of the *State CEQA Guidelines*, the Specific Plan would have a significant impact on biological resources if it would:

- 1 Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service
- 2 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service
- 3 Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means
- 4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites
- 5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance
- 6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan

Impacts to biological resources may be considered less than significant where there is little or no importance to a given habitat. For example, disturbance to cultivated agricultural fields, or small acreages of nonnative, ruderal habitat, would be considered less than significant.

b. Specific Plan Impacts and Mitigation Measures

Threshold:	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
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IMPACT BIO-1 IMPLEMENTATION OF THE SPECIFIC PLAN COULD RESULT IN DIRECT OR INDIRECT IMPACTS TO NESTING BIRDS AND RAPTORS THROUGH REMOVAL OR TRIMMING OF TREES AND VEGETATION. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.

As detailed in *Regulatory Setting*, the nests of most native birds and raptors are state and federally protected. It is likely that birds use the Plan Area for nesting (generally from early February through late August) given the presence of trees, shrubs, and riparian habitat.

Development proposed in the Plan Area has the potential to result in direct and indirect impacts to nesting birds, including common passerine species protected under CFGC 3503 and the MBTA if they are nesting in the Plan Area and/or immediate vicinity during construction activities. Construction would occur where riparian and ornamental trees are present. Direct impacts from construction activities may include ground disturbance and removal of trees, which could potentially contain bird nests. Direct impacts would also occur to the riparian vegetation that could contain bird nests. The Specific Plan proposes to enhance and restore the existing wetland and riparian habitat and add a public walkway and bikeway that connects to the Los Angeles River bike path in accordance with the Compton Creek Regional Garden Park Master Plan, which proposes to restore the soft-bottom portion of the creek at Artesia Station to southern cottonwood willow riparian forest (City of Compton 2006). Indirect impacts include construction noise, lighting, and fugitive dust. These impacts could lead to individual mortality or harassment that might reduce nesting success. Implementation of Mitigation Measure BIO-1 would address compliance with state and federal regulations pertaining to nesting birds.

On an incremental basis, implementation of the Specific Plan would result in the temporary loss of vegetation that could serve as nesting and foraging habitat. However, the proposal to restore the riparian habitat in Compton Creek to southern cottonwood willow riparian forest in accordance with the Compton Creek Regional Garden Park Master Plan (City of Compton 2006) would enhance nesting and foraging opportunities in this area over the long term. In addition, this area is not currently essential for successful breeding of any sensitive avian species. Therefore, the impact of the Specific Plan on foraging habitat and reproductive capacity of birds through loss of foraging habitat would be less than significant and no mitigation is required.

Mitigation Measures

The following mitigation measure would be required to address potential impacts to nesting birds.

BIO-1 Nesting Bird Avoidance

Prior to issuance of grading permits, the following measures shall be implemented:

To avoid disturbance of nesting and special-status birds, including raptorial species protected by the MBTA and CFGC, activities related to the Specific Plan, including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 1 through August 31). If construction must begin during the breeding

season, then a pre-construction nesting bird survey shall be conducted no more than three days prior to initiation of construction activities. The nesting bird pre-construction survey shall be conducted on-foot inside portions of the Plan Area proposed for development, including a 50-foot buffer (100-foot for raptors), and in inaccessible areas (e.g., private lands) from afar using binoculars to the extent practical. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California. If nests are found, an avoidance buffer shall be demarcated by a qualified biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No parking, storage of materials, or construction activities shall occur within this buffer until the avian biologist has confirmed that breeding/nesting is complete, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

Significance After Mitigation

Implementation of Mitigation Measure BIO-1 would reduce potential direct and indirect impacts to protected nesting birds to a less-than-significant level.

Threshold:	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
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IMPACT BIO-2 IMPLEMENTATION OF THE SPECIFIC PLAN WOULD IMPACT RIPARIAN HABITAT THAT IS PRESENT IN THE PORTION OF COMPTON CREEK IN THE PLAN AREA. IMPACTS ARE NOT CONSIDERED ADVERSE AND WOULD RESULT IN THE ENHANCEMENT AND NET INCREASE OF RIPARIAN HABITAT. THEREFORE, IMPACTS WOULD BE LESS THAN SIGNIFICANT.

A significant impact to riparian habitat in the soft-bottom portion of Compton Creek in the Plan Area could occur if it were lost or destroyed as a result of implementation of the Specific Plan. As discussed above, there is substantial trash in Compton Creek and its soft-bottom portion is periodically graded and/or compacted to reduce the threat of flooding. This existing condition combined with the degraded water quality of the creek (it is federally listed as an impaired waterway with metals, trash, and bacteria as key pollutants of concern) results in the degraded quality of riparian vegetation and habitat, which is dominated by non-native, ruderal vegetation (City of Compton 2011). The Specific Plan proposes to restore the degraded riparian habitat in the portion of Compton Creek in the Plan Area according to the Compton Creek Regional Garden Park Master Plan (City of Compton 2006), which describes a restoration target of southern cottonwood willow riparian forest for this area. While implementation of the Specific Plan would include temporary impacts to riparian habitat, the quantity and quality of riparian habitat would increase in the long-term, leading to a net benefit. Therefore, impacts to sensitive natural communities related to the loss of riparian habitat would be less than significant and no mitigation is required.

In addition, no CNDDDB-designated sensitive vegetation communities are documented within Compton Creek (City of Compton 2011) or within five miles of the Plan Area (CDFW 2019a). Therefore, no impacts to sensitive vegetation communities would occur as a result of implementation of the Specific Plan.

Threshold:	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
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IMPACT BIO-3 IMPLEMENTATION OF THE SPECIFIC PLAN COULD RESULT IN DIRECT OR INDIRECT IMPACTS TO POTENTIALLY JURISDICTIONAL WATERS LOCATED IN THE PLAN AREA. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.

Both Compton Creek and the unnamed channel that flow north to south through the Plan Area connect to the Los Angeles River and are likely waters and/or wetlands of the U.S. and/or state subject to the jurisdiction of the USACE, RWQCB, and/or CDFW. Temporary direct impacts may occur to these drainages during construction due to excavation and grading activities within the jurisdictional area of Compton Creek. Implementation of the Specific Plan proposes to restore the soft-bottom portion of Compton Creek to southern cottonwood willow riparian forest and portions of the concrete-bottom of Compton Creek to coast live oak woodland in conformance with the Compton Creek Regional Garden Park Master Plan (City of Compton 2006). However, no restoration plans have yet been developed outlining the specific restoration methods, materials, and success criteria to ensure that the native habitat restoration targets are achieved to secure a net benefit to Compton Creek in the Plan Area. Implementation of Mitigation Measure BIO-2b would ensure that direct impacts from restoration of Compton Creek would provide a net benefit to this jurisdictional feature and its habitat.

Temporary direct impacts to the unnamed channel along the eastern perimeter of the Plan Area are not proposed. Therefore, there would be no direct impacts to the unnamed channel.

Indirect impacts to Compton Creek and the unnamed channel may occur through contaminated run-off from the construction activities and operation of future Specific Plan developments.

Implementation of Mitigation Measure BIO-2a would address compliance with state and federal regulations pertaining to potential indirect impacts to jurisdictional waters.

Mitigation Measures

The following mitigation measures would be required to address impacts to potentially jurisdictional waters of the United States and the State of California:

BIO-2a Jurisdictional Waters Delineation, Avoidance, and Minimization

Prior to ground disturbance, a formal jurisdictional delineation shall be conducted to determine the limits of USACE, RWQCB, and CDFW jurisdiction of Compton Creek within the Plan Area. Based on consultation with the agencies, if permits are required for implementation of the Specific Plan within Compton Creek (including restoration), appropriate permits shall be obtained prior to disturbance of jurisdictional resources. Actual jurisdictional limits will be determined by the state and federal permitting agencies at the time permits are requested.

The following Best Management Practices shall be implemented to assure minimization of potential indirect impacts to Compton Creek and the unnamed channel:

- Prior to the start of Specific Plan activities, all limits of construction work adjacent to Compton Creek and the unnamed drainage shall be clearly delineated with orange construction fencing or similar highly visible material and maintained throughout the duration of construction.

- Any material/spoils generated from Specific Plan activities shall be located away from the jurisdictional limit to the extent practicable and protected from stormwater run-off using temporary perimeter sediment barriers such as berms, silt fences, fiber rolls, covers, sand/gravel bags, and straw bale barriers, as appropriate.
- Materials shall be stored on impervious surfaces or plastic ground covers to prevent spills or leakage from contaminating the ground and generally at least 50 feet from the top of bank.
- Any spillage of material shall be stopped if it can be done safely. The contaminated area will be cleaned and any contaminated materials properly disposed. For all spills, the foreman or designated environmental representative shall be notified.
- All vehicles and equipment shall be in good working condition and free of leaks.
- Erosion control and landscaping specifications shall allow only natural-fiber, biodegradable meshes and coir rolls, (i.e., no plastic-mesh temporary erosion control measures).
- Equipment and vehicles shall be free of caked on mud and weed seeds/propagules before accessing and leaving the Plan Area construction site(s).

BIO-2b Jurisdictional Waters Restoration

The Specific Plan's proposal to restore and enhance Compton Creek in the Plan Area in compliance with the Compton Creek Regional Garden Park Master Plan (City of Compton 2006) shall be achieved according to the following measures:

- A restoration plan will be prepared by a qualified biologist/restoration ecologist.
- The restoration plan will include at a minimum: restoration site location(s), native plant palette, planting plan, on-site seed and plant salvage, time of year planting will occur, irrigation plan, invasive species control program, success criteria, maintenance program, and monitoring program.
- Planting, maintenance, monitoring, and reporting will be overseen by a restoration specialist or qualified horticulturalist familiar with the restoration of native habitats.
- Mitigation shall be provided for permanent and temporary impacts to jurisdictional waters.
- Impacts to jurisdictional waters shall be mitigated at a 1:1 ratio, unless a higher ratio is required by permitting agencies.

Significance After Mitigation

Implementation of Mitigation Measure BIO-2a and BIO-2b reduce potential direct and indirect impacts to jurisdictional waters to a less-than-significant level.

Threshold:	Have a substantial adverse effect on the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
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IMPACT BIO-4 ESSENTIAL HABITAT CONNECTIVITY AREAS ARE NOT PRESENT IN THE PLAN AREA. IMPLEMENTATION OF THE SPECIFIC PLAN WOULD RESULT IN THE ENHANCEMENT AND NET INCREASE OF LOCALIZED CONNECTIVITY. THEREFORE, IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The Plan Area is not located in any essential habitat connectivity areas mapped by the CDFW (CDFW 2019b). Urban development and paved roadways separate the Plan Area from the nearest mapped essential habitat connectivity area, located near Whittier, California approximately 12.9 miles to the

northeast. The residential, commercial, and industrial development surrounding the Plan Area has little to no value for serving as a native resident or migratory wildlife corridor. Enhancement of the riparian habitat in the soft-bottom portion of Compton Creek through implementation of the Specific Plan (in accordance with the Compton Creek Regional Garden Park Master Plan [City of Compton 2006]) would result in a net increase and enhancement of habitat that could serve as a localized connectivity feature. Therefore, impacts would be less than significant.

Threshold:	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance
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IMPACT BIO-5 THE PLAN AREA IS NOT SUBJECT TO ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES. THEREFORE, NO IMPACT TO BIOLOGICAL RESOURCES COVERED BY LOCAL ORDINANCES WILL OCCUR.

The City of Compton Municipal Code (20-4) requires City approval to “cut, remove, or damage any tree, shrub, plant, wood, turf, rock, sand, gravel or earth, or pick any flowers” within the public right-of-way. The City, as project proponent for the Specific Plan, would adhere to this requirement as part of implementation of the Specific Plan. Therefore, the Specific Plan would not conflict with this policy regulating public right-of-way biological resources. No other local policies or ordinances are applicable to the Plan Area, and therefore impacts will not occur.

Threshold:	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan
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IMPACT BIO-6 THE PLAN AREA IS NOT SUBJECT TO ANY CONSERVATION PLAN. THEREFORE, CONFLICTS WITH PROVISIONS OF AN ADOPTED CONSERVATION PLAN WILL NOT OCCUR.

The Plan Area is not subject to an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan and, therefore, would have no impact with respect to these plans.

c. Cumulative Impacts

The following factors are considered with respect to analyzing cumulative impacts to biological resources:

- The cumulative contribution of other approved and proposed projects to fragmentation of open space in the Plan Area vicinity;
- The loss of sensitive habitats and species;
- Contribution of the Specific Plan to urban expansion into natural areas; and
- Isolation of open space within the vicinity by proposed/future projects.

As discussed in Section 3, *Environmental Setting*, cumulative development in the vicinity of the Plan Area is represented by a 8.2 percent growth rate from existing conditions. The following analysis discusses the potential cumulative impacts associated with development under the Specific Plan in conjunction with other growth surrounding the Plan Area that would likely include residential, retail and mixed-use projects, as well as industrial projects, office buildings, and school enrollment growth.

Similar to future development under the proposed Specific Plan, cumulative development in the region may also disturb areas with the potential to contain sensitive habitats and biological resources. It is anticipated that for other developments that could potentially have significant impacts on such resources, similar mitigation measures described herein would be imposed on those other developments, along with requirements to comply with all applicable laws and regulations governing said resources. With the proposed mitigation measures identified in this section of the EIR, coupled with policies and regulations applying to this and other projects, such impacts to sensitive habitats and biological resources would be less than significant at the project level. As such, the proposed Specific Plan would not contribute to cumulative impacts on sensitive habitats and biological resources outside the Plan Area. In addition, individual development proposals are reviewed separately by the appropriate jurisdiction and undergo environmental review when it is determined that the potential for significant impacts may occur. Given the urban setting of the city, it is unlikely that future development projects in the city would result in potential impacts to sensitive habitats and biological resources. Regardless, potential impacts would be analyzed and addressed on a case-by-case basis. Therefore, impacts related to sensitive habitats and biological resources would not be cumulatively considerable.

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4.4 Cultural Resources/Tribal Cultural Resources

This section assesses potential impacts to cultural and tribal cultural resources associated with the Specific Plan.

4.4.1 Setting

a. Cultural Setting

Early Man Horizon (ca. 10,000 – 6,000 B.C.)

Numerous pre-8000 B.C. sites have been identified along the mainland coast and Channel Islands of southern California (Erlandson 1991, Johnson et al. 2002, Jones and Klar 2007, Moratto 1984, Rick et al. 2001:609). The Arlington Springs site on Santa Rosa Island produced human femurs dated to approximately 13,000 years ago (Arnold et al. 2004, Johnson et al. 2002). On nearby San Miguel Island, human occupation at Daisy Cave (SMI-261) has been dated to nearly 13,000 years ago and included basketry greater than 12,000 years old, the earliest on the Pacific Coast (Arnold et al. 2004).

Although few Clovis or Folsom-style, fluted points have been found in southern California (Dillon 2002 Erlandson et al. 1987), Early Man Horizon sites are generally associated with a greater emphasis on hunting than later horizons. Recent data indicate that the Early Man economy was a diverse mixture of hunting and gathering, including a significant focus on aquatic resources in coastal areas (Jones et al. 2002) and on inland Pleistocene lakeshores (Moratto 1984). A warm and dry 3,000-year period called the Altithermal began around 6000 B.C. The conditions of the Altithermal are likely responsible for the change in human subsistence patterns at this time, including a greater emphasis on plant foods and small game.

Milling Stone Horizon (6000–3000 B.C.)

Wallace defined the Milling Stone Horizon as “marked by extensive use of milling stones and mullers, a general lack of well-made projectile points, and burials with rock cairns” (1955:219). The dominance of such artifact types indicates a subsistence strategy oriented around collecting plant foods and small animals. A broad spectrum of food resources were consumed by the inhabitants of the area, including small and large terrestrial mammals, sea mammals, birds, shellfish, fishes, and other littoral and estuarine species, yucca, agave, and seeds and other plant products (Kowta 1969; Reinman 1964). Variability in artifact collections over time and from the coast to inland sites indicates that Milling Stone Horizon subsistence strategies adapted to environmental conditions (Byrd and Raab 2007:220). The Topanga Canyon site in the Santa Monica Mountains is considered one of the definitive Milling Stone Horizon sites in Los Angeles County.

Lithic artifacts associated with Milling Stone Horizon sites are dominated by locally available tool stone and in addition to ground stone tools such as manos and metates, chopping, scraping, and cutting tools are very common. Kowta (1969) attributes the presence of numerous scraper-plane tools in Milling Stone Horizon collections to the processing of agave or yucca for food or fiber. The mortar and pestle, associated with acorns or other foods processed through pounding, were first used during the Milling Stone Horizon and increased dramatically in later periods (Wallace 1955, 1978; Warren 1968).

Mortuary practices observed at Milling Stone Horizon sites include extended and loosely flexed burials. Flexed burials oriented north were common in Orange and San Diego counties, with reburials common in Los Angeles County (Wallace 1955, 1978; Warren 1968).

Intermediate Horizon (3000 B.C. – A.D. 500)

Wallace's Intermediate Horizon dates from approximately 3000 B.C.-A.D. 500 and is characterized by a shift toward a hunting and maritime subsistence strategy and a greater use of plant foods. During the Intermediate Horizon, a noticeable trend occurred toward greater adaptation to local resources including a broad variety of fish, land mammal, and sea mammal remains along the coast. Tool kits for hunting, fishing, and processing food and materials reflect this increased diversity, with flake scrapers, drills, various projectile points, and shell fishhooks being manufactured.

Mortars and pestles became more common during this transitional period, gradually replacing manos and metates as the dominant milling equipment. Many archaeologists believe this change in milling stones signals a change from the processing and consuming of hard seed resources to the increasing reliance on acorn (Glassow et al. 1988, True 1993). Mortuary practices during the Intermediate typically included fully flexed burials oriented toward the north or west (Warren 1968:2-3).

Late Prehistoric Horizon (A.D. 500 – Historical Contact)

During the Late Prehistoric Horizon, according to Wallace (1955, 1978), the diversity of plant food resources and land and sea mammal hunting increased even more than during the Intermediate Horizon. More classes of artifacts were observed during this period and high quality exotic lithic materials were used for small, finely worked projectile points associated with the bow and arrow. Steatite containers were made for cooking and storage and an increased use of asphalt for waterproofing is noted. More artistic artifacts were recovered from Late Prehistoric sites and cremation became a common mortuary custom. Larger, more permanent villages supported an increased population size and social structure (Wallace 1955:223).

Warren (1968) attributes the dramatic change in material culture, burial practices, and subsistence focus to the westward migration of desert people he called the Takic, or Numic, Tradition into Los Angeles, Orange, and western Riverside counties. This Takic Tradition was formerly referred to as the "Shoshonean wedge" (Warren 1968), but this nomenclature is no longer used to avoid confusion with ethnohistoric and modern Shoshonean groups (Heizer 1978:5; Shipley 1978:88, 90). Modern Gabrielino/Tongva in Los Angeles County are generally considered by archaeologists to be descendants of these prehistoric Uto-Aztecan, Takic-speaking populations that settled along the California coast during the Late Prehistoric Horizon.

Ethnographic History

The proposed Specific Plan and the City of Compton are located in the traditional territory of the Gabrieliño tribal group. The name Gabrieliño was applied by the Spanish to those Native Americans who were associated with or living near the Mission San Gabriel Arcángel (Bean and Smith 1978:538). Today, most contemporary Gabrieliño identify themselves as Tongva and this term will be used in this section to refer the Gabrieliño tribal group (King 1994:12).

Tongva territory included the eastern reaches of the Los Angeles basin, to the southern Channel Islands in the west, and extended from Aliso Creek in the south to Topanga Creek in the north.

Tongva territory encompassed several biotic zones including Coastal Marsh, Coastal Strand, Prairie, Chaparral, Oak Woodland, and Pine Forest (Bean and Smith 1978).

The Tongva language belongs to the Takic branch of the Uto-Aztecan language family, and can be traced to the Great Basin region (Mithun 2004). This language family includes dialects spoken by the nearby Juaneño and Luiseño but is considerably different from those of the Chumash people living to the north and the Diegueño (including Ipai, Tipai, and Kumeyaay) people living to the south.

Tongva society was organized in patrilineal, non-localized clans, a common Takic pattern. Each clan had a ceremonial leader and comprised several lineages. The Tongva established large permanent villages and smaller satellite camps throughout their territory. Recent ethnohistoric work (O'Neil 2002) suggests a total tribal population of nearly 10,000, considerably more than earlier estimates of around 5,000 people (Bean and Smith 1978:540).

Tongva subsistence was oriented around acorns supplemented by the roots, leaves, seeds, and fruits of a wide variety of plants. Meat sources included large and small mammals, freshwater and saltwater fish, shellfish, birds, reptiles, and insects. (Bean and Smith 1978, Langenwaller et al. 2001, Kroeber 1925, McCawley 1996). The Tongva employed a wide variety of tools and implements to gather and hunt food. The digging stick, used to extract roots and tubers, was frequently noted by early European explorers (Rawls 1984). Other tools included the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. Like the Chumash, the Tongva made ocean-going plank canoes (known as a ti'at) capable of holding six to 14 people and used for fishing, travel, and trade between the mainland and the Channel Islands. Tule reed canoes were employed for near-shore fishing (Blackburn 1963, McCawley 1996:117-127).

Chinigchinich, the last in a series of heroic mythological figures, was central to Tongva religious life at the time of Spanish contact (Kroeber 1925:637–638). The belief in Chinigchinich was spreading south among other Takic-speaking groups at the same time the Spanish were establishing Christian missions. Elements of Chinigchinich beliefs suggest it was a syncretic mixture of Christianity and native religious practices (McCawley 1996:143-144).

Prior to European contact, deceased Tongva were either buried or cremated, with burial more common on the Channel Islands and the adjacent mainland coast and cremation on the remainder of the coast and in the interior (Harrington 1942, McCawley 1996:157). After pressure from Spanish missionaries, cremation essentially ceased during the post-contact period (McCawley 1996:157). Compton is located at the site of former Tongva village known as Amupngna. Major Tongva villages located near Compton include Chokishgna, Tajauta, and Ahuagna (Tongva People n.d.).

Historic Period

Compton was first settled in 1867 by a group of pioneering Methodist families. The City's name stems from the head of this expedition, Griffith Dickenson Compton. These families traveled from Stockton, California looking for new resources and sustenance. The land that would become Compton was originally part of the Rancho San Pedro land grant and was subdivided into the Temple and Gibson tract in 1867. The pioneers from Stockton ultimately purchased 4,600 acres of land in this tract from F. P. F. Temple and F. W. Gibson. Originally the town was known as Gibsonville, though the name shortly changed thereafter to Comptonville after the pioneering leader. The name was ultimately shortened to Compton in 1869 to reduce confusion since another town in Yuba County went by the name of Comptonville. The town was originally part of the City of Los Angeles during its first 20 years in existence. In 1887, however, the citizens petitioned for the

incorporation of Compton into an autonomous city. On May 11, 1888, the City of Compton received this status, being the eight City in Los Angeles County to incorporate.

In the early 20th century, Compton was largely a suburban community. A portion of the City was zoned for agriculture, while the rest served of the land consisted of residential uses. Compton's citizens were predominantly working-class due to its proximity to industrial centers of Los Angeles County and the Eastside Industrial and Central Manufacturing Districts.

Over time the City experienced economic and social hardships. A loss of homeownership led the City to increase property taxes and annex land to expand the tax base. At the same time, a reduction in industrial jobs across the Southern California region resulted in higher rates of unemployment and subsequent crime.

b. Regulatory Setting

This section describes applicable State and local laws, ordinances, regulations, and standards governing cultural resources that must be adhered to before and during implementation of the Specific Plan.

State

CEQA requires a lead agency, in this case the city of Compton, to determine whether a project may have a significant effect on historical resources (Public Resources Code [PRC], Section 21084.1). A historical resource is a resource listed in, or determined to be eligible for listing, in the California Register of Historical Resources (CRHR), a resource included in a local register of historical resources or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (State CEQA Guidelines, Section 15064.5[a][1-3]). A resource shall be considered *historically significant* if it:

- 1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- 2) Is associated with the lives of persons important in our past;
- 3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- 4) Has yielded, or may be likely to yield, information important in prehistory or history.

In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required. PRC, Section 21083.2[a], [b], and PRC, Section 21083.2(g) defines a *unique archaeological resource* as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, the probability is high that it:

- 1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
- 2) Has a special and particular quality such as being the oldest of its type or the best available example of its type; or

- 3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Assembly Bill 52

California Assembly Bill 52 (AB 52) was enacted in 2015, expanding CEQA by defining a new resource category, “tribal cultural resources.” Assembly Bill 52 establishes that “[A] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment” (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3). PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and is either:

- a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

In recognition of California Native American tribal sovereignty and the unique relationship of California local governments and public agencies with California Native American tribal governments, and respecting the interests and roles of project proponents, it is the intent AB 52 to:

- (1) Recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities.
- (2) Establish a new category of resources in CEQA called “tribal cultural resources” that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation.
- (3) Establish examples of mitigation measures for tribal cultural resources that uphold the existing mitigation preference for historical and archaeological resources of preservation in place, if feasible.
- (4) Recognize that California Native American tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated. Because CEQA calls for a sufficient degree of analysis, tribal knowledge about the land and tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources.
- (5) In recognition of their governmental status, establish a meaningful consultation process between California Native American tribal governments and lead agencies, respecting the interests and roles of all California Native American tribes and project proponents, and the level of required confidentiality concerning tribal cultural resources, at the earliest possible point in CEQA environmental review process, so that tribal cultural resources can be identified, and culturally appropriate mitigation and mitigation monitoring programs can be considered by the decision making body of the lead agency.

- (6) Recognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to CEQA.
- (7) Ensure that local and tribal governments, public agencies, and project proponents have information available, early in CEQA environmental review process, for purposes of identifying and addressing potential adverse impacts to tribal cultural resources and to reduce the potential for delay and conflicts in the environmental review process.
- (8) Enable California Native American tribes to manage and accept conveyances of, and act as caretakers of, tribal cultural resources.
- (9) Establish that a substantial adverse change to a tribal cultural resource has a significant effect on the environment.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be adopted or certified. AB 52 requires that lead agencies “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the consultation process are those that have requested notice of projects proposed within the jurisdiction of the lead agency, and that have responded to such notices.

Senate Bill 18 (California Government Codes 65092; 65351; 65352; 65352.3; 65352.4; 65352.5 and 65560)

As of March 1, 2005, California Government Code Sections 65092, 65351, 65352, 65352.3, 65352.4, 65352.5 and 65560, formerly known as Senate Bill 18 (SB 18), requires that cities and counties contact and consult with Native American tribes prior to amending or adopting any general plan or specific plan, or designating lands as open space. The purpose of SB 18 is to involve Native Americans at the onset of the planning process and allow for consideration concerning the protection of traditional tribal cultural places in the context of broad local land use policy prior to individual site-specific, project-level and land use decisions. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code Section 65352.3). At least 45 days before a local government adopts or substantially amends a general plan or specific plan, the local government must refer the proposed action to agencies, including Native American tribes, for review and comment.

Codes Governing Human Remains

The disposition of human remains is governed by California Health and Safety Code Section 7050.5 and PRC Sections 5097.94 and 5097.98. If human remains are discovered, the County Coroner must be notified within 48 hours and there should be no further disturbance to the site where the remains were found. If the remains are determined by the coroner to be Native American, the coroner is responsible for contacting the Native American Heritage Commission (NAHC) within 24 hours. The NAHC, pursuant to PRC Section 5097.98, will immediately notify those persons it believes to be most likely descended from the deceased Native Americans so they can inspect the burial site and make recommendations for treatment or disposal.

California Register of Historic Places

The California Register is “an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change” (PRC Section 5024.1(a)). The criteria for eligibility for the California Register are based upon National Register criteria (PRC Section 5024.1(b)). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.

To be eligible for the California Register, a prehistoric or historic-period property must be significant at the local, state, and/or federal level under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

A resource eligible for the California Register must meet one of the criteria of significance described above, and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is possible that a resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.

Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally determined eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward; and,
- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.
- Other resources that may be nominated to the California Register include:
- Historical resources with a significance rating of Categories 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historical resources;
- Historical resources contributing to historic districts; and,
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

Local

City of Compton General Plan

The City's current General Plan was adopted in December 1991, with its 2030 General Plan in the draft stages in its update. The General Plan serves as a blueprint for the City and the way its communities envision the future. The City's adopted 1991 General Plan does not have any goals or policies related to cultural or historic resources. The City does not have an existing historic preservation ordinance. However, the City has expressed its goal of adopting such an ordinance in its 2030 draft General Plan.

Because the City does not have an adopted historic preservation program, the Plan Area is not evaluated for local designation.

c. Existing Conditions

Cultural Resources

The Plan Area is transected by Compton Creek. The area surrounding water bodies are often considered archaeologically sensitive due to the prevalence of natural resources. Historic maps of the Los Angeles County region indicate the presence of three ethnographic village sites between 5 and 7 miles from the Plan Area (Kirkman and Harriman 1937). Known Native American occupation in the vicinity and the proximity to natural resources increases the sensitivity for archaeological resources. Agricultural use prior to the mid-twentieth century and construction of numerous buildings and structures have likely disturbed surface soils; however, it's possible that archaeological resources are present beneath modern pavement and construction.

Developmental History of the Plan Area

Early development in the Plan Area was characterized by sparse agricultural settlement. As depicted in United States Geological Survey (USGS) maps, the Union Pacific Railroad was constructed through the Plan Area and nearby farms established by the 1890s. By the mid-1920s, scattered residences were constructed along a newly laid street grid situated immediately north of Greenleaf Boulevard, between Wilmington Avenue and the Pacific Electric Railway (USGS 1896, 1899, 1924). Historic aerial photographs reveal that the construction of new homes north of Greenleaf Boulevard accelerated in the 1950s and was mostly complete by 1963. The few empty lots that remained in this section of the Plan Area were developed by the early 1970s (Netronline 1952, 1953, 1963, 1972; UCSB Map & Imagery Lab 1938).

Historic aerial photographs also indicate that substantial changes began in the area south of Greenleaf Boulevard in the early 1950s. By 1952, the Plan Area's first industrial properties were constructed on the former farmland along Manville Street. Between 1953 and 1963, State Route 91 was constructed, and industry expanded along Manville and Acacia streets. Additional industrial development took place along the Greenleaf Boulevard corridor between Tartar Lane and Alameda Street. This growth continued in the 1960s and 1970s, first in areas immediately south of Greenleaf Boulevard and east of Wilmington Avenue and later adjacent to either side of State Route 91. Sometime between 1972 and 1980, the southeast corner of the Plan Area—presently centered on Towne Center Drive—was developed with a street network and new buildings, several of which were later razed for redevelopment. Since the 1990s, development has consisted mostly of industrial infill development south of Greenleaf Boulevard and the construction of a large shopping center near Town Center Drive (Netronline 1952, 1953, 1963, 1972, 1980, 1994, 2005, 2009).

Tribal Cultural Resources

The City sent SB 18 and AB 52 notice letters on July 21, 2019 to the following Native American groups: Gabrieleño Band of Mission Indians –Kizh Nation, Gabrieleño/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, and the Gabrielino-Tongva Tribe (Appendix C). Under AB 52, tribes have 30 days to respond, and under SB 18 tribes have 90 days. As of the date of this draft, one response has been received

4.4.2 Impact Analysis

a. Methodology and Significance Thresholds

Cultural Resources

According to Appendix G of the State CEQA Guidelines, impacts related to cultural resources from the proposed Specific Plan would be significant if the project would:

- 1 Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5
- 2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
- 3 Disturb any human remains, including those interred outside of formal cemeteries

The significance of a cultural resource and subsequently the significance of any impact are determined by among other things, consideration of whether or not that resource can increase our knowledge of the past. The determining factors are site content and degree of preservation. A finding of archaeological significance follows the criteria established in the *CEQA Guidelines*.

CEQA Guidelines Section 15064.5 (Determining the Significance of Impacts to Archaeological and Historical Resources) states:

(3) [...] Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the CRHR (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852).

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

(b) A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

Historical resources are “significantly” affected if there is demolition, destruction, relocation, or alteration of the resource or its surroundings. Generally, impacts to historical resources can be mitigated to below a level of significance by following the Secretary of the Interior’s Guidelines for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings [Guidelines § 15064.6(b)]. In some circumstances,

documentation of an historical resource by way of historic narrative photographs or architectural drawings will not mitigate the impact of demolition below the level of significance [Guidelines § 15126.4(b)(2)].

Preservation in place is the preferred form of mitigation for archaeological resources as it retains the relationship between artifact and context, and may avoid conflicts with groups associated with the site [Guidelines § 15126.4 (b)(3)(A)]. If an archaeological resource does not meet either the historic resource or the more specific “unique archaeological resource” definition, impacts do not need to be mitigated [Guidelines § 15064.5(c)(4)].

Rincon reviewed historic maps and aerials to identify potential cultural resources concerns.

Tribal Cultural Resources

According to Appendix G of the State CEQA Guidelines, an impact to Tribal Cultural Resources from the proposed Specific Plan would be significant if the project would:

- 1 Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
 - b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

The City initiated AB 52 consultation with local Native American contacts to identify potential tribal cultural resource concerns.

b. Project Impacts and Mitigation Measures

Threshold:	Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?
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Impact CR-1 DEVELOPMENT ACCOMMODATED UNDER THE SPECIFIC PLAN HAS THE POTENTIAL TO IMPACT HISTORICAL RESOURCES. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.

Future development activities facilitated by adoption of the Specific Plan may have a significant impact on historical resources if such activities would cause a substantial adverse change in the significance of a historical resource. Historical resources include properties designated in or eligible for listing in the National Register of Historic Places or CRHR. As explained in Section 15064.5, “[s]ubstantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.”

Although there are no specific development projects associated with the proposed Specific Plan, implementation of the plan would guide development in the Plan Area through the year 2040. As

areas proposed for future development under the Specific Plan age, they may potentially contain historical resources. Although a review of the NRHP and the California Historic Resources Inventory for Los Angeles County did not identify any known qualifying historical resources, historic maps and aerial photographs indicate there are numerous properties that are of historic age and have the potential to be qualifying historical resources as defined by CEQA should they be determined to possess significant architectural and/or historical associations. Further, the Specific Plan Area contains properties that will pass the age threshold (45 years of age) generally signaling the need for evaluation over the life of the Specific Plan.

Areas that may contain concentrations of buildings dating from before 1952 include the residential neighborhoods situated between Greenleaf Boulevard and Bennett Street throughout the Plan Area and the industrial properties southwest of the intersection of Manville and Alameda streets. Residential properties dating from the 1950s through the early 1970s may also be located throughout the area between Greenleaf Boulevard and Bennett Street. Industrial properties constructed between 1953 and 1963 may be concentrated around Greenleaf Boulevard between Alameda Street and Tartar Lane and along Manville Street, east of Acacia Street. Industrial properties dating from between 1963 and 1980 may be found throughout the area bounded generally by Greenleaf Boulevard, Wilmington Avenue, Apra Street, and Alameda Street. Generally, the older properties constructed in this period may be concentrated in the northern section and newer ones in the south. Buildings constructed in the 1980s and early 1990s are likelier to be located on the west side of Alameda Street between Greenleaf Boulevard and State Route 91 and scattered throughout the remainder of the Plan Area.

Development under the proposed Specific Plan could impact presently unknown historical resources through demolition, construction, and reconstruction activities associated with buildout. Future discretionary developments would be subject to CEQA, which includes environmental review of specific development projects in the City and mitigation to the extent feasible. Thus, significant historical resources could be adversely impacted by future development plans that would require demolition of historic-age buildings and structures, especially in the TOD Core Area where the most extensive changes to land use would occur in the Plan Area; impacts to historical resources under the Specific Plan therefore have the potential to be significant.

Therefore, due to the potential for implementation of the Specific Plan to have impacts to historic resources, mitigation measures are proposed to evaluate potentially historic resources, as applications are submitted to the City under the development of the Specific Plan. In order to ensure that development within the Plan Area does not have a detrimental effect on historical resources, each project would be assessed as it is proposed, to determine the age of the properties proposed to be impacted by the application implementation. Because historical resources would be evaluated under each project application and would not be demolished as a result of the Specific Plan, impacts would be less than significant. Mitigation Measure CR-1 would reduce impacts on historical resources to the extent feasible.

Mitigation Measures

The following mitigation measure is required to mitigate potential future impacts to historic resources.

CR-1 Historical Built Environment Studies

Prior to the issuance of any demolition or development permits submitted by project applicants, the City shall prepare an inventory of the buildings located with the Specific Plan area. The inventory

shall provide the age of the buildings, the status of historic significance, and the dates required for evaluation as applications are submitted. The City Planning Department will assign a historic evaluation officer that will be responsible for determining the age and significance of such effected buildings prior to the issuance of any development permits.

Prior to the issuance of any permits associated with the individual projects within the Specific Pan development area that involves the demolition or alteration of buildings or structures greater than 50 years old, the project applicant shall retain a historian or architectural historian who meets or exceeds the Secretary of Interior's Professional Qualifications Standards to document and evaluate the historical significance of the affected buildings or structures. If such documentation and evaluation indicates that the building or structure qualifies as a significant historical resource, the resource shall be avoided and preserved in place if feasible. If avoidance is not feasible, a Historical Resources Treatment Plan shall be prepared and implemented requiring further documentation or action to reduce impacts on historical resources. These actions may include but are not be limited to archival quality photographs, measured drawings, oral histories, interpretive signage, and/or other measures including, potentially, alteration of the resource in accordance with Secretary of the Interior's Standards or relocation of the resource.

As defined in the California Code of Regulations (CCR) Title 4(3) Section 15126.4 (b)(2), in some circumstances, documentation of a historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to point where clearly no significant effect on the environment would occur. In these cases, the Historical Resources Treatment Plan shall also evaluate the feasibility of retaining significant buildings or structures in their original locations and rehabilitating them according to the Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Buildings.

Significance After Mitigation

Implementation of Measure CR-1 would reduce impacts to historical resources to the extent feasible by requiring steps to identify historical resources and to reduce impacts to such resources on a project-by-project basis. Due to the implementation of City oversight of building demolition, or rehabilitation, impacts would be less than significant.

Threshold:	Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?
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Impact CR-2 DEVELOPMENT ACCOMMODATED UNDER THE SPECIFIC PLAN HAS THE POTENTIAL TO IMPACT ARCHAEOLOGICAL RESOURCES THAT MAY BE CONSIDERED HISTORICAL RESOURCES. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.

Effects to archaeological resources are only known once a specific project has been proposed because they are highly dependent on both the individual project site conditions and the characteristics of the proposed ground-disturbing activity. Ground-disturbing activities in those portions of the Specific Plan Area that have not been subject to an archaeological investigation or where excavation depths exceed those previously attained have the potential to damage or destroy previously unknown prehistoric or historic period archaeological resources. Consequently, damage to or destruction of previously unknown archaeological resources could occur as a result of development under the proposed Specific Plan.

The Specific Plan does not include any implementation programs or policies designed to reduce impacts to archaeological resources. In order to ensure that development in the Specific Plan Area

does not have a detrimental effect on archaeological resources, each individual development project would need to be assessed as it is proposed. Without mitigation, impacts would be potentially significant. Mitigation Measure CR-2 requires an archaeological resources study and the identification of project-specific mitigation for future projects facilitated by the Specific Plan and would reduce impacts to archaeological resources on a project-by-project basis by requiring identification and treatment of archaeological resources.

Mitigation Measures

The following mitigation measure is required to address potential future impacts to as yet undiscovered archaeological resources.

CR-2 Archaeological Resource Studies

Prior to approval for projects that involve any demolition, grading, trenching, or other ground disturbance, a Phase 1 Cultural Resources Study conducted by a qualified archaeologist meeting the Secretary of the Interior standards in archaeology shall be required. A Phase 1 study shall include a pedestrian survey of the project site to identify potential surficial archaeological resources and sufficient background archival research and field sampling to determine whether subsurface prehistoric or historic remains may be present. If the project site is completely paved and/or developed, a pedestrian survey may not be required. Archival research should include, at minimum, a records search conducted at the South Central Coast Information Center (SCCIC) and a Sacred Lands File (SLF) search conducted with the Native American Heritage Commission (NAHC).

Any cultural resources identified shall be avoided and preserved in place if feasible. Where preservation is not feasible, each resource shall be subject to a Phase 2 evaluation for significance and eligibility for listing in the CRHR. Phase 2 evaluation shall include any necessary archival research to identify significant historical associations as well as mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit to characterize the nature of the sites, define the artifact and feature contents, determine horizontal boundaries and depth below surface, and retrieve representative samples of artifacts and other remains.

Cultural materials collected from the sites shall be processed and analyzed in the laboratory according to standard archaeological procedures. The age of archaeological resources shall be determined using radiocarbon dating or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the sites shall be evaluated according to the criteria of the CRHR. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)". Upon completion of the work, all artifacts, other cultural remains, records, photographs, and other documentation shall be curated at an appropriate curation facility. All fieldwork, analysis, report production, and curation shall be fully funded by the applicant.

If any of the resources meet CRHR significance standards, the City shall ensure that all feasible recommendations for mitigation of impacts are incorporated into the final design and any permits issued for development. Any necessary archaeological data recovery excavation shall be carried out by a Registered Professional Archaeologist according to a research design reviewed and approved by the City prepared in advance of fieldwork and using appropriate archaeological field and

laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), Guidelines for Archaeological Research Design, or the latest edition thereof.

As applicable, the final Phase 1 Inventory, Phase 2 Testing and Evaluation, Phase 3 Data Recovery reports shall be submitted to the City prior to final inspection of a construction permit. Recommendations contained therein shall be implemented throughout all ground disturbance activities including, at minimum, requirements to follow for unanticipated archaeological discoveries during construction.

Significance After Mitigation

Implementation of Measure CR-2 would reduce impacts to archaeological resources to a less than significant level by requiring steps to identify archaeological resources for projects that propose ground disturbance and requirements to avoid or reduce impacts to such resources on a project-by-project basis.

Threshold:	Would the project disturb any human remains, including those interred outside of formal cemeteries?
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Impact CR-3 DEVELOPMENT ACCOMMODATED UNDER THE SPECIFIC PLAN COULD IMPACT HUMAN REMAINS. COMPLIANCE WITH EXISTING REGULATIONS WOULD ENSURE THAT IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Development accommodated under the Specific Plan may involve ground disturbing activities in areas where excavation depths may exceed those previously attained by prior development. There is potential for encountering human remains during ground disturbing activities in the Plan Area and off-site improvement areas. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the Los Angeles County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner is required to notify the NAHC, which would determine and notify a most likely descendant (MLD). The MLD must complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. With adherence to existing regulations relating to human remains, impacts would be less than significant.

Mitigation Measures

Mitigation is not required.

Threshold :	Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?
Threshold :	Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1?

Impact CR-4 DEVELOPMENT ACCOMMODATED UNDER THE SPECIFIC PLAN MAY INVOLVE GROUND DISTURBANCE WHICH HAS THE POTENTIAL TO IMPACT PREVIOUSLY UNIDENTIFIED TRIBAL CULTURAL RESOURCES. IMPACTS TO TRIBAL CULTURAL RESOURCES WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.

As of the date of this draft, AB 52 consultation has not identified any specific tribal cultural resources in the Specific Plan Area. However, new tribal cultural resources may be identified or established over the course of the phased implementation of the Specific Plan, which is expected to occur over the course of several years.

If unknown tribal cultural resources are encountered during construction activities, there is a potential to result the destruction, damage, or loss of the resources. The ground-disturbing construction activities that could result in such adverse impacts include demolition, grading, excavation, drilling, or any other activity that disturbs surface or subsurface deposits associated with tribal cultural resources. Given the potential to damage these unknown tribal cultural resources, impacts are considered significant without mitigation.

Mitigation Measures

The following mitigation measure is required to address potential future impacts to as yet undiscovered tribal cultural resources.

CR-3 Unanticipated Discovery of Tribal Cultural Resources

In the event that a cultural resource of Native American origin is identified in the Plan Area during the implementation of MM CR-2 or during any project-related ground disturbance, the lead agency shall consult with local Native Americans who have requested notification of projects under AB 52. If the lead agency, in consultation with local Native Americans, determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with Native American groups. The mitigation plan may include but would not be limited to avoidance, capping in place, excavation and removal of the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measure.

Significance After Mitigation

Implementation of Measure CR-3 would reduce impacts to tribal cultural resources to a less than significant level by requiring steps to identify resources and prepare a mitigation plan on a project-by-project basis.

c. Cumulative Impacts

As discussed in Section 3, *Environmental Setting*, cumulative development in the vicinity of the Plan Area is represented by a 8.2 percent growth rate from existing conditions. The following analysis discusses the potential cumulative impacts associated with development under the Specific Plan in conjunction with other growth surrounding the Plan Area that would likely include residential, retail and mixed-use projects, as well as industrial projects, office buildings, and school enrollment growth. Cumulative development in the region would continue to disturb areas with the potential to contain historical resources, archaeological resources, and human remains. For other developments that would have significant impacts on cultural resources, similar conditions and mitigation measures described herein would be imposed on those other developments consistent with the requirements of CEQA, along with requirements to comply with all applicable laws and regulations governing said resources.

As described under Impact CR-1, Development accommodated under the Specific Plan would result in significant and unavoidable impacts to historical resources. Cumulative projects could also impact historical resources. Because development accommodated by the Specific Plan and other projects in the Plan Area vicinity may result in significant and unavoidable impacts to historical resources, impacts would be cumulatively considerable. Mitigation Measure CR-1 above would reduce the Specific Plan's contribution to the cumulative impact to the extent feasible by requiring identification and documentation of historical resources.

Development accommodated under the Specific Plan, in conjunction with cumulative projects in and around Compton, would result in significant cumulative impacts to unknown archaeological resources. However, the Specific Plan would implement Mitigation Measure CR-2 to ensure archaeological resources are identified and adequately mitigated on a project-by-project basis. Similarly, cumulative projects are reviewed separately by the appropriate jurisdiction and undergo environmental review when it is determined that the potential for significant impacts exists. In the event that future cumulative projects would result in impacts to known or unknown cultural resources, impacts to such resources would be addressed on a case-by-case basis, and would likely be subject to mitigation measures similar to those imposed for the proposed project. As such, cumulative impacts would be less than significant with mitigation. After implementation of Mitigation Measure CR-2, the Specific Plan's contribution would not be cumulatively considerable.

Development accommodated under the Specific Plan and cumulative projects discussed in Section 4, Environmental Impact Analysis, would involve ground disturbing activities which could encounter human remains. If human remains are found, the proposed project and cumulative projects would be required to comply the State of California Health and Safety Code Section 7050.5, as described in Impact CUL-3, above. With adherence to existing regulations relating to human remains, cumulative impacts would be less than significant and the proposed Specific Plan's impacts would not be cumulatively considerable.

Development accommodated under the Specific Plan, in conjunction with cumulative projects in and around Compton, could result in significant cumulative impacts to tribal cultural resources. However, the Specific Plan would implement Mitigation Measure CR-3 to ensure tribal cultural resources are identified and adequately mitigated on a project-by-project basis. Similarly, cumulative projects are reviewed separately by the appropriate jurisdiction and undergo environmental review when it is determined that the potential for significant impacts exists. In the event that future cumulative projects would result in impacts to known or unknown tribal cultural resources, impacts to such resources would be addressed on a case-by-case basis, and would likely

be subject to mitigation measures similar to those imposed for the proposed project. As such, cumulative impacts would be less than significant with mitigation. After implementation of Mitigation Measure CR-3, the Specific Plan's contribution would not be cumulatively considerable.

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4.5 Geology and Soils

This section provides an overview of geology and soils and evaluates the impacts associated with the proposed Specific Plan. Topics addressed include suitability of soil for development; geologic faults; paleontological resources; and direct and indirect seismic hazards such as erosion, subsidence, liquefaction, and landslides. This section was prepared utilizing documents and maps published by the United States Geological Survey (USGS), California Department of Conservation, California Geological Survey (CGS), and the City of Compton. Various federal, State, regional, and local programs and regulations related to anticipated geologic hazards are also discussed in this section.

4.5.1 Setting

a. Regional Geology

The Plan Area is situated in southern portion of the “petroliferous” Los Angeles Basin, a northwest-trending lowland plain at the northern end of the Peninsular Ranges Province, one of eleven major geomorphic provinces in California (California Geological Survey 2002; Yerkes and Campbell 2005). A geomorphic province is a region of unique topography and geology that is readily distinguished from other regions based on its landforms and diastrophic history (Norris and Webb 1990). The Peninsular Ranges Geomorphic Province encompasses an area that extends approximately 125 miles from the Transverse Ranges and the Los Angeles basin south to the Mexican border and continues beyond another approximately 775 miles to the end of Baja California. The Province varies in width from 30 to 100 miles and consists of northwest-southeast trending mountain range blocks separated by similarly oriented northwest-southeast trending faults. The Los Angeles Basin is approximately 60 miles long and 35 miles wide and is defined as the region bounded by the northern foothills of the Santa Monica Mountains to the north, the San Jose Hills and the Chino fault on the east, and the Santa Ana Mountains and San Joaquin Hills in the southeast (Yerkes et al. 1965). The Los Angeles Basin is underlain by a structural depression that was the site of extensive accumulation of interstratified fluvial, alluvial, floodplain, shallow marine and deep shelf deposits on underlying Mesozoic metamorphic and granitic plutonic basement rocks. Sediment accumulation and subsidence has occurred there since the Late Cretaceous and has reached a maximum thickness of more than 20,000 feet (McCulloh and Beyer 2004; Norris and Webb 1990; Yerkes et al. 1965). During that time, rise and fall of relative sea level, tectonic uplift and subsidence, and Pleistocene glaciation resulted in marine and terrestrial sedimentary deposition throughout the Los Angeles Basin (Beyer 1995; McCulloh and Beyer 2004).

The Los Angeles Basin contains several major fault zones, including the Newport-Inglewood fault zone in the vicinity of the Plan Area (Saucedo et al. 2016; Yerkes et al. 1965). The Transverse Ranges Southern Boundary fault system forms the northern boundary of the Peninsular Ranges Geomorphic Province. This fault system includes the active Malibu, Santa Monica, Hollywood, and Raymond Faults. The adjacent Colorado Desert Geomorphic Province lies northeast of the Peninsular Ranges Geomorphic Province and includes the active San Andreas Fault Zone. This regional tectonic framework has a major tectonic activity of right-lateral, strike-slip movement that is associated with the faults. The California Geologic Survey classifies all faults as either active, potentially active, or inactive (Department of Conservation 2019).

b. Local Geologic Setting

The Plan Area is relatively flat with an elevation of approximately 60 to 75 feet above sea level. Most of the land surface within the City is urbanized and developed with industrial, commercial, and residential uses; most of which are paved, limiting the extent of exposed surface soils. Soil is generally defined as the unconsolidated mixture of mineral grains and organic material that mantles the land surfaces of the earth. Soils can develop on unconsolidated sediments and weathered bedrock. The characteristics of soil reflect the five major influences on their development: topography, climate, biological activity, parent source material, and time. According to the Web Soil Survey, the Plan Area is entirely underlain by urban land soils, with zero to nine percent slopes, and varying compositions at the surface (Natural Resources Conservation Service 2019).

The City of Compton is generally underlain by Quaternary-aged alluvial deposits. These units are differentiated by age, with the oldest dating from the mid- to late-Pleistocene. The Plan Area is mapped at a scale of 1:100,000 by Saucedo et al. (2016) and is underlain by younger Quaternary (Holocene) alluvial valley and fan deposits and undivided older Quaternary (Pleistocene) alluvium (Qoa). The Quaternary young alluvial valley deposits (Qya₂) were deposited during the Holocene to latest Pleistocene and is composed of slightly to poorly consolidated and poorly-sorted floodplain deposits with various compositions of clay, silt, and sand. The Quaternary young alluvial fan deposits (Qyf) consist of unconsolidated to slightly consolidated, undissected to slightly dissected boulder, cobble, gravel, sand, and silt deposits issued from a confined valley or canyon. Older Quaternary (Pleistocene) alluvial deposits (Qoa) in the Los Angeles Basin are typically composed of weakly to moderately consolidated, moderately bedded, pebble-cobble gravel and conglomerate, pebbly to conglomeratic sand and sandstone, and silt and siltstone. Figure 4.5-1 depicts the geologic units that occur in the Plan Area.

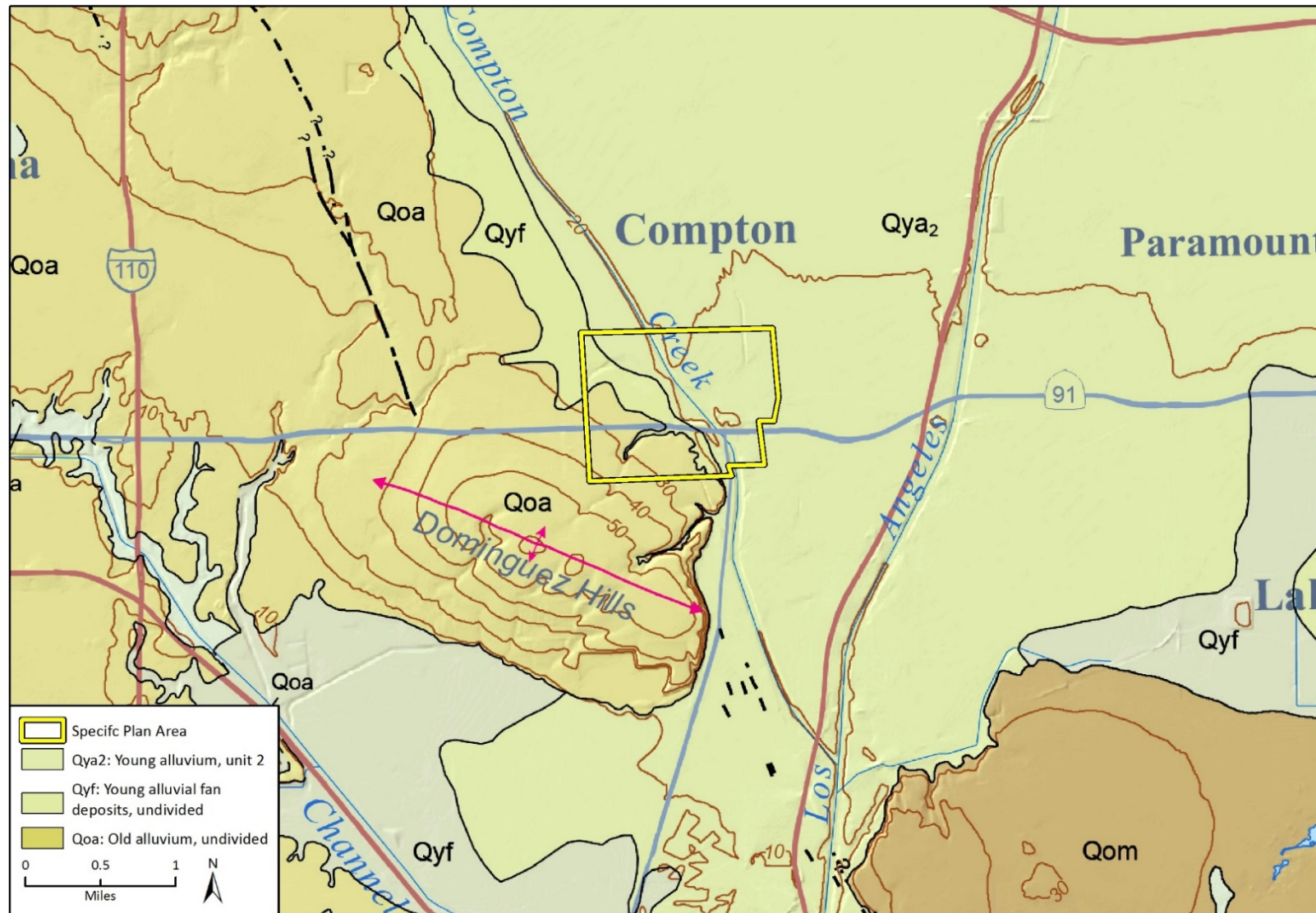
c. Faulting and Seismicity

The Los Angeles Basin is located in a seismically active region of Southern California and is generally bounded by fault systems. Numerous faults in the Los Angeles Basin are categorized as active, potentially active, and inactive. The USGS defines active faults as those that have had surface displacement within Holocene time (about the last 11,700 years). A fault is classified as *potentially active* if it has experienced movement within Quaternary time (during the last 2.6 million years). Faults that have not moved in the last 2.6 million years are generally considered *inactive*. Surface displacement can be recognized by the presence of cliffs in alluvium, terraces, offset stream courses, fault troughs and saddles, the alignment of depressions, sag ponds, and the existence of steep mountain fronts. The faults that are considered to most influence the seismic exposure of the City include the San Andreas Fault, Whittier-Elsinore Fault, Newport-Inglewood Fault, and the Sierra Madre Fault (Compton 1991).

Regional and Local Faults

Although no known regional faults directly traverse the Plan Area, earthquakes along several active and potentially active faults in the Southern California region could affect the proposed development in the Plan Area, including an Alquist-Priolo Earthquake Fault Zone that traverses the western edge of the City of Compton (Compton 1991). A summary of the major faults nearest to the Plan Area is provided below.

Figure 4.5-1 Local Geology



Geological basemap provided by USGS GEOLOGIC MAP OF THE LONG BEACH 30' X 60' QUADRANGLE, CALIFORNIA
Regional Geologic Map Series, 1:100,000 Scale, George J. Saucedo, H. Gary Greene, Michael P Kennedy, and Stephen P Bezore 2016.

Fig X Geologic Units of the Project Site

San Andreas Fault Zone

This fault zone runs southeast to northwest and is located approximately 50 miles to the northeast of the Plan Area at the nearest point (CGS 2019). The fault zone extends from the Gulf of California northward to the Cape Mendocino area where it continues northward along the ocean floor. The San Andreas Fault is the primary surface boundary between the Pacific and the North American plates. The length of the fault and its active seismic history indicates that it has a very high potential for large-scale movement in the near future (magnitude 8.0 or greater on Richter scale) and should be considered important in land use planning for most cities in California.

Sierra Madre Fault System

Located approximately 20 miles north of the Plan Area, at the base of the San Gabriel Mountains, this fault system forms a prominent 50-mile long east/west structural zone on the south side of the San Gabriel Mountains (DOC 2010). It consists of a complex system of dips and slips and has a left lateral reverse component. The Sierra Madre Fault system has been responsible for uplift of the San Gabriel Mountains by faulting in response to tectonic compression. In several places, the faults have placed basement bedrock over alluvium where they dip northerly below the steep topographic front of the San Gabriel Mountains. This fault zone has an expected maximum capability of a moment magnitude 7.0 earthquake (SCEDC 2013).

Newport-Inglewood Fault Zone

Located approximately 0.9 mile west of the Plan Area, this active fault zone could generate a magnitude 7.0 or greater earthquake within the next 50 to 100 years. This fault zone is reflected at the surface by a line of geomorphically young hills and mesas formed by the folding and faulting of a thick sequence of Pleistocene age sediments and Tertiary age sedimentary rocks. This zone also contains the Overland Fault, which extends from the northwest flank of the Baldwin Hills to North Santa Monica Boulevard in the vicinity of Overland Avenue.

Whittier-Elsinore Fault Zone

The Whittier Fault, located approximately 13 miles northeast of the Plan Area, stretches 25 miles along the Chino Hills range between the cities of Chino Hills and Whittier. The Whittier Fault is likely capable of producing a Maximum Credible Earthquake (MCE) of 7.2 (Caltrans 1996).

Other active faults in the Plan Area vicinity include the Palos Verdes and Santa Monica faults, and several potentially active and unnamed secondary faults adjacent to these faults. There are few or no studies pertaining to these additional secondary faults, and it is unknown if these faults may or may not experience secondary ground rupture during a large earthquake.

Recent Seismic Activity

Historically, earthquakes have caused substantial groundshaking in the Southern California region and include the following: the 1933 Long Beach earthquake (magnitude 6.4 on Richter scale), along the Newport-Inglewood Fault Zone; the 1971 San Fernando earthquake (magnitude 6.7), along the San Fernando-Sierra Madre Fault; the 1987 Whittier Narrows earthquake (magnitude 5.9), along the Elysian Park Thrust Fault; the 1988 Pasadena earthquake (magnitude 5.0); the 1990 earthquake north of Pomona (magnitude 5.3); the 1991 Sierra Madre earthquake (magnitude 5.8); the 1992 Landers area earthquake (magnitude 7.4); the 1994 Northridge earthquake (magnitude 6.7), along the Oakridge Fault, the 2008 Chino Hills earthquake (magnitude 5.5). Furthermore, the 2019

Ridgecrest earthquake (magnitude 7.1) was the strongest earthquake felt in the greater Los Angeles region since the 2008 Chino Hills earthquake. Figure 4.5-2 depicts the faults within the vicinity of the Plan Area.

d. Seismic Hazards

Hazards associated with earthquakes include primary hazards, such as surface rupture and groundshaking, as well as secondary hazards, such as liquefaction, lateral spreading, and ground lurching. These hazards are described below.

Surface Rupture

Surface rupture represents the breakage of ground along the surface trace of a fault, which is caused by the intersection of the fault surface area ruptured in an earthquake with Earth's surface. Fault displacement occurs when material on one side of a fault moves relative to the material on the other side of the fault. This can have particularly adverse consequences when buildings are located within the rupture zone. It is not feasible, from a structural or economic perspective, to design and build structures that can accommodate rapid displacement involved with surface rupture. Amounts of surface displacement can range from a few inches to tens of feet during a rupture event.

The Alquist-Priolo Earthquake Fault Zoning Act regulates development near active faults to mitigate the hazard of surface fault rupture. Essentially, this Act prohibits the location of most structures for human occupancy across the trace of active faults and establishes Earthquake Fault Zones and requires geologic/seismic studies of all proposed developments within a delineated zone. The Earthquake Fault Zones are delineated and defined by the State Geologist and identify areas where potential surface rupture along a fault could occur. As previously discussed, the western edge of the City is crossed by an Alquist-Priolo Earthquake Fault Zone; however, the Plan Area is not situated within this zone, as shown in Figure 4.5-2.

Groundshaking

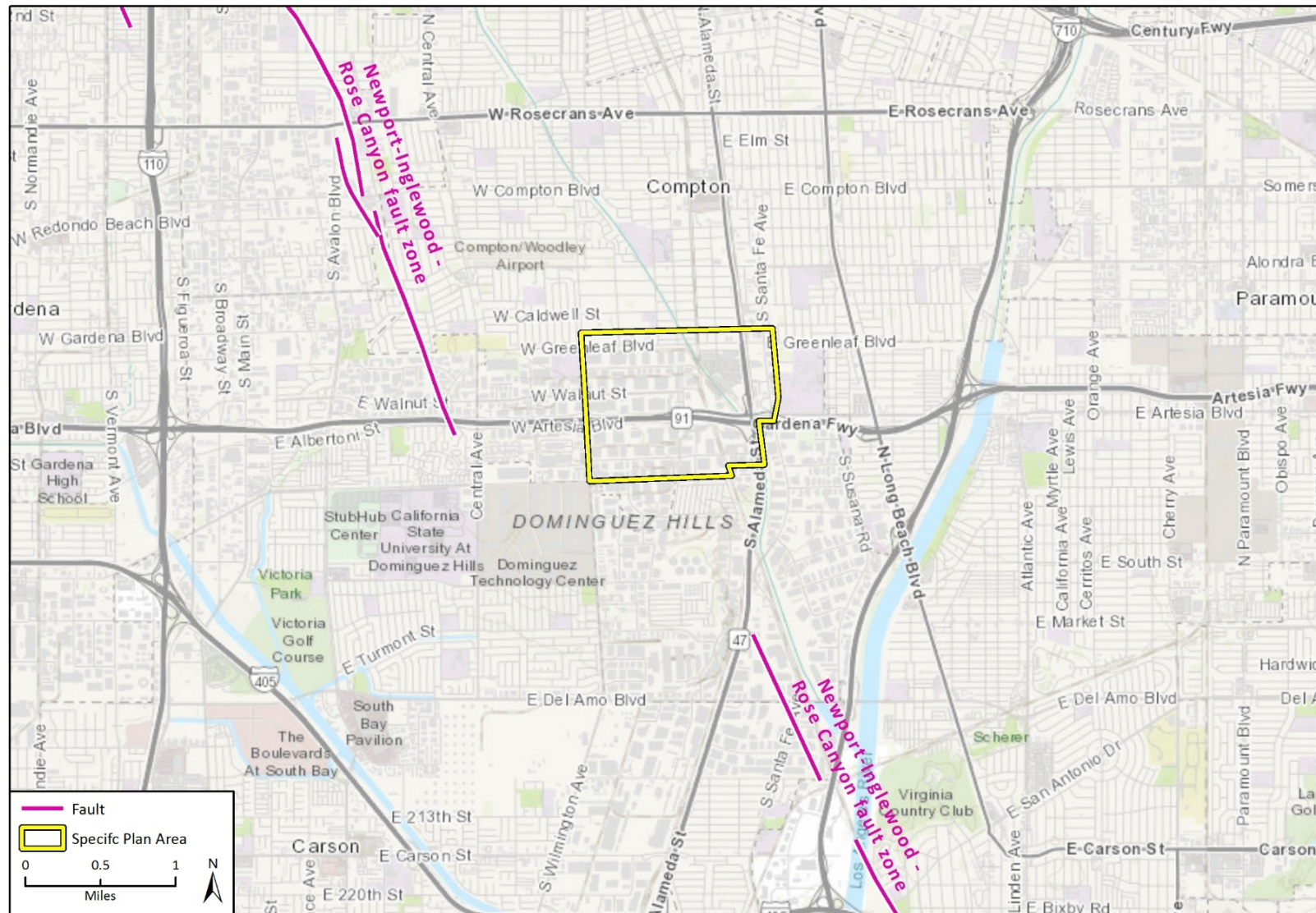
The major cause of structural damage from earthquakes is groundshaking. The intensity of ground motion expected at a particular site depends upon the magnitude of the earthquake, the distance to the epicenter, and the geology of the area between the epicenter and the property. Greater movement can be expected at sites located on poorly consolidated material, such as alluvium, within close proximity to the causative fault, or in response to a seismic event of great magnitude.

Liquefaction

Liquefaction is a phenomenon in which the strength and stiffness of a soil is reduced by earthquake shaking or other rapid loading. Liquefaction occurs in saturated soils, in which the water exerts a pressure on the soil particles that influences how tightly the particles themselves are pressed together. This is caused by a sudden temporary increase in pore water pressure due to seismic densification or other displacement of submerged granular soils. Significant factors that affect liquefaction include water level, soil type, particle size and gradation, relative density, confining pressure, and the intensity and duration of shaking.

Liquefaction more often occurs in earthquake-prone areas underlain by young alluvium where the groundwater table is within 30 feet of the ground surface. In addition to the necessary soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction. The City of Compton has varying potential for liquefaction. The water table underlying most of the City is at least 100 feet underground, making liquefaction potential in the

Figure 4.5-2 Local Faults



Basemap provided by Esri and its licensors © 2019.

Fault data provided by Bryant, W. A. (compiler), 2005, Digital Database of Quaternary and Younger Faults from the Fault Activity Map of California, version 2.0: CGS.

Fig X Regional Faults

City generally low, except for the central eastern area where the groundwater level is higher. As shown in Figure 4.5-3, the majority of the Plan Area is located in a Liquefaction Zone and subject to earthquake-induced liquefaction (CGS 2019).

Lateral Spreading

Lateral spreading involves the lateral displacement of surficial blocks of sediment (e.g., alluvium, terrace sands) as a result of liquefaction in a subsurface layer. The initial gradient of a particular site that fails in lateral spreading can be small since the soil mass usually moves on a liquefied layer of loose, saturated granular material.

Paleontology

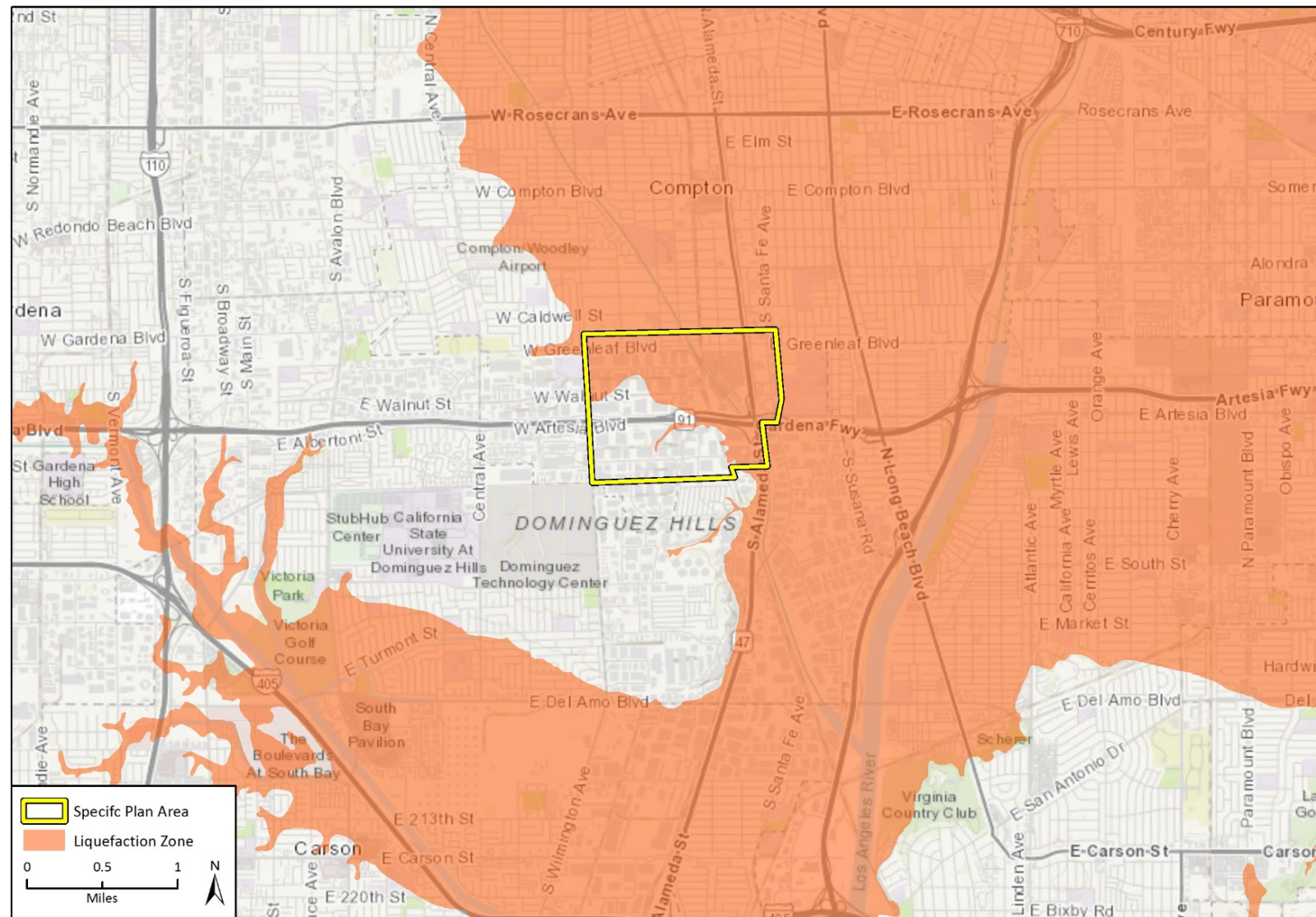
Paleontological resources (fossils) are the remains and/or traces of prehistoric life. Fossils are typically preserved in layered sedimentary rocks and the distribution of fossils is a result of the sedimentary history of the geologic units within which they occur. Fossils occur in a non-continuous and often unpredictable distribution within some sedimentary units, and the potential for fossils to occur within sedimentary units depends on several factors. Although it is not possible to determine whether a fossil will occur in any specific location, it is possible to evaluate the potential for geologic units to contain scientifically significant paleontological resources, and therefore evaluate the potential for impacts to those resources and provide mitigation for paleontological resources if they do occur during construction.

The paleontological sensitivity of the geologic units that underlie the Plan Area is evaluated based on published geologic maps, relevant paleontological and geological data in the scientific literature, and the fossil collections records from the University of California Museum of Paleontology (UCMP) online database, which contains known fossil localities. Based on this review, the paleontological sensitivity to the geologic units within the Plan Area was assigned. The potential for impacts to significant paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units. The Society of Vertebrate Paleontology (SVP) has defined paleontological sensitivity and developed a system for assessing paleontological sensitivity, as discussed below.

Absent specific agency guidelines, most professional paleontologists in California adhere to guidelines set forth by SVP (2010) in "Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources." These guidelines establish detailed protocols for the assessment of the paleontological resource potential (i.e., "sensitivity") of a Plan Area and outline measures to follow in order to mitigate adverse impacts to known or unknown fossil resources during project development. Using baseline information gathered during a paleontological resource assessment, the paleontological resource potential of the geologic unit(s) (or members thereof) underlying a Plan Area can be assigned to a high, undetermined, low, or no paleontological sensitivity category, as defined by SVP (2010). This criterion is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. While these standards were specifically written to protect vertebrate paleontological resources, all fields of paleontology have adopted these guidelines.

Significant paleontological resources are determined to be fossils or assemblages of fossils that are unique, rare, diagnostically important, or are common but have the potential to provide valuable scientific information for evaluating evolutionary patterns and geologic processes. New or unique specimens can provide new insights into evolutionary history; however, additional specimens of even well-represented lineages can be equally important for studying evolutionary pattern and

Figure 4.5-3 Liquefaction Zones



Basemap provided by Esri and its licensors © 2019.
Liquefaction Zone data provided by California Geological Survey. 1999, Official Maps of Seismic Hazard Zones.

Fig X Liquefaction Zones

process. Even unidentifiable material can provide useful data for dating geologic units if radiocarbon dating is possible. As such, common fossils (especially vertebrates) may be scientifically important, and therefore considered highly significant.

In general, for geologic units with high sensitivity, full-time monitoring typically is recommended during any project-related ground disturbance. For geologic units with low sensitivity, monitoring or salvage efforts typically are not required. For geologic units with undetermined sensitivity, field surveys by a qualified paleontologist are usually recommended to specifically determine the paleontological potential of the rock units present within the study area. For geologic units with no sensitivity, paleontological mitigation is not required.

Paleontological Sensitivity of the Plan Area

The paleontological sensitivity of the geologic units underlying the Plan Area are in accordance with SVP (2010) guidelines. As stated above, the sensitivity assessment was based on a review of published geologic maps, literature review, and museum locality data at the UCMP.

As described above under *Local Geologic Setting*, the Plan Area is entirely underlain by Quaternary alluvial deposits ranging from Holocene to Pleistocene in age (Saucedo et al. 2016). A search of the paleontological locality records on the UCMP (2019) online database resulted in no previously recorded vertebrate fossil localities within Holocene sedimentary deposits in the project or vicinity. Holocene sedimentary deposits, particularly those younger than 5,000 years old, are generally too young to contain fossilized material. Therefore, the Holocene alluvial deposits (Qya₂, Qyf) mapped in the Plan Area have been assigned a low paleontological sensitivity, in accordance with SVP (2010) guidelines. At moderate depth, the Holocene sediments may grade into older deposits of late Pleistocene age (Qoa) that could preserve fossil remains. Pleistocene sedimentary deposits have a well-documented record of abundant and diverse vertebrate fauna throughout California, especially in the Los Angeles Basin. Fossil specimens of whale, sea lion, horse, ground sloth, bison, camel, mammoth, dog, pocket gopher, turtle, ray, bony fish, shark, and bird have been reported (Agenbroad 2003; Bell et al. 2004; Jefferson 1985, 1989, 1991; Maguire and Holroyd 2016; Merriam 1911; Reynolds et al. 1991; Savage 1951; Savage et al. 1954; Scott and Cox 2008; Springer et al. 2009; Tomiya et al. 2011; Wilkerson et al. 2011; Winters 1954; University of California Berkeley Museum of Paleontology 2019). Based on these results, the Pleistocene alluvial deposits (Qoa), mapped on the southwestern edge of the Plan Area, have been assigned a high paleontological resource sensitivity.

e. Regulatory Setting

Federal

The International Building Code (IBC), published by the International Code Council (ICC), covers major aspects of construction and design of structures and buildings, except for three-story, one- and two-family dwellings and town homes. The 2006 International Building Code replaces the 1997 Uniform Building Code and contains provisions for structural engineering design. The 2006 International Building Code addresses the design and installation of structures and building systems through requirements that emphasize performance. The IBC includes codes governing structural as well as fire- and life-safety provisions covering seismic, wind, accessibility, egress, occupancy, and roofs.

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 was passed into law following the destructive February 9, 1971 magnitude 6.6 San Fernando earthquake. The Act provides a mechanism for reducing losses from surface fault rupture statewide. The intent of the Act is to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. Generally, siting of structures for human occupancy must be set back from the fault by approximately 50 feet. This Act groups faults into categories of active, potentially active, and inactive. Historic and Holocene age faults are considered active, Late Quaternary and Quaternary age faults are considered potentially active, and pre-Quaternary age faults are considered inactive.

Seismic Safety Act

The California Seismic Safety Commission was established by the Seismic Safety Act in 1975 with the intent of providing oversight, review, and recommendations to the Governor and State Legislature regarding seismic issues. The commission's name was changed to Alfred E. Alquist Seismic Safety Commission in 2006. Since then, the Commission has adopted several documents based on recorded earthquakes, such as the 1994 Northridge earthquake, 1933 Long Beach earthquake, the 1971 Sylmar earthquake, etc. Some of these documents are listed as follows:

- Research and Implementation Plan for Earthquake Risk Reduction in California 1995 to 2000, report dated December 1994;
- Seismic Safety in California's Schools, 2004, "Findings and Recommendations on Seismic Safety Policies and Requirements for Public, Private, and Charter Schools," report dated December 1994;
- Findings and Recommendations on Hospital Seismic Safety, report dated November 2001;
- Commercial Property Owner's Guide to Earthquakes Safety, report dated October 2006; and
- California Earthquake Loss Reduction Plan 2007–2011, report dated July 2007.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 was passed into law following the destructive October 17, 1989 magnitude 6.9 Loma Prieta earthquake. The Act directs the CGS to delineate Seismic Hazard Zones. The purpose of the Act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. Cities, counties, and State agencies are directed to use seismic hazard zone maps developed by CGS in their land-use planning and permitting processes. The Act requires preparation of site-specific geotechnical investigations, including mitigation measures based on site-specific conditions, prior to permitting most urban development projects in seismic hazard zones.

California Building Standards Code, California Code of Regulations

The California Building Code (CBC) requires, among other things, seismically resistant construction and foundation and soil investigations prior to construction. The CBC also establishes grading requirements that apply to excavation and fill activities, and implementation of erosion control measures. The City is responsible for enforcing the 2013 CBC.

California Environmental Quality Act

Paleontological resources are protected under the CEQA, which states, in part, that a project will “normally” have a significant effect on the environment if it, among other things, will disrupt or adversely affect a paleontological site except as part of a scientific study. Specifically, in Appendix G of the *State CEQA Guidelines* the question is posed, “Will the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.” To determine the uniqueness of a given paleontological resource, it must first be identified or recovered. Therefore, mitigation of adverse impacts, to the extent practicable, to paleontological resources is mandated by CEQA.

California Public Resources Code

Section 5097.5 of the California Public Resource Code (PRC) states “no person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface” any “vertebrate paleontological site” on public lands without the “permission of the public agency having jurisdiction over such lands.” Violation of this section is a misdemeanor.

As used in this PRC section, “public lands” means lands owned by or under the jurisdiction of the State or any city, county, district, authority, public corporation, or any agency thereof. Consequently, public agencies are required to comply with PRC 5097.5 for their own activities, including construction and maintenance, as well as for permit actions undertaken by others.

Local

City of Compton General Plan – Public Safety Element (1991)

The Public Safety Element describes potential safety hazards and establishes policies to minimize danger to the public. The Public Safety Element identifies the eastern portion of Compton as an area with medium potential for liquefaction and states that new construction will require special foundation design.

The Public Safety Element contains the Public Safety Plan, which discusses the necessary hazard mitigation and emergency preparedness planning to provide safety and emergency services in the face of major disasters. To address seismic hazards, the Public Safety Plan calls for the City to continue to abate deficiencies in unreinforced masonry buildings and requires geology studies for development in the Newport-Inglewood Alquist-Priolo Earthquake Fault Zone to establish appropriate building guidelines. The following are the applicable goals and policies associated with geology and soil:

Goal 1.0(L): Protect the community from seismic hazards.

- Policy 1.1(S):** Adopt and maintain high standards for seismic performance of new buildings.
- Policy 1.2(S):** Continue to implement the City's seismic hazard abatement program for existing unreinforced buildings. Ensure that retrofit plans are carried out.
- Policy 1.3(S):** Consider the cultural and historic significance of buildings to be upgraded for seismic safety; avoid demolition or alteration of a building's historic character in retrofitting buildings for seismic safety.
- Policy 1.4(s):** In Alquist-Priolo Zones, require geologic review to determine surface rupture potential, and regulate development as appropriate.

- Policy1.5(S):** In areas with liquefaction potential, require review of soils and geologic conditions and if necessary on-site borings, to determine liquefaction susceptibility of the proposed site.

City of Compton Municipal Code

The City's Municipal Code contains Chapter XIV, *Building and Housing*, that established requirements regarding excavation, grading, and associated permits and fees.

4.5.2 Impact Analysis

a. Methodology and Significance Thresholds

This section describes the potential environmental impacts of the proposed project relevant to geology and soils. The impact analysis is based on an assessment of baseline conditions for the Plan Area, including topography, geologic and soil conditions, seismic hazards and paleontological resources, as described in the *Setting*, above. This analysis identifies potential impacts based on the predicted interaction between the affected environment and construction, operation, and maintenance activities related to development under the proposed Specific Plan.

Assessment of impacts is based on review of site information and conditions and County information regarding geologic issues. In accordance with Appendix G of the *State CEQA Guidelines*, a project would result in a significant impact if it would:

1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault.
 - b. Strong seismic ground shaking.
 - c. Seismic-related ground failure, including liquefaction.
 - d. Landslides.
2. Result in substantial soil erosion or loss of topsoil.
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
4. Be located on expansive soil creating substantial risks to life or property; or,
5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater.
6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

- a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault?
- b. Strong seismic ground shaking?

Impact GEO-1 **NO ACTIVE FAULTS EXIST IN THE PLAN AREA AND NO ACTIVE FAULTS ARE TRENDING TOWARD THE PLAN AREA; THEREFORE, DEVELOPMENT UNDER THE PROPOSED SPECIFIC PLAN WOULD NOT BE SUBJECT TO GROUND RUPTURE. THE PLAN AREA IS SUSCEPTIBLE TO STRONG SEISMIC GROUND SHAKING IN THE EVENT OF A MAJOR EARTHQUAKE. THEREFORE, FUTURE DEVELOPMENT UNDER THE PROPOSED SPECIFIC PLAN WOULD BE EXPOSED TO POTENTIAL IMPACTS ASSOCIATED WITH SEISMIC GROUND SHAKING. HOWEVER, WITH ADHERENCE TO APPLICABLE BUILDING CODES AND CITY POLICIES, POTENTIAL IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

The Plan Area is largely developed and paved over. However, future development under the proposed Specific Plan would increase the population of the area, along with structural development and infrastructure that would be exposed to these hazards. The Plan Area has not been identified as having a known earthquake fault as delineated in the most recent Alquist-Priolo Earthquake Fault Zoning Map. The Plan Area is located approximately 0.9 mile east at its closest point to the delineated Alquist-Priolo Special Study Zone for the Newport-Inglewood Fault Zone (California Department of Conservation 2019). In addition, no known fault lines are present in the Plan Area. Therefore, the risk of rupture of the ground surface in the Plan Area are improbable, and potential impacts would be less than significant.

As with any site in the Southern California region, the Plan Area is susceptible to strong seismic ground shaking in the event of a major earthquake. Nearby active faults include the San Andreas Fault, the Newport Inglewood Fault, the Whittier-Elsinore Fault, and the Sierra Madre Fault (Compton 1991). These faults are capable of producing strong seismic ground shaking to the Plan Area. The impact to people, buildings, or structures on the Plan Area from strong seismic ground shaking would be reduced by the required conformance with applicable building codes, accepted engineering practices, and Compton General Plan Policies. Geology and seismicity implementation measures in the Public Safety Element (*Policy 1.1* and *Policy 1.2*) require all structures within the City to be built to the latest seismic safety requirements of the California Uniform Building and Safety Code. With adherence to the geology and soil provisions of the CBC, which sets forth seismic design standards and geohazard study requirements, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 1c: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure (including liquefaction)?

Impact GEO-2 THE PORTIONS OF THE PLAN AREA LOCATED WITHIN THE LIQUEFACTION ZONE WOULD RESULT IN DEVELOPMENT UNDER THE SPECIFIC PLAN THAT WOULD BE SUSCEPTIBLE TO IMPACTS ASSOCIATED WITH LIQUEFACTION. HOWEVER, COMPLIANCE WITH THE ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT, THE CBC, AND GENERAL PLAN POLICIES WOULD MINIMIZE POTENTIAL IMPACTS ASSOCIATED WITH POTENTIAL LIQUEFACTION EVENTS, AND IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Liquefaction is a potential hazard associated with certain types of soils and subsurface conditions that occurs when saturated or partially saturated and unconsolidated soils lose strength in response to a stress, typically during an earthquake. This phenomenon can result in damage to infrastructure and foundations. Similarly, seismically-induced settlement, or the potential for the ground surface to settle, is an existing geologic hazard that typically occurs where loose- to medium-density unconsolidated soils are located above groundwater; settlement can also be induced or exacerbated by the improper placement of artificial fill, or the placement of structures on soils or bedrock with differential settlement rates. As discussed in the *Setting* and shown in Figure 4.5-3, above, the central eastern area of the City, including portions of the Plan Area, is in a liquefaction zone (Compton 1991).

It is probable that several structures currently situated within the Plan Area were constructed prior to 1970, when the CBC was originally established (the most recent version of the CBC became effective in 2016). Existing structures may not meet current CBC design standards for seismic hazards. Implementation of the proposed Specific Plan may replace some of these older structures with current, CBC-compliant commercial and residential structures, thereby reducing existing potential for earthquake-related damage in the area. In addition, new development facilitated under the Specific Plan that would be constructed in the liquefaction zone would be required to comply with the CBC (as amended at the time of permit approval) as required by law. Proper engineering, including compliance with the CBC, would minimize the risk to life and property associated with potential seismic activity in the area. Additionally, a geology and seismicity implementation measure (*Policy 1.5*) in the Public Safety Element of the Compton General Plan requires the review of soils, geologic conditions, and if necessary on-site borings; to determine liquefaction susceptibility of the proposed site (Compton 1991). Compliance with the Alquist-Priolo Earthquake Fault Zoning Act, the CBC, and Compton General Plan policies would minimize potential impacts associated with seismic-related ground failure and liquefaction events. Potential impacts would be less than significant.

Mitigation Measures

No mitigation measures are necessary beyond adherence to applicable laws and regulations.

Threshold 1d:	Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?
Threshold 3:	Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
Threshold 4:	Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Impact GEO-3 THE PLAN AREA IS NOT LOCATED IN AN AREA THAT WOULD EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS INVOLVING LANDSLIDES. HOWEVER, DEVELOPMENT UNDER THE SPECIFIC PLAN MAY RESULT IN THE CONSTRUCTION OF STRUCTURES IN AREAS WHERE HAZARDOUS SOIL CONDITIONS ARE PRESENT, SUCH AS SUBSIDENCE AND EXPANSIVE SOILS. COMPLIANCE WITH THE CBC REQUIREMENTS AND CITY POLICIES WOULD ENSURE THAT POTENTIAL IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The Plan Area is generally flat, and according to the California Seismic Hazard Map, the City is not located within an earthquake-induced landslide hazard zone (California Department of Conservation 2019). Therefore, potential impacts associated with landslides would be less than significant.

Subsidence is the sudden sinking or gradual downward settling of the earth's surface with little or no horizontal movement. Subsidence is caused by a variety of activities, which include, but are not limited to, withdrawal of groundwater, pumping of oil and gas from underground, the collapse of underground mines, liquefaction, and hydrocompaction. As discussed in Section 4.8, *Hydrology and Water Quality*, development under the proposed Specific Plan does not include installation of new groundwater wells or use of groundwater from existing wells. In addition, the pumping of oil and gas and mining do not occur in the Plan Area. However, as discussed in *Threshold 1c*, the central eastern area of the City, including portions of the Plan Area, is located in a liquefaction zone. Nonetheless, future development under the proposed Specific Plan would be required to comply with the applicable regulations and policies that would reduce potential impacts to a less than significant level. Therefore, potential impacts associated with subsidence and liquefaction would be less than significant.

Lateral spreading is the horizontal movement or spreading of soil toward an open face. The potential for failure from subsidence and lateral spreading is highest in areas where the groundwater table is high and where relatively soft and recent alluvial deposits exist. Lateral spreading hazards may also be present in areas with liquefaction risks. Expansive soils are generally clays, which increase in volume when saturated and shrink when dried. The composition of the urban land soils vary throughout the Plan Area and may include expansive soils. As discussed above, potential impacts associated with liquefaction would be less than significant; however, site-specific development under the proposed Specific Plan would be subject to review of soils and geologic conditions on a project-by-project basis to determine the susceptibility related to these hazards in the Plan Area. Project would be required to comply with the CBC requirements and Compton General Plan policies, which would reduce potential impacts associated with lateral spreading, subsidence, collapse and potential liquefaction events. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation measures are necessary beyond adherence to applicable laws and regulations

Threshold 2: Would the project result in substantial soil erosion or loss of topsoil?

Impact GEO-4 GROUND-DISTURBING ACTIVITIES DURING CONSTRUCTION OF DEVELOPMENT FACILITATED BY THE SPECIFIC PLAN COULD RESULT IN TEMPORARY SOIL EROSION. HOWEVER, WITH ADHERENCE TO APPLICABLE LAWS AND REGULATIONS, SUCH AS IMPLEMENTATION OF CONSTRUCTION BMPs AND PROJECT-SPECIFIC LOW IMPACT DESIGN MEASURES, DEVELOPMENT UNDER THE PROPOSED SPECIFIC PLAN WOULD NOT RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL. THEREFORE, IMPACTS WOULD BE LESS THAN SIGNIFICANT.

As stated above, the relatively flat Plan Area is developed (predominantly by industrial and commercial land uses) and includes limited pervious surface area, which restricts the potential for substantial soil erosion. Under the proposed Specific Plan, the majority of the Plan Area would largely remain impervious and similar to existing conditions. However, the development under the Specific Plan may include landscaped areas, introducing opportunities for infiltration of stormwater runoff and roof discharges, thereby minimizing potential impacts associated with stormwater runoff exiting the area, and potentially improving conditions associated with current conditions. Ground-disturbing activities during construction of proposed development facilitated by the Specific Plan, including but not limited to grading and excavation, could have potential to result in temporary soil erosion. However, as discussed under Section 4.8, *Hydrology and Water Quality*, the proposed project would be required to comply with erosion control standards; including BMPs employed as part of an SWPPP for individual development projects in order to secure disturbed soils, ensure proper drainage, and avoid potential adverse effects associated with erosion in the Specific Plan area. Project-specific SUSMPs would include conditions that consist of Low Impact Development (LID) structural and non-structural BMP, source control BMP, and structural and non-structural BMP for specific types of uses. With compliance with above listed requirements, impacts of the proposed development associated with soil erosion and the loss of topsoil would be less than significant.

Mitigation Measures

No mitigation measures are necessary beyond adherence to applicable laws and regulations.

Threshold 5: Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?

Impact GEO-5 THE PROPOSED SPECIFIC PLAN WOULD NOT INCLUDE SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS. NO IMPACT WOULD OCCUR.

Development in the Plan Area would be served by the City's wastewater disposal system. No future development under the proposed Specific Plan would include septic tanks or alternative wastewater disposal systems; therefore, there is no potential for adverse effects due to soil incompatibility. No impact would occur.

Mitigation Measures.

No mitigation is required.

Threshold 6: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
--

Impact GEO-6 DEVELOPMENT FACILITATED BY THE PROPOSED SPECIFIC PLAN HAS THE POTENTIAL TO DESTROY PREVIOUSLY UNDISCOVERED PALEONTOLOGICAL RESOURCES. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.

The Holocene alluvial deposits (Qya₂, Qyf), mapped in the central eastern proposed Plan Area, have a low paleontological sensitivity because they are likely too young to contain fossilized material. At the surface, Holocene alluvial deposits are too young to preserve fossil resources, but at unknown depths, sediments may transition from too young to support fossils, to early Holocene or late Pleistocene in age in which unique paleontological resources could occur. Existing information discusses the general range of geologic unit thicknesses in various regions of the Los Angeles Basin; however, specific information on the depth at which Holocene units mapped at the surface become old enough to preserve paleontological resources is not available (Saucedo et al. 2016). While the precise depth of these high sensitivity sediments is unknown, it may be as shallow as five feet below ground surface (bgs) (Maguire and Holroyd 2016; Savage 1951).

Areas consisting of previously-disturbed sediments lack taphonomic information and therefore do not have paleontological resource potential. However, ground disturbance to intact geologic units within areas mapped as Pleistocene deposits (Qoa) at the surface and any excavations exceeding five feet bgs within Holocene alluvial sediments (Qya₂, Qyf) have the potential to impact paleontological resources. Therefore, ground-disturbing activities associated with development facilitated by the proposed Specific Plan may result in the destruction, damage, or loss of undiscovered scientifically-important paleontological resources. However, implementation of Mitigation Measure GEO-1 requires paleontological resource studies for development projects in high sensitivity geological units in the Plan Area and implementation of further requirements to avoid or reduce impacts to such resources on a project-by-project basis.

Mitigation Measures

GEO-1 Paleontological Resources Studies

The following program shall be added to the Compton Artesia Specific Plan:

Require avoidance and/or mitigation for potential impacts to paleontological resources for any development in the Plan Area that occurs within high sensitivity geologic units. The City of Compton shall require the following specific requirements for individual projects that could disturb geologic units with high paleontological sensitivity:

1. **Retain a Qualified Paleontologist.** Prior to any excavations, a Qualified Paleontologist shall be retained to direct all mitigation measures related to paleontological resources. A qualified professional paleontologist is defined by the Society of Vertebrate Paleontology (SVP) standards as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least two years (SVP 2010). If it is determined that no paleontologically-sensitive units could be impacted, then specific project impacts shall be deemed less than significant and no further mitigation would be required. If it is determined that paleontologically-sensitive unit could be impacted,

then the subsequent mitigation measures provided here shall be followed as a minimum standard.

- a. The qualified professional paleontologist shall design a Paleontological Resources Mitigation and Monitoring Program (PRMMP) for the project, which outlines the procedures and protocol for conducting paleontological monitoring and mitigation. Monitoring shall be conducted by a qualified paleontological monitor who meets the minimum qualifications per standards set forth by the SVP. The PRMMP shall address the following procedures and protocols:
 - Timing and duration of monitoring
 - Procedures for work stoppage and fossil collection
 - The type and extent of data that should be collected with any recovered fossils
 - Identify an appropriate curatorial institution
 - Identify the minimum qualifications for qualified paleontologists and paleontological monitors
 - Identify the conditions under which modifications to the monitoring schedule can be implemented
 - Details to be included in the final monitoring report.
2. **Paleontological Worker Environmental Awareness Program (WEAP).** Prior to the start of construction, the Qualified Paleontologist or his or her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The WEAP shall be fulfilled at the time of a preconstruction meeting at which a Qualified Paleontologist shall attend.
3. **Paleontological Monitoring.** Paleontological monitoring should be conducted during ground disturbing construction activities (i.e. grading, trenching, foundation work) in previously *undisturbed* sediments with high paleontological sensitivities (i.e., older Quaternary alluvial deposits and any excavations exceeding five feet bgs within intact Holocene alluvial deposits)
 - a. Paleontological monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the SVP (2010) for a Paleontological Resources Monitor. The duration and timing of the monitoring will be determined by the Qualified Paleontologist and the location and extent of proposed ground disturbance. If the Qualified Paleontologist determines that full-time monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, he/she may recommend that monitoring be reduced to periodic spot-checking or cease entirely.
 - b. **Fossil Discoveries.** In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. A Qualified Paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the Qualified Paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources:
 - c. **Salvage of Fossils.** If fossils are discovered, all work in the immediate vicinity should be halted to allow the paleontological monitor, and/or lead paleontologist to evaluate the

discovery and determine if the fossil may be considered significant. If the fossils are determined to be potentially significant, the qualified paleontologist (or paleontological monitor) should recover them following standard field procedures for collecting paleontological as outlined in the PRMMP prepared for the project. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist should have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. If fossils are discovered, the Qualified Paleontologist (or Paleontological Monitor) shall recover them as specified in the project's PRMMP.

4. **Preparation and Curation of Recovered Fossils.** Once salvaged, significant fossils should be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the UCMP), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Qualified Paleontologist.
5. **Final Paleontological Mitigation Report.** Upon completion of ground disturbing activity (and curation of fossils if necessary) the Qualified Paleontologist should prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report should include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated. The report shall be submitted to the City of Compton. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the designated museum repository.

Significance After Mitigation

Implementation of Mitigation Measure GEO-1, during all phases of project construction would ensure that potential impacts to paleontological resources would be less than significant by providing for the recovery, identification, and curation of previously unrecovered fossils.

c. Cumulative Impacts

As discussed in Section 3, *Environmental Setting*, cumulative development in the vicinity of the Plan Area is represented by a 8.2 percent growth rate from existing conditions. The following analysis discusses the potential cumulative impacts associated with development under the Specific Plan in conjunction with other growth surrounding the Plan Area that would likely include residential, retail and mixed-use projects, as well as industrial projects, office buildings, and school enrollment growth.

Cumulative development in the Plan Area vicinity would gradually increase population and therefore gradually increase the number of people exposed to potential geological hazards, including effects associated with seismic events such as ground rupture, seismic shaking, liquefaction, and landslides. However, geologic hazards are site-specific, and individual developments would not create compounding impacts that would affect geologic conditions on other sites. Moreover, development projects would be subject to CEQA review on a case-by-case basis and would be required to comply with applicable provisions of the Compton General Plan, Compton Municipal Code, CBC, as well as other laws and regulations mentioned above. The City also

requires that all new structures comply with seismic and geologic hazard safety standards, including design and construction standards that regulate land use in areas known to have or to potentially have significant seismic and/or other geologic hazards.

Cumulative projects would increase the potential for impacts to buried paleontological resources through construction activities in the area. However, project-specific mitigation for cumulative development would limit this impact to less than significant, and implementation of Mitigation Measure GEO-1 would ensure the proposed project would not have a cumulatively considerable contribution to a significant cumulative impact related to paleontological resources. Other potential impacts from future development would be addressed on a case-by-case basis, and appropriate mitigation would be designed to mitigate impacts resulting from individual projects. Therefore, cumulative impacts would be less than significant.

4.6 Greenhouse Gas Emissions and Energy

This section analyzes greenhouse gas (GHG) emissions, potential impacts related to climate change, and energy use associated with the Specific Plan. The analysis herein is based partially on data from project specific, California Emissions Estimator Model (CalEEmod) Appendix B.

4.6.1 Setting

a. Climate Change and Greenhouse Gases

Earth's atmosphere plays an important role in regulating the climate by mediating the amount of radiation that enters and leaves the Earth's surface. A specific class of atmospheric gases, referred to as GHGs, play a particularly important role in this process. Due to the chemical properties of GHGs, they absorb little of the solar radiation coming through the atmosphere, and more of the longer wavelength radiation emitted from the Earth's surface. By letting radiation in, but reducing its ability to escape out, GHGs act like the glass ceiling of a greenhouse, trapping heat below. Without the natural heat trapping effect of GHGs, it is estimated that Earth's surface would be about 34° C cooler (California Environmental Protection Agency [CalEPA] 2006).

While GHGs are generated by natural processes, such as aerobic respiration, volcanic eruptions, and decomposition, human activities since the Industrial Revolution have increasingly contributed to the annual mass of GHGs being emitted to the atmosphere. Examples of human activities that produce GHGs include fossil fuel burning (e.g., coal, oil, and natural gas for heating and electricity, gasoline and diesel for transportation), methane generated by landfill wastes and raising livestock, deforestation activities, and some agricultural practices. These activities produce such GHGs as carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF₆).

The rapid increase in atmospheric GHGs resulting from human activities has resulted in a shift in Earth's long-term average temperature and precipitation, a phenomenon referred to as climate change. Impacts of climate change are felt on a global scale and are expected to manifest in different ways in different locations depending on local and regional factors, such as topography, regional climate, ocean circulation, and land uses. In California, climate change is forecasted to result in the following effects (California Air Resources Board [CARB] 2014):

- Reduction in water supply and significant loss of snow pack;
- Sea level rise resulting in coastal erosion and seawater intrusion;
- Increased average temperatures including more extreme heat days per year;
- Exacerbation of air quality problems including more high ozone days;
- Increased vulnerability of forests due to pest infestation and higher temperatures;
- More large forest fires;
- More drought years;
- Increased challenges for the State's important agricultural industry due to water shortages, increasing temperatures, and saltwater intrusion into the Delta;
- Increased electricity demand, particularly in the hot summer months;
- Damage to marine ecosystems and the natural environment including acidification of the oceans due to increased CO₂ levels (including coral bleaching); and

- Increased incidences of infectious diseases, asthma, and other human health related problems

The 762-acre Plan Area is currently developed, and operational activities associated with existing land uses in the Plan Area result in energy consumption and GHG emissions. Such activities include fuel consumption and mobile source emissions from vehicle trips associated with existing industrial, commercial, residential, and open space land uses; direct energy use and emissions from industrial manufacturing activities; emissions associated with energy used to heat, cool, light, or otherwise operate existing buildings; and energy demand and emissions associated with the provision of water, wastewater treatment, and solid waste collection and disposal services to existing land uses. Furthermore, many if not all existing buildings in the Plan Area pre-date the most recent building code requirements and, therefore, meet less rigorous energy efficiency standards compared to current and future development. As such, baseline conditions in the Plan Area result in both substantial energy consumption and direct and indirect emissions of GHGs.

Table 4.6-1 summarizes GHG emissions associated with operation of existing land uses in the Plan Area.

Table 4.6-1 Operational Greenhouse Gas Emissions Under Baseline Conditions

Emission Source	Emissions (MT of CO ₂ e per year)
Area	<0.1
Energy	3,103.0
Solid Waste	414.3
Water	527.5
Mobile	
CO ₂ and CH ₄	15,307.3
N ₂ O	245.2
Total Emissions	19,597.3

See Appendix B for CalEEMod results and N₂O mobile emissions data sheets.

b. Greenhouse Gas Emissions Inventory

Based on CARB's California Greenhouse Gas Inventory for 2000-2016, California produced 429.4 million metric tons (MMT) of CO₂e in 2016 (CARB 2018). The major source of GHGs in California is transportation, which generates 41 percent of the State's total GHG emissions. The industrial sector is the second largest source, contributing 23 percent of the State's GHG emissions, and electric power accounted for approximately 16 percent (CARB 2018). California emissions are due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. Between 2000 and 2008, GHG emissions ranged from a low of 466.32 MMT of CO₂e in 2000 to a high of 492.86 MMT of CO₂e in 2004. In 2016, the State of California achieved its 2020 GHG emission reduction targets as emissions fell below 431 MMT of CO₂e (CARB 2018). The annual 2030 statewide target emissions level is 260 MMT of CO₂e (CARB 2017a). With implementation of the 2017 Scoping Plan, regulated GHG emissions are projected to decline to 260 MMT of CO₂e per year by 2030.

c. Electricity and Natural Gas

In 2017, California used 292,039 gigawatt-hours (GWh) of electricity, of which 29 percent were from renewable resources (CEC 2019a). California also consumed approximately 12,500 million U.S. therms (MMthm) of natural gas in 2017 (CEC 2017a). Southern California Edison (SCE) provides electricity to the Plan Area and Southern California Gas Company (SCG) provides natural gas. Table 4.6-2, Electricity Consumption in the SCE Service Area in 2017, and Table 4.6-3, Natural Gas Consumption in SCG Service Area in 2017, show the electricity and natural gas consumption by sector and total for SCE and SCG. In 2017, SCE provided approximately 28.9 percent of the total electricity used in California. Also, in 2017, SCG provided approximately 41.1 percent of the total natural gas used in California.

Table 4.6-2 Electricity Consumption in the SCE Service Area in 2017

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Streetlight	Total Usage
2,975.4	31,925.3	4,283.3	13,094	2,410.6	28,975.0	627.9	84,291.6

Notes: All usage expressed in GWh

Source: CEC 2017b

Table 4.6-3 Natural Gas Consumption in SCG Service Area in 2017

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Total Usage
69.4	895.9	72.1	1,716.6	229.7	2,158.1	5,141.8

Notes: All usage expressed in MMThm

Source: CEC 2017c

Petroleum

In 2015, the total amount of energy consumed by the transportation sector in California was equal to 23.2 billion gallons of gasoline, including 15.5 billion gallons of finished gasoline¹ and 3.7 billion gallons of diesel (CEC 2017d). Though California's population and economy are expected to grow, gasoline demand is projected to decline from roughly 15.8 billion gallons in 2017 to between 12.3 billion and 12.7 billion gallons in 2030, a 20 percent to 22 percent reduction. This decline comes in response to both increasing vehicle electrification and higher fuel economy for new gasoline vehicles. Diesel demand continues to rise, increasing from around 3.7 billion diesel gallons in 2015 to about 4.7 billion gallons in 2030. (CEC 2017d)

¹ Finished gasoline formulated for use in motor vehicles, the composition and properties of which meet the requirements of the reformulated gasoline regulations promulgated by the U.S. Environmental Protection Agency under Section 211(k) of the Clean Air Act.

4.6.2 Regulatory Setting

The following regulations address climate change, GHG emissions, and energy use.

a. Federal Regulations

In *Massachusetts et al. v. Environmental Protection Agency et al.* ([2007] 549 U.S. 05-1120), the U.S. Supreme Court held that the United States Environmental Protection Agency (U.S. EPA) has the authority to regulate motor-vehicle GHG emissions under the Federal Clean Air Act (CAA). U.S. EPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines, and requires annual reporting of emissions. In 2012, U.S. EPA issued a Final Rule that establishes the GHG permitting thresholds that determine when CAA permits under the New Source Review Prevention of Significant Deterioration (PSD) and Title V Operating Permit programs are required for new and existing industrial facilities.

In 2014, the U.S. Supreme Court held that U.S. EPA may not treat GHGs as an air pollutant for purposes of determining whether a source is a major source required to obtain a PSD or Title V permit (*Utility Air Regulatory Group v. EPA* [134 S. Ct. 2427]). The Court also held that PSD permits that are otherwise required (based on emissions of other pollutants) may continue to require limitations on GHG emissions based on the application of Best Available Control Technology (BACT).²

Energy Independence and Security Act of 2007

The Energy Independence and Security Act, enacted by Congress in 2007, is designed to improve vehicle fuel economy and help reduce the United States dependence on foreign oil. It expands the production of renewable fuels, reducing dependence on oil, and confronting climate change. Specifically, it does the following:

- Increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard, requiring fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly five-fold increase over current levels
- Reduces United States demand for oil by setting a national fuel economy standard of 35 miles per gallon (mpg) by 2020 – an increase in fuel economy standards of 40 percent

The Energy Independence and Security Act of 2007 also set energy efficiency standards for lighting (specifically light bulbs) and appliances. Development would also be required to install photosensors and energy-efficient lighting fixtures consistent with the requirements of 42 USC Section 17001 et seq.

Energy Policy and Conservation Act

Enacted in 1975, the Energy Policy and Conservation Act established fuel economy standards for new light-duty vehicles sold in the United States. The law placed responsibility on the National Highway Traffic and Safety Administration (NHTSA), a part of the United States Department of Transportation (USDOT), for establishing and regularly updating vehicle standards. The U.S. EPA

² *Massachusetts et al. v. Environmental Protection Agency et al.*

administers the Corporate Average Fuel Economy (CAFE) program, which determines vehicle manufacturers' compliance with existing fuel economy standards.

Corporate Average Fuel Economy Standards

The CAFE standards are Federal rules established by the National Highway Traffic Safety Administration (NHTSA) that set fuel economy and GHG emissions standards for all new passenger cars and light trucks sold in the United States. The CAFE standards become more stringent each year, reaching an estimated 38.3 miles per gallon for the combined industry-wide fleet for model year 2020 (77 Federal Register 62624 et seq. [October 15, 2012 Table I-1]). It is, however, legally infeasible for individual municipalities to adopt more stringent fuel efficiency standards. The CAA (42 United States Code [USC] Section 7543[a]) states that "no state or any political subdivision therefore shall adopt or attempt to enforce any standard relating to the control of emissions from new motor vehicles or new motor vehicle engines subject to this part." In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two programs related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO₂ emissions by approximately 1.1 billion MT of CO₂ and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program (NHTSA 2019).

As of September 2018, NHTSA and U.S. EPA were undergoing the rulemaking process to establish the Safer Affordable Fuel Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule). The SAFE Vehicles Rule would amend the existing CAFE standards such that the requirements for model years 2021 through 2026 are lowered to the 2020 standards of 43.7 miles per gallon (mpg) and 204 grams of CO₂ per mile for passenger cars and 31.3 mpg and 284 grams of CO₂ per mile for light duty trucks (U.S. EPA 2018). The SAFE Vehicles Rule had not been finalized at the time this EIR was prepared and was undergoing review by the Science Advisory Board for the U.S. EPA.

Construction Equipment Fuel Efficiency Standard

U.S. EPA sets emission standards for construction equipment. The first federal standards (Tier 1) were adopted in 1994 for all off-road engines over 50 horsepower (hp) and were phased in by 2000. A new standard was adopted in 1998 that introduced Tier 1 for all equipment below 50 hp and established the Tier 2 and Tier 3 standards. The Tier 2 and Tier 3 standards were phased in by 2008 for all equipment. The current iteration of emissions standards for construction equipment are the Tier 4 efficiency requirements are contained in 40 Code of Federal Regulations Parts 1039, 1065, and 1068 (originally adopted in 69 Federal Register 38958 [June 29, 2004], and most recently updated in 2014 [79 Federal Register 46356]). Emissions requirements for new off-road Tier 4 vehicles were to be completely phased in by the end of 2015.

Energy Star Program

In 1992, U.S. EPA introduced Energy Star® as a voluntary labeling program designed to identify and promote energy-efficient products to reduce GHG emissions. The program applies to major household appliances, lighting, computers, and building components such as windows, doors, roofs, and heating and cooling systems. Under this program, appliances that meet specification for maximum energy use established under the program are certified to display the Energy Star® label.

In 1996, U.S. EPA joined with the Energy Department to expand the program, which now also includes qualifying commercial and industrial buildings, as well as homes (Energy Star 2019).

b. California Regulations

Greenhouse Gas Emissions

CARB is responsible for the coordination and oversight of State and local air pollution control programs in California. California has numerous regulations aimed at reducing the State's GHG emissions. These initiatives are summarized below.

California Advanced Clean Car Standards

Assembly Bill (AB) 1493 (2002), California's Advanced Clean Cars (referred to as "Pavley"), requires CARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles" (CARB 2017b). On June 30, 2009, U.S. EPA granted the waiver of Clean Air Act preemption to California for its GHG emission standards for motor vehicles beginning with the 2009 model year. Pavley I regulates model years from 2009 to 2016 and Pavley II, which is now referred to as "LEV (Low Emission Vehicle) III GHG" regulates model years from 2017 to 2025. The clean car standards are now grouped under the CARB's Advanced Clean Cars program, which was adopted by CARB in 2012 (CARB 2017b). The program, developed in coordination with the U.S. EPA and National Highway Traffic Safety Administration (NHTSA), establishes emission requirements for passenger vehicles, model years 2015 through 2025, and manufacturer requirements to provide Zero Emissions Vehicles (ZEV).

Executive Order S-3-05

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill 32

California's major initiative for reducing GHG emissions is outlined in Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006," signed into law in 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the main state strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations that require reporting and verification of statewide GHG emissions. The Scoping Plan was approved by CARB on December 11, 2008, and included GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since approval of the Scoping Plan.

In May 2014, CARB approved the first update to the AB 32 Scoping Plan. The 2014 Scoping Plan update defines CARB's climate change priorities for the next five years and sets the groundwork to reach post-2020 statewide goals. The update highlights California's progress toward meeting the

“near-term” 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluates how to align the State’s longer-term GHG reduction strategies with other State policy priorities, such as water, waste, natural resources, clean energy and transportation, and land use (CARB 2014). In 2016, the State of California achieved its 2020 GHG emission reduction targets as annual emissions fell below 431 MMT of CO₂e (CARB 2018).

Senate Bill 97

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in CEQA documents. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the State *CEQA Guidelines* for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHG and climate change impacts.

Senate Bill 375

SB 375, signed in August 2008, enhances the state’s ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. In addition, SB 375 directs each of the state’s 18 major Metropolitan Planning Organizations (MPOs) to prepare a “sustainable communities strategy” (SCS) that contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. SCAG was assigned targets of an 8 percent reduction in GHGs from transportation sources by 2020 and a 19 percent reduction in GHGs from transportation sources by 2035. In the SCAG region, SB 375 also provides the option for the coordinated development of subregional plans by the subregional councils of governments and the county transportation commissions to meet SB 375 requirements.

Senate Bill 32

On September 8, 2016, the governor signed SB 32 into law, extending AB 32 by requiring the state to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted “California’s 2017 Climate Change Scoping Plan” (the “2017 Scoping Plan”), which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, and implementation of recently adopted policies and policies, such as SB 350 and SB 1383 (see below). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with a statewide per capita goal of six metric tons (MT) CO₂e by 2030 and two MT CO₂e by 2050 (CARB 2017). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (regional, sub-regional, county, city levels), but not for specific individual projects because they include all emissions sectors in the state (CARB 2017).

Senate Bill 1383

Adopted in September 2016, SB 1383 requires CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. The bill requires the strategy to achieve the following reduction targets by 2030:

- Methane: 40 percent below 2013 levels
- Hydrofluorocarbons: 40 percent below 2013 levels
- Anthropogenic black carbon: 50 percent below 2013 levels

Executive Order B-55-18

On September 10, 2018, the governor issued Executive Order B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

Energy

While also relevant to GHG emissions, the following California legislation and regulations pertain more specifically to energy supply, demand, and consumption.

Assembly Bill 2076

Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), the CEC and the California Air Resources Board (CARB) prepared and adopted a joint-agency report, Reducing California's Petroleum Dependence, in 2003. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT. One of the performance-based goals of AB 2076 is to reduce petroleum demand to 15 percent below 2003 demand. Furthermore, in response to the CEC's 2003 and 2005 Integrated Energy Policy Reports, the Governor directed the CEC to take the lead in developing a long-term plan to increase alternative fuel use.

California Energy Plan

The CEC is responsible for preparing the California Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The 2008 California Energy Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs, as well as encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

Integrated Energy Policy Report

Senate Bill 1389 (Chapter 568, Statutes of 2002) required the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. The CEC uses these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the

state's economy, and protect public health and safety. The most recent assessment, the *2018 Integrated Energy Policy Report*, contains two volumes. Volume I highlights the implementation of California's innovative policies and the role they have played in establishing a clean energy economy. Volume II, adopted February 20, 2019, provides more detail on several key energy policies, including decarbonizing buildings, increasing energy efficiency savings, and integrating more renewable energy into the electricity system (CEC 2018c and 2019f).

Senate Bill 100

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 44 percent by 2024, 60 percent by 2030, and 100 percent by 2045.

Energy Action Plan (EAP)

In the October 2005, the CEC and CPUC updated their energy policy vision by adding some important dimensions to the policy areas included in the original EAP, such as the emerging importance of climate change, transportation-related energy issues, and research and development activities. The CEC adopted an update to the EAP II in February 2008 that supplements the earlier EAPs and examines the state's ongoing actions in the context of global climate change.

Assembly Bill 1007

Assembly Bill 1007 (Chapter 371, Statutes of 2005) requires the CEC to prepare a plan to increase the use of alternative fuels in California. The CEC prepared the State Alternative Fuels Plan in partnership with CARB and in consultation with other Federal, State, and local agencies. The State Alternative Fuels Plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The State Alternative Fuels Plan assesses various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

Executive Order S-06-06

Executive Order (EO) S-06-06, April 25, 2006, establishes targets for the use and production of biofuels and biopower, and directs State agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The EO establishes the following targets to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its biofuels in California by 2010, 40 percent by 2020, and 75 percent by 2050. Executive Order S-06-06 also calls for the state to meet a target for use of biomass electricity. The 2011 Bioenergy Action Plan identifies those barriers and recommends actions to address them so that the state can meet its clean energy, waste reduction, and climate protection goals. The 2012 Bioenergy Action Plan updates the 2011 Plan and provides a more detailed action plan to achieve the following goals:

- Increase environmentally and economically sustainable energy production from organic waste
- Encourage development of diverse bioenergy technologies that increase local electricity generation, combined heat and power facilities, renewable natural gas, and renewable liquid fuels for transportation and fuel cell applications
- Create jobs and stimulate economic development, especially in rural regions of the state
- Reduce fire danger, improve air and water quality, and reduce waste

California Code, Title 24

Title 24 of the California Code of Regulations requires California homes and businesses to meet strong energy efficiency measures, thereby lowering their energy use. Title 24 contains numerous subparts, including Part 1 (Administrative Code), Part 2 (Building Code), Part 3 (Electrical Code), Part 4 (Mechanical Code), Part 5 (Plumbing Code), Part 6 (Energy Code), Part 8 (Historical Building Code), Part 9 (Fire Code), Part 10 (Existing Building Code), Part 11 (Green Building Standards Code), Part 12 (Referenced Standards Code).

PART 6 (BUILDING ENERGY EFFICIENCY STANDARDS)

Part 6 of Title 24 contains the 2016 Building Energy Efficiency Standards for new residential and non-residential buildings, which went into effect on January 1, 2017. Part 6 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The 2016 Standards improve upon the previous 2013 Standards for new construction of and additions and alterations to residential and nonresidential buildings. The 2016 Standards improve upon the previous 2013 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. Under the 2016 Standards, residential buildings are generally 28 percent more efficient than the 2013 Standards, and nonresidential buildings are generally five percent more energy efficient than the 2013 Standards as a result of better windows, insulation, lighting, ventilation systems, and other features (CEC 2015). Part 6 also provides for the installation of cool roofs in Sections 140.3(a)(1), 141.0(b)(2)(B), and 141.0(b)(3).

The 2019 Building Energy Efficiency Standards, adopted on May 9, 2018, will become effective on January 1, 2020. The 2019 Standards move toward cutting energy use in new homes by more than 50 percent and will require installation of solar photovoltaic systems for single-family homes and multi-family buildings of three stories and less. The 2019 Standards focus on four key areas: 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; 4) and nonresidential lighting requirements (CEC 2018a). Under the 2019 Standards, nonresidential buildings will be 30 percent more energy-efficient compared to the 2016 Standards, and single-family homes will be seven percent more energy-efficient (CEC 2018b). When accounting for the electricity generated by the solar photovoltaic system, single-family homes would use 53 percent less energy compared to homes built to the 2016 standards (CEC 2018b).

PART 11 (CALGREEN)

The California Green Building Standards Code (24 CCR, Part 11, known as “CALGreen”) was adopted as part of the California Building Standards Code in 2008. CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The mandatory provisions of the CALGreen became effective January 1, 2011 and were updated in 2016.

The 2016 Standards, which became effective on January 1, 2017, establish green building criteria for residential and nonresidential projects. The CEC adopted updates to the 2016 Standards in 2019 that will take effect on January 1, 2020. These changes include the following: increasing the number of parking spaces that must be prewired for electric vehicle chargers in residential development; requiring all residential development to adhere to the Model Water Efficient Landscape Ordinance; and requiring more appropriate sizing of HVAC ducts (VCA Green 2019).

c. Regional/Local Regulations

Southern California Association of Governments (SCAG) 2016-2040 RTP/SC

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the federally MPO for the majority of the southern California region and is the largest MPO in the nation, where by law, SCAG is required to ensure that transportation activities are supportive of and comply with the goals of regional and state air quality plans in order to attain the National Ambient Air Quality Standards (NAAQS). In addition, SCAG co-produces the transportation strategy and transportation control measure sections of the AQMP with the SCAQMD for the South Coast Air Basin. With regard to air quality planning, SCAG adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS addresses regional development and growth forecasts and forms the basis for the land use and transportation control portions of the AQMP. The growth forecasts are utilized in the preparation of the air quality forecasts and consistency analysis included in the Air Quality Management Plan (AQMP). The RTP/SCS and AQMP are based on growth forecasts originating in local jurisdictions.

SCAG's SCS provides specific implementation strategies, which include supporting projects that encourage diverse job opportunities for a variety of skills and education, recreation and culture and a full-range of shopping, entertainment and services all within a relatively short distance; encouraging employment development around current and planned transit stations and neighborhood commercial centers; encouraging the implementation of a "Complete Streets" policy that meets the needs of all users of the streets, roads and highways including bicyclists, children, persons with disabilities, motorists, electric vehicles, movers of commercial goods, pedestrians, users of public transportation, and seniors; and supporting alternative fueled vehicles (SCAG 2016).

City of Compton General Plan – Conservation/ Open Space/ Parks and Recreation Element (1991)

The Conservation/ Open Space/ Parks and Recreation Element of the Compton General Plan (1991) contains goals and policies aimed at improving air quality and energy conservation. The following goals and policies, identified as either short-term (S), medium-range (M), or long-range (L), apply to the proposed Specific Plan:

- **Policy 1.8 (S):** Encourage the use of energy conservation devices in project design and construction to increase energy efficiency and decrease pollution emissions from off-site electrical power plants and on-site natural gas use.
- **Policy 3.1 (s):** Encourage innovative site planning and building designs which minimize energy consumption by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.

- **Policy 3.2 (S):** Maintain local legislation to establish, update, and implement energy performance building code requirements in accordance with State Title 24 energy regulations.

4.6.3 Impact Analysis

a. Greenhouse Gas Emissions

Methodology

Calculations of CO₂, CH₄, and N₂O emissions are provided to identify the magnitude of potential Specific Plan effects. The analysis focuses on CO₂, CH₄, and N₂O because these make up 98 percent of all GHG emissions by volume and are the GHG emissions that the anticipated mixed-use development would emit in the largest quantities (IPCC 2014). Fluorinated gases, such as HFCs, PFCs, and SF₆, were also considered for the analysis. However, because the Specific Plan would allow development of residential, retail, office, and cultural facilities land uses, the quantity of fluorinated gases would not be substantial since fluorinated gases are primarily associated with industrial processes, including electrical equipment and metals manufacturing. According to the U.S. EPA's Facility Level Information on Greenhouse Gases Tool (FLIGHT), no reported emitters of fluorinated gases are located in the Plan Area and, therefore, any existing industrial uses to remain would not emit substantial amounts of these gases (U.S. EPA 2018). Emissions of all GHGs are converted into their equivalent GWP in terms of CO₂ (CO₂e). Minimal amounts of other GHGs (such as chlorofluorocarbons [CFCs]) would be emitted; however, these other GHG emissions would not substantially add to the total calculated CO₂e amounts. Calculations are based on the methodologies discussed in the California Air Pollution Control Officers Association (CAPCOA) *CEQA and Climate Change* white paper (CAPCOA 2008) and included the use of the California Climate Action Registry (CCAR) General Reporting Protocol (CCAR 2009).

GHG emissions associated with the anticipated commercial development were calculated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 (see Appendix B for calculations). See Section 4.2, *Air Quality*, for a detailed discussion of modeling assumptions.

Construction Emissions

Although construction activity is addressed in this analysis, CAPCOA does not discuss whether any of the suggested threshold approaches (as discussed below under *Significance Thresholds*) adequately address impacts from temporary construction activity. As stated in CAPCOA's *CEQA and Climate Change* white paper, "more study is needed to make this assessment or to develop separate thresholds for construction activity" (CAPCOA 2008). Nevertheless, air districts have recommended amortizing construction-related emissions over the lifetime of the project in conjunction with the project's operational emissions. SCAQMD recommends an amortization period of 30 years (SCAQMD 2008).

CalEEMod was used to estimate emissions associated with the construction period, based on parameters such as the duration of construction activity, area of disturbance, and anticipated equipment use during construction. Complete results from CalEEMod and assumptions can be viewed in Appendix B.

Operational Emissions

CalEEMod provides operational emissions of CO₂, N₂O, and CH₄. The Plan Area is currently developed with existing industrial, commercial and residential land uses, the operation of which results in GHG emissions.

Emissions from energy use include electricity and natural gas use. The emissions factors for natural gas combustion are based on EPA's AP-42 (*Compilation of Air Pollutant Emissions Factors*) and CCAR General Reporting Protocol. Electricity emissions are calculated by multiplying the energy use times the carbon intensity of the utility district per kilowatt hour (CAPCOA 2017). The default electricity consumption values in CalEEMod include the California Energy Commission [CEC]-sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies. As discussed above, SB 100 requires retail sales of electricity to be generated by 33 percent renewable energy by 2020 and 60 percent renewable energy by 2030.

Emissions associated with area sources, including consumer products, landscape maintenance, and architectural coating were calculated in CalEEMod and utilize standard emission rates from CARB, U.S. EPA, and emission factor values provided by the local air district (CAPCOA 2017).

Emissions associated with waste generation were also calculated in CalEEMod and are based on the IPCC's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (CAPCOA 2017). Waste disposal rates by land use and overall composition of municipal solid waste in California was primarily based on data provided by the California Department of Resources Recycling and Recovery (CalRecycle).

Emissions associated with water and wastewater usage calculated in CalEEMod were based on the default electricity intensity from the CEC's 2006 Refining Estimates of Water-Related Energy Use in California using the average values for northern and southern California.

For mobile sources, CO₂ and CH₄ emissions associated with vehicle trips to and from the project site were quantified using CalEEMod. Because CalEEMod does not calculate N₂O emissions from mobile sources, N₂O emissions were quantified using guidance from CARB (CARB 2013; see Appendix B for calculations), which states the following:

- For gasoline vehicles, use 4.16 percent of NO_x emissions (from CalEEMod) to calculate N₂O for all gasoline vehicles; and
- For diesel vehicles, use 0.3316 grams of NO_x per gallon fuel used.

CalEEMod does not list the percentage breakdown of gasoline and diesel vehicles used in the model's fleet mixes. To determine this percentage, an EMFAC2014 Emissions Inventory was obtained in a spreadsheet output for the Los Angeles County region, for the anticipated operational year (2040), using EMFAC2011 categories (CARB 2019).

Significance Thresholds

Appendix G of the CEQA Guidelines considers a project to have a significant impact related to GHG emissions if the project would:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

In addition, CEQA Guidelines Section 15064.4(b) states that a lead agency should consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of GHG emissions.

Project-Specific Efficiency Threshold

Efficiency thresholds are quantitative thresholds based on a measurement of GHG efficiency for a given project, regardless of the amount of mass emissions. These thresholds identify the emission level below which new development would not interfere with attainment of statewide GHG reduction targets. A project that attains such an efficiency target, with or without mitigation, would result in less than significant GHG emissions. A locally-appropriate 2030 project-specific threshold is derived from CARB's recommendations in the 2017 Climate Change Scoping Plan Update, as discussed below.

With the release of the 2017 Climate Change Scoping Plan Update, CARB recognized the need to balance population growth with emissions reductions and in doing so, provided a new local plan level methodology for target setting that provides consistency with state GHG reduction goals using per capita efficiency thresholds. A project-specific efficiency threshold can be calculated by dividing statewide GHG emissions by the sum of statewide jobs and residents. However, not all statewide emission sources would be affected by the proposed land use (e.g., agriculture and industrial). Accordingly, consistent with the concerns raised in the *Golden Door Properties v. Co. of San Diego* (2018) and *Center for Biological Diversity v. California Department of Fish and Wildlife aka Newhall Ranch* (2015) decisions regarding the correlation between state and local conditions, the 2030 statewide inventory target was modified with substantial evidence to establish a locally-appropriate, evidence-based, project-specific threshold consistent with the SB 32 target.

To develop this threshold, the local planning area was first evaluated to determine emissions sectors that are present and would be directly affected by potential land-use changes. A description of major sources of emissions that are included in the State Scoping Plan emissions sectors and representative sources in Compton can be found in Table 4.6-3.

According to Table 3 (City of Compton 2010 GHG Emissions – Including Large Stationary Sources) of the City's 2010 GHG Emissions Inventory, agriculture generates no emissions in the city. Therefore, the Agricultural Emissions Sector was considered locally inappropriate and was removed from the State 2030 emissions forecast. Additionally, Industrial Sector uses as defined by the 2017 Scoping Plan, such as oil, gas, and hydrogen production, refineries, and mining operations, are not included in the Specific Plan Area and would not be directly affected by the proposed land uses. Therefore, to conservatively and accurately develop a locally-appropriate GHG target that is representative of Compton and the Plan Area land uses, the existing general and light industrial land uses in the Plan

Area are considered part of the Commercial Emissions Sector, and the Industrial Emissions Sector was removed from the State 2030 emissions forecast.³ Additionally, Cap and Trade emissions reductions occur independent of any local jurisdictional land use decisions and were also excluded from the locally-appropriate target.

After removing Agricultural, Industrial, and Cap and Trade emissions, the remaining emissions sectors with sources in Compton were then summed to create a locally-appropriate emissions total representative of the land use emissions sectors in Compton and the Plan Area. This locally-appropriate emissions total is divided by the statewide 2030 service person population to determine a locally-appropriate, project-level threshold of 3.2 MT of CO₂e per service population that is consistent with SB 32 targets, as shown in Table 4.6-4 and Table 4.6-5.

The State has adopted a target of reducing emissions to 40 percent below 1990 emissions levels by 2030 (SB 32) and has developed the 2017 Scoping Plan to demonstrate how the State will achieve the 2030 target and make substantial progress toward the 2050 goal of an 80 percent reduction in 1990 GHG emission levels set by EO S-3-05. In the recently signed EO B-55-18, which identifies a new goal of carbon neutrality by 2045 and supersedes the goal established by EO S-3-05, CARB has been tasked with including a pathway toward the EO B-55-18 carbon neutrality goal in the next Scoping Plan update.

While State and regional regulators of energy and transportation systems, along with the State's Cap and Trade program, are designed to be set at limits to achieve most of the reductions needed to hit the State's long-term targets, local governments can do their fair share toward meeting the State's targets by siting and approving projects that accommodate planned population growth and projects that are GHG-efficient. The AEP Climate Change Committee recommends that CEQA GHG analyses evaluate project emissions in light of the trajectory of State climate change legislation and assess their "substantial progress" toward achieving long-term reduction targets identified in available plans, legislation, or EOs. Consistent with AEP Climate Change Committee recommendations, GHG impacts are analyzed in terms of whether the anticipated development under the Specific Plan would impede "substantial progress" toward meeting the reduction goal identified in SB 32 and EO B-55-18. Because SB 32's 2030 targets is an interim target toward meeting the 2045 State goal, consistency with SB 32 would be considered contributing substantial progress toward meeting the State's long-term 2045 goals. Avoiding interference with, and making substantial progress toward, these long-term State targets is important because these targets have been set at levels that achieve California's fair share of international emissions reduction targets that will stabilize global climate change effects and avoid the adverse environmental consequences described under Section 4.6.1, *Setting* (EO B-55-18).

³ Light and general industrial as well as heavy commercial/manufacturing land uses are present in Compton, including the Specific Plan Area; however, these land uses are considered part of the Commercial sector rather than the Industrial sector for the purposes of the 2017 Scoping Plan.

Table 4.6-4 SB 32 Scoping Plan Emissions Sector Targets

GHG Emissions Sector¹	2030 State Emissions Target (MMT)¹	Locally Appropriate²	Project Specific	Major Sources³
Residential and Commercial	38	Yes	Yes	Natural gas end uses, including space and water heating of buildings
Electric Power	53	Yes	Yes	Electricity uses, including lighting, appliances, machinery and heating
High GWP	11	Yes	Yes	SF ₆ from power stations, HFCs from refrigerants and air conditioning ⁴
Recycling and Waste	8	Yes	Yes	Waste generated by residential, commercial, and other facilities
Transportation	103	Yes	Yes	Passenger, heavy duty, and other vehicle emissions
Industrial	83	No	No	Oil, gas, and hydrogen production, refineries, general fuel use, and mining operations occur within the City, particularly at the DeMenno/Kerdoon Oil Recycling Facility. However, this facility would be unaffected by the Specific Plan and similar uses would not be allowed under the proposed project. ⁵
Agriculture	24	No	No	Enteric fermentation, crop residue burning, and manure management do not occur substantially within the City and would not be allowed under the proposed Specific Plan.
Cap and Trade Reductions	-60	No	No	Reductions from facilities emitting more than 10,000 MT CO ₂ e per year ⁶
Scoping Plan Target (All Sectors)	260	No	No	All emissions sectors
Locally Inapplicable Sector (Industrial)	-83	No	No	Oil, gas, and hydrogen production, refineries, general fuel use, and mining operations ⁵
Locally Inapplicable Sector (Agriculture)	-24	No	No	Enteric fermentation, crop residue burning, and manure management
Locally Inapplicable Sector (Cap and Trade)	60	No	No	Reductions from facilities emitting more than 10,000 MT CO ₂ e per year ⁶
2030 Locally Applicable Emissions Sectors	213	Yes	Yes	Emissions applicable to the local planning area

MMT = million metric tons

¹ All State targets in MMT CO₂e. See the 2017 Climate Change Scoping Plan, page 31 for sector details (CARB 2017).

² Locally-appropriate is defined as having significant emissions in Scoping Plan Categorization categories within the planning area.

³ See CARB GHG Emissions Inventory Scoping Plan Categorization for details, available at: <https://www.arb.ca.gov/cc/inventory/data/data.htm>

⁴ SF₆ is used primarily as an insulator in electrical substations while HFCs can be found in many residential and commercial refrigeration and air conditioning units. HFCs are in the process of being phased out through 2036 in most developed countries.

⁵ The majority of this sector is not applicable to the local planning area, and any potential applicable subsectors cannot be disaggregated due to CARB accounting methods. Therefore, the entire sector has been removed to ensure a more conservative target.

⁶ Cap and Trade is excluded as reductions will occur independent of local project land use decisions and are therefore not locally appropriate.

Table 4.6-5 SB 32 Locally-Appropriate Project-Specific Threshold

California 2017 Climate Change Scoping Plan	California 2030 Population (persons) ¹	43,939,250
	California 2030 Employment Projection (persons) ²	23,459,500
	Service Population (persons)	67,398,750
Locally-Appropriate 2030 Project Threshold	2030 Locally-Appropriate Emissions Sectors (MT of CO ₂ e)	213,000,000
	2030 Service Population (persons)	67,398,750
	2030 Service Person Target (MT of CO ₂ e per Service Person)	3.2 ³

¹ California Department of Finance 2018

² Average of employment range projections under implementation scenario. See CARB 2017 Climate Change Scoping Plan Update, page 55 (CARB 2017).

³ Total of 3.16 has been rounded up per Scoping Plan general methodology. Lead agencies may determine this threshold as they deem appropriate.

Service Population

A project's service population includes both its residents and employees. Based on methodology described in Section 4.11, *Population and Housing*, the project would serve approximately 19,614 residents when considering the proposed 4,803 residential units, an average occupancy rate of 97 percent, and an average household size of 4.21 persons in Compton (California Department of Finance 2018). Additionally, as shown in Table 4.11-6 in Section 4.11, development under the Specific Plan is expected to include a mix of retail and office uses that would support up to 554 new employees based on land use employment density factors published by SCAG (SCAG 2001). The Specific Plan would also develop up to approximately 129,000 sf of cultural facility land uses, that would include schools, arts, religious buildings, and other civic functions. At this time, the exact area and nature of these uses is not known. Therefore, to provide a conservative analysis of per capita emissions, potential employees associated with the proposed cultural facilities are excluded from the project's service population.

For the purposes of this analysis, the service population of the Specific Plan is 19,614 residents and 554 employees, or a total of 20,168 people.

b. Energy

Methodology

Construction energy demand was obtained from CalEEMod (Appendix B) and considers diesel fuel consumption associated with operation of off-road construction equipment and vendor/hauling truck trips as well as gasoline fuel consumption associated with worker trips to and from construction sites. Energy demand for off-road construction equipment is based on anticipated equipment, usage hours, horsepower, load factors, and construction phase duration provided in CalEEMod, as well as *Exhaust and Crankcase Emission Factors for Nonroad Compression Ignition Engines* (U.S. EPA 2018). Hauling, vendor, and worker trip fuel consumption considers anticipated daily trips, default trip lengths, and average fuel efficiency values obtained from the Bureau of Transportation Statistics (U.S. Department of Transportation 2018).

Operational energy demand considers transportation-based fuel consumption as well as electricity and natural gas consumption associated with anticipated development under the Specific Plan. Transportation-based fuel consumption is based on VMT and fleet mix obtained from CalEEMod.

Electricity and natural gas consumption was also based on CalEEMod outputs. For more detailed discussion of CalEEMod modeling methodology, refer to Section 4.2, *Air Quality*. As with GHG emissions, the operational energy analysis conservatively assumes all energy consumption associated with anticipated development under the Specific Plan would be net new consumption and does not account for existing energy use by development in the Plan Area.

Significance Thresholds

According to Appendix G of the CEQA Guidelines, an energy-related impact would be considered significant if the Specific Plan would result in one or more of the following conditions:

1. Wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation; or
2. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

c. Project Impacts and Mitigation Measures

Threshold 1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact GHG-1 CONSTRUCTION AND OPERATION OF DEVELOPMENT ACCOMMODATED BY THE SPECIFIC PLAN WOULD GENERATE GHG EMISSIONS ASSOCIATED WITH CONSTRUCTION EQUIPMENT USE, MOBILE SOURCE EMISSIONS, AND ENERGY CONSUMPTION. SUCH EMISSIONS WOULD BE BELOW THE LOCALLY-APPROPRIATE, PROJECT-SPECIFIC EFFICIENCY THRESHOLD. THUS, THE SPECIFIC PLAN'S IMPACT WOULD BE LESS THAN SIGNIFICANT.

Construction of the development forecast under the Specific Plan would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers and vendors traveling to and from the project site. Based on the CalEEMod results, construction activity generated by forecast development would generate an estimated 26,850 metric tons of CO₂e (as shown in Table 4.6-6) over the course of the Specific Plan's seven phases. Amortized over a 30-year period, construction of the forecast development under the Specific Plan would generate approximately 895 metric tons of CO₂e per year.

Table 4.6-6 Estimated GHG Emissions during Construction

Emissions (MT of CO ₂ e)	
Phase I and II (2020 – 2023)	7,837.5
Phase III (2023 – 2026)	2,782.1
Phase IV (2026 – 2030)	7,636.5
Phase V (2030 – 2033)	3,576.2
Phase VI (2033 – 2036)	2,315.9
Phase VII (2036 – 2039)	2,701.7
Total	26,849.9
Amortized over 30 years	895.0

Notes: All emissions modeling was completed using CalEEMod. See Appendix B for modeling results. Some numbers may not sum exactly due to rounding. Emission data shown is from "mitigated" results, which account for compliance with regulations and project design features.

Forecast development would also generate long-term GHG emissions from new vehicle trips (mobile emissions), combustion of natural gas and use of electricity (energy emissions), solid waste disposal, water use and wastewater generation, and consumer products, architectural coatings, and landscaping equipment (area emissions). Table 4.6-7 summarizes and combines the amortized construction, operational, and mobile GHG emissions associated with the Specific Plan.

Table 4.6-7 Combined Annual GHG Emissions

Emission Source	Emissions (MT of CO₂e per year)
Construction	895.0
Operational	
Area	82.8
Energy	10,891.0
Solid Waste	1,529.0
Water	2,599.8
Mobile	
CO ₂ and CH ₄	30,194.6
N ₂ O	355.7
Total Emissions	45,652.9
Total Emissions Under Existing (Baseline) Conditions	19,597.3
Net Increase in Emissions	26,055.6
Service Population	20,168
Emissions per Service Population (MT CO₂e/SP/year)	1.3
Project-Specific Efficiency Threshold (MT CO ₂ e/SP/year)	3.2
Exceed Project-Specific Threshold?	No
See Appendix B for CalEEMod results and N ₂ O mobile emissions data sheets.	

As shown in Table 4.6-7, combined annual GHG emissions from the anticipated development under the Specific Plan would be approximately 1.3 MT of CO₂e per service person per year, which would not exceed the locally-appropriate, project-specific threshold of 3.2 MT of CO₂e per service person per year. Therefore, the anticipated development under the Specific Plan would result in a less than significant impact related to GHG emissions.

Mitigation Measures

Mitigation is not required.

Threshold 2: Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?
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Impact GHG-2 THE SPECIFIC PLAN WOULD BE CONSISTENT WITH STATEWIDE PLANS, POLICIES AND REGULATIONS, GENERAL PLAN POLICIES, AND MAJOR GOALS OF SCAG'S 2016-2040 RTP/SCS AIMED AT REDUCING GHG EMISSIONS. AS SUCH, THE SPECIFIC PLAN WOULD NOT CONFLICT WITH AN APPLICABLE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GHGs. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Consistency Evaluation

State Policies

Numerous state plans, policies, and regulations have been adopted for the purpose of reducing GHG emissions. As described in Section 4.6.2, *Regulatory Setting*, the principal overall state plan and policy is AB 32, *the California Global Warming Solutions Act of 2006*, and the follow up, SB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Statewide plans and regulations such as GHG emissions standards for vehicles (AB 1493), the Low Carbon Fuel Standard, and regulations requiring an increasing fraction of electricity to be generated from renewable sources are being implemented at the statewide level; as such, compliance at a project level is not addressed. Furthermore, as demonstrated under Impact GHG-1, the Specific Plan would not generate emissions in excess of the locally-appropriate project-specific efficiency threshold, which is based on targets established in CARB's 2017 Scoping Plan and intended to be consistent with the SB 32 GHG emissions reduction target. Therefore, the Specific Plan does not conflict with statewide plans and regulations.

Compton General Plan

As mentioned under *Regional/Local Regulations*, the City of Compton's General Plan Conservation/Open Space/Parks and Recreation Element contains a number of policies intended to reduce pollution, energy consumption, and, in turn, GHG emissions. Table 4.6-8 evaluates the Specific Plan's consistency with relevant policies in the City's Conservation/Open Space/Parks and Recreation Element. Specific Plan consistency with other City General Plan policies is further discussed in Section 4.9, *Land Use and Planning*.

Table 4.6-8 Specific Plan Consistency with Conservation/Open Space/Parks and Recreation Element

General Plan Policy	Discussion
Goal 1.0 Reduce air pollution through land use, transportation, and energy use planning.	
Policy 1.8: Encourage the use of energy conservation devices in project design and construction to increase energy efficiency and decrease pollution emissions from off-site electrical power plants and on-site natural gas usage.	Consistent. Goal 1, Policy 1.2 of the Specific Plan states the Specific Plan objective to “promote regenerative design principles and standards to reduce energy consumption of buildings and minimize greenhouse gas emissions.” Furthermore, as described under Impact E-1 below, forecast growth under the Specific Plan would not result in wasteful, inefficient, or unnecessary use of energy.
Goal 3.0 Conserve energy resources through the use of available technology and conservation practices.	
Policy 3.1: Encourage innovative site planning and building designs which minimize energy consumption by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.	Consistent. The Specific Plan establishes the Transit-Oriented Development (TOD) Zoning Overlays, development standards (e.g., parking requirements, setbacks, building heights) and design guidelines. The architectural guidelines require compliance with 2008 Building and Energy Efficiency Standards and the 2010 California Green Building Standards Code. Goal 1, Policy 1.2 of the Specific Plan states its objective to “promote regenerative design principles and standards to reduce energy consumption of buildings and minimize greenhouse gas emissions.” Additionally, the Specific Plan focuses on facilitating transit-oriented development in proximity to the existing Artesia Station. Furthermore, the Specific Plan involves improvements to and expansion of bicycle and pedestrian infrastructure to encourage active transportation. Such design considerations would further minimize the energy demand of anticipated development under the Specific Plan by reducing vehicle trips and fuel consumption.
Policy 7.4: Encourage use of alternative energy sources including active and passive solar features, and fuel cells, in new residential construction.	Consistent. The Specific Plan encourages the use of alternative energy sources in new development in the Plan Area, as Goal 1, Policy 1.2 states the objective to “promote regenerative design principles and standards to reduce energy consumption of buildings and minimize greenhouse gas emissions.” Furthermore, development under the Specific Plan would be subject to the energy conservation requirements of the California Green Building Standards Code, which requires solar access; natural ventilation; and stormwater capture, and the California Energy Code, which provides energy conservation standards for all new and renovated commercial and residential buildings. All future projects in the Plan Area would need to be approved by the City of Compton in order to receive permits for construction and operation. The development review process would ensure that all local, state, and federal building code and energy conservation standards are met.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

As discussed in detail under Impact LU-2 in Section 4.9, *Land Use and Planning*, the Specific Plan would not conflict with applicable goals of the 2016-2040 RTP/SCS, which focus on mobility, accessibility, a strong economy, and sustainability. Major goals of the RTP/SCS include:

1. Align the plan investments and policies with improving regional economic development and competitiveness.
2. Maximize mobility and accessibility for all people and goods in the region.

3. Ensure travel safety and reliability for all people and goods in the region.
4. Preserve and ensure a sustainable regional transportation system.
5. Maximize the productivity of our transportation system.
6. Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).
7. Actively encourage and create incentives for energy efficiency, where possible.
8. Encourage land use and growth patterns that facilitate transit and active transportation.
9. Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

Several of these Goals, notably Goal 2, Goal 6, Goal 7, and Goal 8, relate directly or indirectly to GHG emissions reduction and reduction measures incorporated in the design of the Specific Plan.

Although Goal 2 is not specifically aimed at individual development projects, the Specific Plan would contribute to the goal of maximizing mobility and accessibility by locating mixed-use development on a site in an urban area that includes a range of transit and active transportation options (as discussed further in the following paragraph). The Plan Area centers on the Artesia Blue Line Station and the Specific Plan would support dense, mixed-use development promoting transit-ridership through implementation of the standards and development in the TOD Core Area. The Specific Plan's focus on transit-oriented development in a dense, urban center would ensure that the Plan Area would be regionally accessible and that future residents, employees, and visitors would have access to a range of goods and services via active transportation and transit. Further, the Specific Plan proposes improvements and extension of bicycle and pedestrian infrastructure, including a new bicycle and pedestrian connection from the Artesia Station to Compton College via East Artesia Boulevard and an extension of the Compton Creek trail from its current terminus at Greenleaf Boulevard to Artesia Station.

With respect to Goals 6 and 8, the Specific Plan would involve mixed-use development, including up to 4,803 residential units, in an urbanized area that is currently well-served by public transit. The Plan Area is served by the Los Angeles County Metropolitan Transit Authority (Metro) Blue Line at the Artesia Station, as well as a variety of Metro, Long Beach Transit, and Torrance Transit bus lines. The Specific Plan includes proposed improvements to pedestrian and bike infrastructure. Such improvements include a new bicycle and pedestrian connection from the Artesia Station to Compton College via East Artesia Boulevard consistent with the Artesia Boulevard Complete Streets Masterplan; extension of the Compton Creek trail from Greenleaf Boulevard to Artesia Station; extension of bike infrastructure along Alameda Street to Artesia Station; safety upgrades to the Greenleaf Boulevard bike lanes; and creation of pedestrian pathways throughout the TOD Core Area, TOD Supporting Areas, and Gateway Towne Center to facilitate active transportation connections. The Specific Plan's proximity to existing transit, bicycle, and pedestrian facilities along with proposed bicycle and pedestrian infrastructure improvements would encourage the use of transit and active transportation.

With respect to Goal 7, Plan Area development would comply with applicable state policies to reduce GHG emissions associated with energy use, including the Renewable Portfolio Standard and Title 24 of the California Building Code that would reduce anticipated emissions associated with development under the Specific Plan. Development under the Specific Plan would be conditioned to comply with these existing requirements. For example, in accordance with the 2016 California Green Building Standards Code, buildings constructed under the Specific Plan would include a

schedule of plumbing fixtures and fixture fittings that would reduce the overall use of potable water in the building by at least 20 percent from the maximum allowable water use per plumbing fixture and fitting as required by the California Building Standards Code.

Conclusion

As demonstrated above, the Specific Plan would be consistent with the major goals of the 2016-2040 RTP/SCS, the City's General Plan policies, and statewide plans, policies, and regulations related to the reduction of GHG emissions. As such, the Specific Plan would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. This impact would be less than significant.

Mitigation Measures

Mitigation is not required.

Threshold 1: Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Impact E-1 NEITHER CONSTRUCTION NOR OPERATION OF THE ANTICIPATED DEVELOPMENT UNDER THE SPECIFIC PLAN WOULD RESULT IN A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO THE WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Construction Energy Demand

Plan Area construction activity would use energy in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the Plan Area. Forecast development under the Specific Plan would require demolition, site preparation, and grading, including hauling material off-site; pavement and asphalt installation; building construction; paving; and architectural coating.

The total consumption of gasoline and diesel fuel during project construction was estimated using the assumptions and factors from CalEEMod used to estimate construction air emissions (Appendix B). Table 4.6-9 presents the estimated construction energy consumption for each phase of construction. Diesel fuel consumption, including construction equipment operation and vendor/hauling trips, would total approximately 1,400,000 gallons over the course of forecast development under the approximately 20-year Specific Plan. Other petroleum fuel consumption, including worker trips to and from construction sites, would total approximately 1,900,000 gallons over the approximately 20-year period. Construction-related energy calculations are included in Appendix B.

Table 4.6-9 Estimated Fuel Consumption during Construction

Fuel Type	Gallons of Fuel	MMBtu ⁴
Phase I and II		
Diesel Fuel ^{1,2}	290,535	37,033
Other Petroleum Fuel ³	603,468	66,252
Phase III		
Diesel Fuel ^{1,2}	170,533	21,737
Other Petroleum Fuel ³	163,100	17,906
Phase IV		
Diesel Fuel ^{1,2}	404,062	51,503
Other Petroleum Fuel ³	552,006	60,603
Phase V		
Diesel Fuel ^{1,2}	207,930	26,504
Other Petroleum Fuel ³	234,282	25,721
Phase VI		
Diesel Fuel ^{1,2}	147,805	18,840
Other Petroleum Fuel ³	141,711	15,558
Phase VII		
Diesel Fuel ^{1,2}	161,785	20,622
Other Petroleum Fuel ³	183,693	20,167
Construction Total		
Diesel Fuel^{1,2}	1,382,649	176,238
Other Petroleum Fuel³	1,878,259	206,207

¹ Fuel demand rate for construction equipment is derived from the total hours of operation, the equipment's horse power, the equipment's load factor, and the equipment's fuel usage per horse power per hour of operation, which are all taken from CalEEMod outputs (see Appendix B), and from compression-ignition engine brake-specific fuel consumptions factors for engines between 0 to 100 horsepower and greater than 100 horsepower (U.S. EPA 2018). Fuel consumed for all construction equipment is assumed to be diesel fuel.

² Fuel demand rate for hauling and vendor trips (cut material imports) is derived from hauling and vendor trip number, hauling and vendor trip length, and hauling and vendor vehicle class from "Trips and VMT" Table contained in Section 3.0, Construction Detail, of the CalEEMod results (see Appendix B). The fuel economy for hauling and vendor trip vehicles is derived from the United States Department of Transportation (U.S. DOT 2018). Fuel consumed for all hauling trucks is assumed to be diesel fuel.

³ The fuel economy for worker trip vehicles is derived from the U.S. Department of Transportation National Transportation Statistics (24 mpg) (U.S. DOT 2018). Fuel consumed for all worker trips is assumed to be gasoline fuel.

⁴ CarFG CA-GREET 2.0 fuel specification of 109,786 Btu/gallon used to identify conversion rate for fuel energy consumption for worker trips specified above (California Air Resources Board [CARB] 2015). Low-sulfur Diesel CA-GREET 2.0 fuel specification of 127,464 Btu/gallon used to identify conversion rate for fuel energy consumption for construction equipment specified above (Schremp 2017). Totals may not add up due to rounding.

Source: Appendix B

Construction equipment would be maintained to applicable standards, and construction activity and associated fuel consumption and energy use would be temporary and typical of construction sites. It is also reasonable to assume contractors would avoid wasteful, inefficient, and unnecessary fuel consumption during construction to reduce construction costs. Therefore, the Specific Plan would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact related to energy consumption would be less than significant.

Operational Energy Demand

Forecast growth under the Specific Plan includes approximately 4,803 residential units, 217,073 sf of new retail development, 219,187 sf of new office development, and 129,000 sf of cultural facilities, which would include schools, arts, religious buildings, and other civic functions. The intensification of land use in the Plan Area would increase area energy demand from greater electricity, natural gas, and gasoline consumption. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, water use, and the overall operation of the buildings. Gasoline consumption would be attributed to the trips generated from development in the Plan Area. The estimated number of average daily trips associated with the Specific Plan from CalEEMod is used to determine the energy consumption associated with fuel use from the operation of anticipated development. The majority of the fuel consumption would be from motor vehicles traveling to and from anticipated development in the Plan Area. According to the CalEEMod calculations, the project would result in approximately 90,511,920 annual VMT (Appendix B). Table 4.6-10 shows the estimated total annual fuel consumption for forecasted new development under the Specific Plan using the estimated VMT with the assumed vehicle fleet mix obtained from CalEEMod. One gallon of gasoline is equivalent to approximately 109,786 Btu (CARB 2015), while one gallon of diesel is equivalent to approximately 127,460 Btu (Schremp 2017).

Table 4.6-10 Estimated Specific Plan Annual Transportation Energy Consumption

Vehicle Type ¹	Percent of Vehicle Trips ²	Annual Vehicle Miles Traveled ³	Average Fuel Economy (miles/gallon) ⁴	Total Annual Fuel Consumption (gallons)	Total Fuel Consumption (MMBtu) ⁵
Passenger Cars	55.0	49,781,556	24	2,074,232	227,722
Light/Medium Trucks	35.7	32,312,755	17.4	1,857,055	236,708
Heavy Trucks/Other	8.8	7,965,049	7.4	1,076,358	137,197
Motorcycles	0.5	452,560	44.0	10,285	1,129
Total	100.0	90,511,920	–	–	602,755

¹ Vehicle classes provided in CalEEMod do not correspond exactly to vehicle classes in DOT fuel consumption data, except for motorcycles. Therefore, it was assumed that passenger cars correspond to the light-duty, short-base vehicle class, light/medium trucks correspond to the light-duty long-base vehicle class, and heavy trucks/other correspond to the single unit, 2-axle 6-tire or more class.

² Percent of vehicle trips from Table 4.4 "Fleet Mix" in CalEEMod run (Appendix B).

³ Mitigated annual VMT found in Table 4.2 "Trip Summary Information" in CalEEMod run (Appendix B).

⁴ Average Fuel Economy: U.S. Department of Energy 2018.

⁵ CaRFG fuel specification of 109,786 Btu/gallon used to identify conversion rate for fuel energy consumption for passenger cars and motorcycles. (CARB 2015). Low-sulfur Diesel CA-GREET 2.0 fuel specification of 127,464 Btu/gallon used to identify conversion rate for fuel energy consumption for light/medium trucks and heavy trucks/other (Schremp 2017).

Notes: Totals may not add up due to rounding.

Operation of the various land uses developed under the Specific Plan would consume approximately 25.3 GWh of electricity per year (Appendix B). As mentioned in Section 4.6.1, *Setting*, the Plan Area would be served by SCE, which provided more than 84,000 GWh of electricity in 2017. Future development under the Specific Plan would implement more stringent energy efficiency measures required pursuant to updated CALGreen requirements, reducing energy demand of buildings constructed in the Plan Area. Therefore, SCE would have sufficient supplies for development under Specific Plan and would not place a significant demand on the electrical supply. Estimated natural gas consumption for the Specific Plan would be approximately 48,409,922 kBtu (or 0.48 MMthm) per year (Appendix B). The Specific Plan's natural gas demand would be served by SCG, which provided 5,142 MMthm per year in 2017; therefore, SCG would have sufficient supplies for the project. Developments occurring under the Specific Plan would be required to confirm the availability of electricity and natural gas service in conjunction with individual project review.

Forecast development under the Specific Plan would comply with all standards set in California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. California's Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11) requires implementation of energy efficient light fixtures and building materials into the design of new construction projects. Furthermore, the 2019 Building Energy Efficiency Standards (CBC Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the Energy Commission. As the name implies, these standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy. The standards are updated every three years and each iteration is more energy efficient than the previous standards. For example, according to the CEC, residential buildings meeting 2019 standards will use about 7 percent less energy due to energy efficiency measures versus those built under the 2016 standards (CEC 2018a). Non-residential buildings would use about 30 percent less energy compared to 2016 standards (CEC 2018a). Furthermore, the Specific Plan would further reduce its use of nonrenewable energy resources as the electricity generated by renewable resources provided by SCE continues to increase to comply with state requirements through Senate Bill 100, which requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

In conclusion, energy demand associated with the construction of development under the Specific Plan would be temporary and typical of construction projects and would not result in wasteful use of energy resources. The operation of anticipated development would increase the use of energy in the Plan Area due to the intensification of land use. However, the increase would be in conformance with the latest version of California's Green Building Standards Code and Building Energy Efficiency Standards. In addition, SCE and SCG have sufficient supplies to serve the development forecast under the proposed Specific Plan. Therefore, the Specific Plan would not result in wasteful, inefficient, or unnecessary energy consumption. This impact would be less than significant.

Mitigation Measures

Mitigation is not required.

Threshold 2: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?
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Impact E-2 THE SPECIFIC PLAN WOULD NOT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY. NO IMPACT WOULD OCCUR.

As discussed in Section 4.6.2, *Regulatory Setting*, SB 100 mandates 100 percent clean electricity for California by 2045. Because development constructed under the Specific Plan would be powered by the existing electricity grid, the Plan Area would eventually be powered by renewable energy mandated by SB 100 and would not conflict with this statewide plan. Additionally, as discussed under Impact E-1 above, future development constructed in the Plan Area would be subject to more stringent energy efficiency standards pursuant to updated CALGreen requirements.

The City of Compton has not adopted any specific renewable energy or energy efficiency plan; however, as demonstrated under Impact GHG-2 and Table 4.6-8, the Specific Plan would be consistent with existing local policies contained in the City's General Plan Conservation/Open Space/Parks and Recreation Element intended to promote energy efficiency through renewable energy use and energy conservation measures. Furthermore, the Specific Plan itself contains policies intended to promote energy efficiency, including Policy 1.2, which seeks to promote regenerative design principles and standards to reduce energy consumption of buildings and minimize GHG emissions. Therefore, the Specific Plan is consistent with and would not conflict with or obstruct a state plan or policies contained in the City's General Plan for renewable energy or energy efficiency; no impact would occur.

Mitigation Measures

Mitigation is not required.

d. Cumulative Impacts

Greenhouse Gas Emissions

As discussed in Section 3, *Environmental Setting*, cumulative development in the vicinity of the Plan Area is represented by a 8.2 percent growth rate from existing conditions. The following analysis discusses the potential cumulative impacts associated with development under the Specific Plan in conjunction with other growth surrounding the Plan Area that would likely include residential, retail and mixed-use projects, as well as industrial projects, office buildings, and school enrollment growth. Such development would incrementally increase overall GHG emissions generated in Compton and the region. GHG and climate change are by definition cumulative impacts, as they affect the accumulation of greenhouse gases in the atmosphere. As discussed above, the Specific Plan would be consistent with applicable plans and programs aimed at reducing GHG emissions and would generate emissions below the locally-appropriate, project-specific efficiency threshold. Therefore, the Specific Plan's contribution to cumulative GHG emissions would not be considerable.

Energy

The anticipated growth in the vicinity of the Plan Area, as described in Section 3, *Environmental Setting*, would incrementally increase local and regional energy demand. This cumulative increase could result in a strain on locally-available energy supplies or the need for energy infrastructure upgrades. However, as demonstrated under Impact E-1, above, the Specific Plan would not result in wasteful, inefficient, or unnecessary energy consumption. The Specific Plan would involve

construction of dense, mixed-use development in proximity to local and regional transit routes, as well as upgrades to and expansion of active transportation infrastructure to reduce VMT and, consequently, transportation energy demand. Furthermore, the Specific Plan itself includes policies intended to reduce energy consumption through building design and enhance the active transportation network. Therefore, while the Specific Plan and other planned and pending development would increase energy demand, the Specific Plan's contribution to potential cumulative energy impacts would not be considerable.

4.7 Hazards and Hazardous Materials

Hazardous materials impacts are normally a result of project-related activities disturbing or otherwise encountering such materials in subsurface soils or groundwater during site grading or dewatering. Other means for human contact with hazardous materials are transportation accidents associated with the transportation of hazardous materials along highways and railroads. This section addresses the proposed Specific Plan's impacts regarding hazards and hazardous materials. The analysis focuses on potential health risks associated with impacts relating to ongoing industrial activities and possible historic soil contamination in the Plan Area.

4.7.1 Setting

a. Regulatory Setting

Federal, State, and local government laws define hazardous materials as substances that are toxic, flammable/ignitable, reactive, or corrosive. Extremely hazardous materials are substances that show high acute or chronic toxicity, carcinogenicity, bioaccumulative properties, persistence in the environment, or that are water reactive. The following are federal, State and local regulations that may apply to future development projects under the proposed Specific Plan.

Federal

Resource Conservation and Recovery Act

At the Federal level, the U.S. Environmental Protection Agency (USEPA) has primary responsibility for enforcing laws and regulations that govern the use, storage, and disposal of hazardous materials and hazardous waste. The Resource Conservation and Recovery Act of 1976 (RCRA) defines when a hazardous substance is a hazardous waste based on a number of criteria and regulates hazardous wastes from generation of the waste through disposal. Title 49 of the Code of Federal Regulations (CFR 49) contains lists of more than 2,400 hazardous materials and regulates the transport of those materials.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980 (42 U.S.C Section 9601 et seq.), also known as Superfund, was established to hold multiple parties, including past and present owners, operators, transporters, and generators jointly, severally, and strictly liable for the remediation costs of a hazardously contaminated site.

Superfund Amendments and Reauthorization Act

The Superfund Amendments and Reauthorization Act (SARA) amends CERCLA and increases state involvement and requires Superfund actions to consider state environmental laws and regulations. SARA also established a regulatory program for USTS and the Emergency Planning and Community Right-to-Know Act.

Toxic Substances Control Act

The Toxic Substances Control Act (15 U.S.C. 2601 et seq.) regulates manufacturing, inventory, and disposition of industrial chemicals, including hazardous materials. It addresses the production,

importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos-containing materials (ACMs), and lead-based paint (LBP).

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act regulates the transport of hazardous materials by motor vehicles, rail, marine vessels, and aircraft.

Hazardous Materials Transportation Uniform Safety Act of 1990

The Hazardous Materials Transportation Uniform Safety Act of 1990 (Public Law 101-615) regulates the safe transport of hazardous material intrastate, interstate, and for foreign commerce. The statute includes provisions to encourage uniformity between different state and local highway routing regulations, to develop criteria for the issuance of federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials.

Occupational Health and Safety Administration Standard 1910.120

The Occupational Health and Safety Administration (OSHA) published Standard 1910.120, which in part requires that employers evaluate the potential health hazard that hazardous materials pose in the workplace and communicate information concerning hazards and appropriate protective measures to employees. Under OSHA Standard 1910.120, a health hazard is defined as “a chemical for which there is statistically significant evidence based on at least one study conducted in accordance with established scientific principles that acute or chronic health effects may occur in exposed employees.”

State

California Code of Regulations, Title 22, Hazardous Waste Management

At the State level, under Title 22, Division 4.5 of the California Code of Regulations (CCR 22), the California Department of Toxic Substance Control (DTSC) regulates hazardous waste in California primarily under the authority of the federal RCRA and the California Health and Safety Code (HSC). The Hazardous Waste Control Law (HWCL), under Title 22 CCR, Chapter 30, establishes regulations that are similar to RCRA but more stringent in their application and empowers the DTSC to administer the State’s hazardous waste program and implement the federal program in California. The DTSC is responsible for permitting, inspecting, ensuring compliance, and imposing corrective action programs to ensure that entities that generate, store, transport, treat, or dispose of potentially hazardous materials and waste comply with federal and State laws. The DTSC defines hazardous waste as waste with a chemical composition or other properties that make it capable of causing illness, death, or some other harm to humans and other life forms when mismanaged or released into the environment.

The DTSC shares responsibility for enforcement and implementation of hazardous waste control laws with the State Water Resources Control Board (SWRCB) and, at the local level, the Regional Water Quality Control Board, and city and county governments.

Proposition 65 – Safe Drinking Water and Toxic Enforcements Act

The California Safe Drinking Water and Toxic Enforcements Act of 1986 (Proposition 65), adopted in November 1986, established a prohibition on contaminating drinking water with chemicals known to cause cancer or reproductive harm, as outlined in the HSC, Division 20, Chapter 6.6 Sections

25249.5 - 25249.14. It also requires businesses to provide warnings before causing exposure to chemicals known to cause cancer or reproductive toxicity and requires a list of such chemicals to be published and updated annually.

The La Follette Bill

The La Follette Bill (Assembly Bill 3777) established guidelines for Hazardous Materials Management as outlined in the HSC, Division 20, Chapter 6.95, Article 2, Sections 25531-25540. It requires owners or operators of each business in the state, which at any time, handles any acutely hazardous material in quantities equal to or greater than 500 pounds, 55 gallons, or 200 cubic feet under standard temperature and pressure for compressed gas, to register with an administering agency.

The California Environmental Protection Agency (CalEPA) is directly responsible for administering the “Unified Program,” that consolidates and coordinates the administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs. The Unified Program is intended to provide relief to businesses complying with the overlapping and sometimes conflicting requirements of formerly independently managed programs and is implemented at the local government level by Certified Unified Program Agencies (CUPA). A local CUPA is responsible for administering/overseeing compliance with the following programs, as required by State and federal regulations:

- Hazardous Materials Release Response Plans and Inventories (Business Plans)
- California Accidental Release Prevention (CalARP) Program
- Underground Storage Tank Program (UST)
- Aboveground Petroleum Storage Act Requirements for Spill Prevention, Control and Countermeasure (SPCC) Plans
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment (tiered permitting) Programs
- California Uniform Fire Code: Hazardous Material Management Plans and Hazardous Material Inventory Statements

Hazardous Waste Control Act

The Hazardous Waste Control Act (HSC, Section 25100 et seq.), is similar to the Federal RCRA in that it regulates the identification, generation, transportation, storage, and disposal of materials deemed hazardous by the State of California.

Cortese List Statute

The Cortese List Statute requires DTSC to compile and maintain lists of potentially contaminated sites located throughout the state and includes the Hazardous Waste and Substances Sites List.

California Public Resources Code, Section 21151.4

California Public Resources Code Section 21151.4 requires the lead agency to consult with any school district with jurisdiction of a school within 0.25 mile of the project about potential impacts on the school if the project might reasonably be anticipated to emit hazardous air emission, or to handle an extremely hazardous substance or a mixture containing an extremely hazardous substance.

California Health and Safety Code, Title 22, Risk-Based Screening Levels and Cleanup Goals

Toxicity criteria for all human health risk assessments, human health risk-based screening levels and remediation (cleanup) goals are established in the California HSC, Title 22, Chapter 50, Section 68400.5 and Chapter 51, Sections 69020 – 69022. Section 68400.5 states that “for any release of hazardous waste or hazardous constituents, the human health risk assessment calculations, including, but not limited to, all cancer risk and non-cancer hazard screening levels and corrective action objectives, shall use the toxicity criteria specified in ... Sections 69022, subdivision (a) and (b).” Per Section 69021, all human health risk assessments, and human health risk-based screening levels and remediation goals must use the Office of Environmental Health Hazard Assessment (OEHHA) risk factors, oral slope factors, chronic reference exposure levels, and blood-lead values. These values are listed in Appendix I of Section 69021. For any COPC not listed in Appendix I, toxicity criteria provided in the US EPA Integrated Risk Information System (IRIS) database shall be used. For COPCs not listed in Appendix I or the IRIS database, toxicity criteria from another source may be used, provided that it applies the best available science and is health-based.

The California HSC Section 25395.95 (c), states that “on or before 60 days after the date an agency receives a response plan, the agency shall make a written determination that proper completion of the response plan constitutes appropriate care for purposes of subdivision (a) of Section 25395.67.” The statute defines appropriate care in HSC Section 25395.67 as either of the following:

- (a) The performance of a response action, with respect to hazardous materials found at a site, for which the agency makes the determination specified in paragraph (1) of subdivision (c) of Section 25395.96 and that meets all of the following conditions:
 - (1) The response action is determined by an agency to be necessary to prevent an unreasonable risk to human health and safety or the environment, as defined in Section 25395.90.
 - (2) The response action is performed in accordance with a response plan approved by the agency pursuant to Article 6 (commencing with Section 25395.90).
 - (3) The approved response plan includes a provision of oversight and approval of the completed response action by the agency pursuant to Article 6 (commencing with Section 25395.90); or
- (b) A determination that no further action is required pursuant to Section 25395.95.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) was created by the State legislature to facilitate compliance with the federal Clean Air Act and to implement the State air quality program in Los Angeles County. SCAQMD Rule 402 prohibits discharges from any source such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause or have a natural tendency to cause injury or damage to business or property. SCAQMD Rule 403 reduces the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions. Rule 1166 sets requirements to control the emission of volatile organic compounds (VOC) from excavating, grading, handling and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition. SCAQMD Rule 1466 sets forth air monitoring

requirements for toxic air contaminants during earth moving activities at sites designated as cleanup sites by a regulatory agency (such as the Los Angeles Regional Water Quality Control Board). The purpose of the rule is to minimize off-site fugitive dust emissions containing toxic air contaminants. SCAQMD Rule 1403 specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities.

Regional and Local

Compton General Plan

The City's 1991 General Plan serves as a blueprint for planning in the City and represents the community's vision for the future. The Public Safety Element aims to identify natural and man-made hazards and ways to reduce the risk of property damage, injury, or loss of life associated with living in an urban environment. The Public Safety Element includes strategies to prepare for an emergency and how to respond in the face of flooding, fire, hazardous materials, and other public safety threats.

b. Existing Conditions

The City includes industrial uses and freight trains passing through the City. The presence of these activities increases the amount of hazardous materials stored in or transported through the City. Businesses using or producing hazardous materials are regulated through the environmental review process, which regulates land uses and ensures that such uses are removed from residential development, schools, and other sensitive land uses. To reduce the risk related to the transportation of hazardous materials through the City, vehicles carrying such materials are restricted to the travel routes designated in the Los Angeles County Hazardous Waste Management Plan (Compton 1991).

The Plan Area encompasses 1.19 square miles, or approximately 762 acres, of transit, commercial, industrial, and residential development. Industrial, heavy manufacturing, and auto-oriented uses dominate the Plan Area, particularly on the west side of the Plan Area. See Figure 2-3 in Section 2, *Project Description*, for the existing land uses in the Plan Area. The Plan Area is located approximately 0.5 mile south of the Compton/Woodley Airport.

DTSC's EnviroStor database contains information on properties in California where hazardous substances have been released or where the potential for a release exists. A search of this database was conducted on June 6, 2019 and identified no "Active" cleanups sites. Table 4.7-1 list the DTSC listed cleanup sites in the Plan Area. The EnviroStor Database did not identify any Superfund (NPL) or State Response sites in the Plan Area (DTSC 2019).

Table 4.7-1 Department of Toxic Substance Control Cleanup Sites within the Plan Area

Project Type	Name	Address	Status
Tiered Permit	Appliance Recycling Center of America-Calif, Inc.	1920 S. Acacia Avenue	Refer: Other Agency
Tiered Permit	Prime Acquisition Corp.	675 W. Manville Street	Refer: Other Agency
Non-Operating	The Boeing Company	200 E. Stanley Street	Protective Filer
Corrective Action	The Boeing Company	200 E. Stanley Street	Inactive - Needs Evaluation
Evaluation	VAC-HYD Property	515 W. Apra Street	Inactive - Needs Evaluation
Tiered Permit	Appliance Recycling Center of America-Calif, Inc.	1920 S. Acacia Avenue	Refer: Other Agency
Tiered Permit	Superior Chrome Plating Co.	239 E. Greenleaf Boulevard	Refer: Other Agency
Evaluation	Compton Foundry	1320 S. Alameda Street	Inactive - Needs Evaluation
Evaluation	Customs Munitions	550 W. Victoria Street	No Further Action
Evaluation	Vought	250 W. Apra Street	Refer: 1248 Local Agency

Source: EnviroStor Database, 2019

In addition to hazardous materials used and generated in the Plan Area, there is potential for uncontrolled release of hazardous materials from vehicular accidents on the State Route 91 (SR-91) (Gardena Freeway), which runs through the center of the Plan Area, and Alameda Street and the Union Pacific Railroad Line, which run through the eastern portion of the Plan Area.

The Plan Area mostly lies outside any administrative oil field boundary. A small area of the southwest portion of the Plan Area lies within the Dominguez oil field. Division records do not indicate the presence of active oil and gas wells and but do indicate the presence of 11 plugged oil and gas wells (DOC 2019).

4.7.2 Impact Analysis

a. Methodology and Significance Thresholds

Assessment of potential impacts is based on environmental conditions in the Plan Area, as well as other applicable laws and regulations related to hazards and hazardous materials issues. The following thresholds are based on Appendix G of the State CEQA Guidelines. A significant impact would occur if the proposed project would result in any of the following conditions:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?
4. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

5. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

As discussed in Section 4.15, *Impacts Found to be Less Than Significant*, the Specific Plan is not located in a wildland fire hazard area. Thus, no impacts relating to wildland fires would occur and no further analysis of this issue is warranted in this section of the EIR. Therefore, the impact analysis herein is focused on thresholds 1 through 6.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

IMPACT HAZ-1 IMPLEMENTATION OF THE SPECIFIC PLAN WOULD INCLUDE POLICIES AND DEVELOPMENT STANDARDS TO FACILITATE DEVELOPMENT THAT COULD INVOLVE THE USE, STORAGE, DISPOSAL OR TRANSPORTATION OF HAZARDOUS MATERIALS. HOWEVER, WITH ADHERENCE TO EXISTING REGULATIONS IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The proposed Specific Plan would facilitate development (residential and employment generating uses) close to the Compton Blue Line Artesia Station, in areas where hazardous materials could be stored or used, or where previous use has resulted in contamination of the site. The development of residential uses near commercial or industrial facilities that use or store hazardous materials could increase the risk of exposure to harmful health effects. Impacts related to hazardous materials relate to construction activity and the operation of residential and commercial uses. Each of these issues are described below.

Construction Activities

Construction associated with future development in the Plan Area may include the temporary transport, storage, and use of potentially hazardous materials including fuels, lubricating fluids, cleaners, solvents or contaminated soils. However, the transport of such materials would be subject to federal, State and local regulations pertaining to the transport of hazardous materials, which would minimize risks associated with the transport hazardous materials. In addition, construction activities that transport hazardous materials would be required to transport such materials along designated roadways in the city, thereby limiting risk of upset. Potential impacts associated with construction would be less than significant.

Operational Activities

Hazardous materials are routinely transported by trucks along the major state routes and roadways and railways. The Plan Area includes the SR-91, Alameda Street and the Union Pacific Railroad. However, transportation of such materials is highly regulated to ensure the safety of the public. The proposed residential and commercial uses may involve the use, storage, disposal or transportation of hazardous materials, but the potential residential and most of the potential commercial uses do

not generally involve the utilization, storage, disposal, or transportation of significant quantities of hazardous materials. Such materials would likely be limited to solvents, paints, chemicals used for cleaning and building maintenance, and landscaping supplies. These materials would not be substantially different from household chemicals and solvents already widely used throughout the Plan Area.

Any future industrial development would be limited to the existing industrial zone, located in the western portion of the Plan Area. Therefore, development under the Specific Plan would be consistent with the City of Compton General Plan's Public Safety Element's Policy 4.1, to "locate and relocate existing land uses involved in the production, storage, transportation, handling, recycling, and/or disposal of hazardous materials a safe distance from other land uses that may be adversely affected by such activities." Any future industrial development in similarly developed areas would minimize the risk to life and property associated with handling, transporting, treating, generating, and storing hazardous materials.

Operation of the industrial uses would be conducted in accordance with all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Onsite activity involving hazardous substances (e.g., diesel fuel, oil, lubricants), and the transport, storage, handling, and retail sale of these substances must adhere to applicable local, State, and federal safety standards, ordinances, or regulations. Businesses engaged in the use, sale, storage, or transport of hazardous substances is monitored by various local (i.e., the County of Los Angeles and the Los Angeles County Fire Department) and State (i.e., DTSC) entities. Potentially hazardous waste produced during operation would also be collected, stored, and disposed of in accordance with applicable laws and regulations. Therefore, potential impacts associated with operation would be less than significant

Mitigation Measures

Mitigation is not required.

Threshold 2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

IMPACT HAZ-2 IMPLEMENTATION OF THE PROPOSED SPECIFIC PLAN MAY INVOLVE THE DEMOLITION OR REDEVELOPMENT OF STRUCTURES THAT COULD CONTAIN ASBESTOS OR LEAD-BASED PAINTS. DEMOLITION OF THESE BUILDINGS, IF THESE MATERIALS ARE PRESENT, COULD POTENTIALLY EXPOSE WORKERS TO HAZARDS THAT WOULD ADVERSELY AFFECT HUMAN HEALTH AND SAFETY. IMPLEMENTATION OF THE PROPOSED SPECIFIC PLAN MAY INTERFERE WITH MAJOR PIPELINES AT RISK OF FIRE OR EXPLOSION. HOWEVER, COMPLIANCE WITH BOTH LOCALLY ADOPTED SCAQMD, STATE REGULATIONS REGARDING THE HANDLING AND DISPOSAL OF THESE MATERIALS, AND PROJECT REVIEW BY THE CITY'S BUILDING AND SAFETY DEPARTMENT WOULD REDUCE THESE POTENTIAL IMPACTS TO LESS THAN SIGNIFICANT LEVELS.

Implementation of the Specific Plan could facilitate demolition or redevelopment of existing buildings within the Plan Area. The Plan Area includes approximately 762 acres of transit, commercial, industrial and residential development that, due to age, may contain asbestos and/or LBP. Structures built before the 1970s typically contained ACM. Demolition or redevelopment of these structures could result in health hazard impacts to workers if not remediated prior to construction activities. Therefore, demolition and construction activities would be required to

adhere to SCAQMD Rule 1403, which establishes Survey Requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition activities and California Occupational Safety and Health Administration (CalOSHA) regulations regarding lead-based materials. The California Code of Regulations, Section 1532.1, requires testing, monitoring, containment, and disposal of lead-based materials, such that exposure levels do not exceed CalOSHA standards. With adherence to SCAQMD and CalOSHA policies regarding ACM and lead-based paint, impacts would be less than significant.

Policy 5.4 of the Compton General Plan's Public Safety Element states that new projects should "avoid locating new residential development and other sensitive land uses in close proximities to major pipelines with a significant potential for explosion or fire" (Compton 1991). A small area of the southwest portion of the Plan Area lies within the Dominguez oil field. Based on correspondence from Department of Conservation, division records do not indicate the presence of active oil and gas wells but do indicate the presence of 11 plugged oil and gas wells; however, the possibility for future problems from oil and gas wells that have been plugged and abandoned, or reabandoned, are remote (DOC 2019).

Future projects developed under the Specific Plan would be reviewed by the City of Compton's Building and Safety and Community Development Departments on an ongoing basis to ensure safe distances are maintained between any proposed sensitive uses and major pipelines. Additionally, construction plans requiring excavation would be reviewed to ensure plans do not interfere with major pipelines at risk of fire or explosion. Therefore, the Specific Plan would be consistent with this Public Safety Element policy to achieve the goal of minimizing risks to life and property from underground hazards. With adherence to development review procedures, hazards to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials would be less than significant.

Mitigation Measures

Mitigation is not required.

Threshold 3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

IMPACT HAZ-3 IMPLEMENTATION OF THE SPECIFIC PLAN WOULD NOT EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN 0.25 MILE OF AN EXISTING OR PROPOSED SCHOOL. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The proposed Specific Plan would involve intensification of development and redevelopment of existing uses in the Plan Area. As shown in Figure 4.12-2, in Section 4.12, *Public Services*, there are no schools located within the Plan Area. Walton Middle School is located immediately west of the Plan Area at 900 W. Greenleaf Boulevard. Robert F. Kennedy Elementary School is located immediately north of the Plan Area at 1305 S. Oleander Avenue. Emerson Elementary and Roosevelt Middle School are located approximately 0.25-mile northeast of the Plan Area at 1011 E. Caldwell Street and 1200 E. Alondra Boulevard, respectively.

As discussed in Impact HAZ-1, future industrial development would be limited to the existing industrial zone, located in the western portion of the Plan Area. Operation of the industrial uses would be conducted in accordance with all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous

Material Management Act, and the California Code of Regulations, Title 22. Furthermore, the potential residential uses and commercial uses would not generally involve the use, storage, disposal, or transportation of significant quantities of hazardous materials. They may involve use and storage of some materials that are considered hazardous, though these materials would be primarily limited to solvents, paints, chemicals used for cleaning and building maintenance, and landscaping supplies. These materials would not be substantially different from household chemicals and solvents already in general and wide use throughout the Plan Area. Therefore, implementation of the proposed Specific Plan would not involve development of any facilities that would produce or emit hazardous materials near any schools and impacts would be less than significant.

Mitigation Measures

Mitigation is not required.

Threshold 4: Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

IMPACT HAZ-4 THERE ARE MANY PROPERTIES IN THE PLAN AREA VICINITY WHERE PAST USES COULD HAVE PRODUCED LOCALIZED CONTAMINATION OR CONCENTRATIONS OF HAZARDOUS SUBSTANCES. IF THESE SITES WERE REDEVELOPED OR EXCAVATED, WORKERS OR RESIDENTS COULD BE EXPOSED TO RESIDUAL CONTAMINANTS IN THE SOILS. HOWEVER, DEVELOPMENT WITHIN THE PLAN AREA WOULD BE SUBJECT TO EXISTING POLICIES REGARDING DEVELOPMENT IN CONTAMINATED AREAS. THEREFORE, IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Table 4.7-1 includes RWQCB and DTSC listed cleanup sites within 1,000 feet of the Plan Area. No “active” cases are undergoing voluntary cleanup, evaluation, or corrective action. Contaminated properties are regulated at the federal, State, and local level, and are subject to compliance with stringent laws and regulations for investigation and remediation. For example, compliance with the CERCLA, RCRA, California Code of Regulations Title 22, and related requirements would remedy any potential impacts caused by hazardous substance contamination. Future development projects that would be accommodated by the Specific Plan would be required to comply with these existing laws and regulations. Additionally, Phase I Environmental Site Assessments (Phase I ESA) would be required for land purchasers to qualify for the Innocent Landowner Defense under CERCLA and to minimize environmental liability under other laws, such as RCRA as a prerequisite for a lender to extend a loan for purchase of land. Phase I ESAs are also conducted to establish an environmental baseline before a lease of land and would determine whether recognized environmental conditions are present on the development site. With compliance of all applicable laws and regulation, impacts related to hazardous materials site listings would be less than significant. Compliance with these laws, regulations would be ensured through the City’s development review and building plan check process.

Mitigation Measures

Mitigation is not required.

Threshold 5: For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

IMPACT HAZ-5 THE PLAN AREA IS LOCATED APPROXIMATELY 0.5 MILE SOUTHEAST OF THE COMPTON/WOODLEY AIRPORT. THE PROPOSED SPECIFIC PLAN WOULD NOT BE LOCATED IN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, AND WOULD NOT RESULT IN A SAFETY HAZARD OR EXCESSIVE NOISE FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA. THEREFORE, IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The Plan Area is located approximately 0.5 mile southeast of the Compton/Woodley Airport. The Compton/Woodley Airport does not have an adopted airport land use plan (ALUP), so the airport is part of the Los Angeles County ALUP. Development facilitated by the Specific Plan would not contain any design features or land uses, such as tall buildings, that would not result in a safety hazard. As discussed in the *Development Concept* of the proposed Specific Plan, mixed-use buildings would range from four to six stories in the TOD Core Area. These heights are typical of urban development and would not create a safety hazard associated with the Compton/Woodley Airport.

In addition, as discussed in Section 4.10, *Noise*, according to the Los Angeles County ALUP, development in the Plan Area would not be located within the airports' noise contours (ALUC 1991). While forecast development would be subject to temporary and intermittent noise from aircraft overflights, the Specific Plan would not expose people residing or working in the Plan Area to excessive noise levels. Therefore, potential safety impacts associated with development under the Specific Plan and the airport would be less than significant.

Mitigation Measures

Mitigation is not required.

Threshold 6: Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

IMPACT HAZ-6 THE PROPOSED SPECIFIC PLAN WOULD IMPROVE TRANSPORTATION AND CIRCULATION. THE PROPOSED SPECIFIC PLAN WOULD NOT IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN. THEREFORE, NO IMPACT WOULD OCCUR.

The proposed Specific Plan would provide improved vehicle, pedestrian, and bicycle access and connectivity from the Compton Blue Line, Artesia Station to and throughout the greater Plan Area, as discussed in Section 4.13, *Transportation*. The proposed project does not involve the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (Compton 1991). No streets would be closed, rerouted or substantially altered. Therefore, no impact would occur.

Mitigation Measures

Mitigation is not required.

c. Cumulative Impacts

As discussed in Section 3, *Environmental Setting*, cumulative development in the vicinity of the Plan Area is represented by a 8.2 percent growth rate from existing conditions. The following analysis discusses the potential cumulative impacts associated with development under the Specific Plan in conjunction with other growth surrounding the Plan Area that would likely include residential, retail and mixed-use projects, as well as industrial projects, office buildings, and school enrollment growth. Cumulative development in the Plan Area the surrounding area has potential to expose future area residents, employees, and visitors to current and historical use of hazardous materials. Continued urban development in the Plan Area would cumulatively increase the potential for exposure to existing hazards associated with hazardous materials. Therefore, an overall increase in the potential for human health hazards would occur as intensification of development occurs. The magnitude of hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. Compliance with appropriate federal, State, and local hazardous waste remediation and disposal requirements, including remedial action on contaminated sites, would avoid potential hazard impacts associated with cumulative development in the City. Overall, hazards and hazardous materials impacts associated with individual developments are site-specific in nature and must be addressed on a case-by-case basis. Since hazards and hazardous materials are required to be examined as part of the permit application and environmental review process, it is anticipated that potential impacts associated with individual projects would be adequately addressed and mitigated prior to development permit approval. Therefore, the Specific Plan's contribution to cumulative impacts related to hazardous materials and waste or the creation of any health hazards would not be cumulatively considerable.

4.8 Hydrology and Water Quality

This section addresses impacts to the City's water quality and hydrological resources from implementation of the Specific Plan. Watershed, groundwater, and water quality information was obtained from the City of Compton, California Department of Water Resources, State Water Resources Control Board, and University of California Division of Agriculture and Natural Resources.

4.8.1 Setting

a. Regional Hydrology

The City of Compton is located in the South Coast Hydrologic Region. This region covers approximately 10,600 square miles (6.78 million acres) and includes all of Orange County, the majority of Ventura, Los Angeles and San Diego counties, portions of San Bernardino and Riverside counties, and small amounts of Santa Barbara and Kern counties. The South Coast Hydrologic Region receives inflows via precipitation and surface runoff from the South Lahontan and Colorado River Regions. All surface waters in the South Coast Hydrologic Region flow into the Pacific Ocean (DWR 2003).

Watersheds

There are 19 major watersheds in the South Coast Region. Many of these have densely urbanized lowlands with concrete-lined channels and dams controlling flood flows. The headwaters for many rivers, however, are in coastal mountain ranges and have remained largely undeveloped. The Plan Area is in the Los Angeles River Watershed, which covers a land area of 834 square miles. The western portion spans from the Santa Monica Mountains to the Simi Hills and the eastern portion spans from the Santa Susana Mountains to the San Gabriel Mountains. The watershed encompasses and is shaped by the path of the Los Angeles River, which flows from its headwaters in the mountains eastward to the northern corner of Griffith Park. The channel turns southward through the Glendale Narrows before it flows across the coastal plain and into the San Pedro Bay near Long Beach (LADPW 2007 and 2016a).

The Compton Creek begins at a convergence of underground storm drains in the City of Los Angeles near Main and 107th Street, then flows generally south 8.5 miles to the confluence with the Los Angeles River in Rancho Dominguez. Compton Creek is a 42.1 square mile sub-watershed within the Los Angeles River Watershed. Located entirely within the alluvial, coastal floodplain of the Los Angeles River, this low-gradient stream was historically dominated by freshwater marshes and willow-cottonwood forest. The watershed is highly urbanized with only 3.3% of the land being used for open space, parks, agriculture, or vacant (UCDAN 2019).

Surface Water

In the Los Angeles River Watershed, the Arroyo Calabasas (Calabasas Creek) and Bell Creek (at the origin of the Los Angeles River), Brown's Canyon Wash, the Burbank Western Channel, Tujunga Wash, Arroyo Seco, Rio Hondo, and Compton Creek form the major tributaries. The watershed contains 22 lakes and 37 flood control reservoirs, as well as several spreading grounds (DWR 2013).

The upstream portion of Compton Creek is a concrete-lined box channel, while the southern portion consists of an earthen-bottom trapezoidal section with riprap banks. The earthen-bottom portion of

Compton Creek contains remnant wetland habitat and adjoins some potential sites for constructed or treatment wetlands as well as wetland restoration (UCDAN 2019). Figure 4.8-1 shows the surface waters in the vicinity of the Plan Area.

Groundwater

The Plan Area is in the Central Subbasin of the Coastal Plain of the Los Angeles Groundwater Basin. This subbasin is commonly referred to as the “Central Basin.” This area is bounded on the north by a surface divide called the La Brea high, and on the northeast and east by the Elysian, Repetto, Merced and Puente Hills. The southeast boundary between Central Basin and the nearby Orange County Groundwater Basin roughly follows Coyote Creek, a regional drainage province boundary. The Newport Inglewood fault system forms the southwestern boundary. The Los Angeles and San Gabriel Rivers drain inland basins and pass across the surface of the Central Basin on their way to the Pacific Ocean. Average annual precipitation throughout the Central Basin ranges from 11 to 13 inches with an average of around 12 inches (CDWR 2004). There are eight principal aquifers in the Central Basin. Figure 4.8-2 shows the boundaries of the Central Subbasin of the Coastal Plain of the Los Angeles Groundwater Basin in relation to the Plan Area.

b. City of Compton Water Resources

Water Supplies

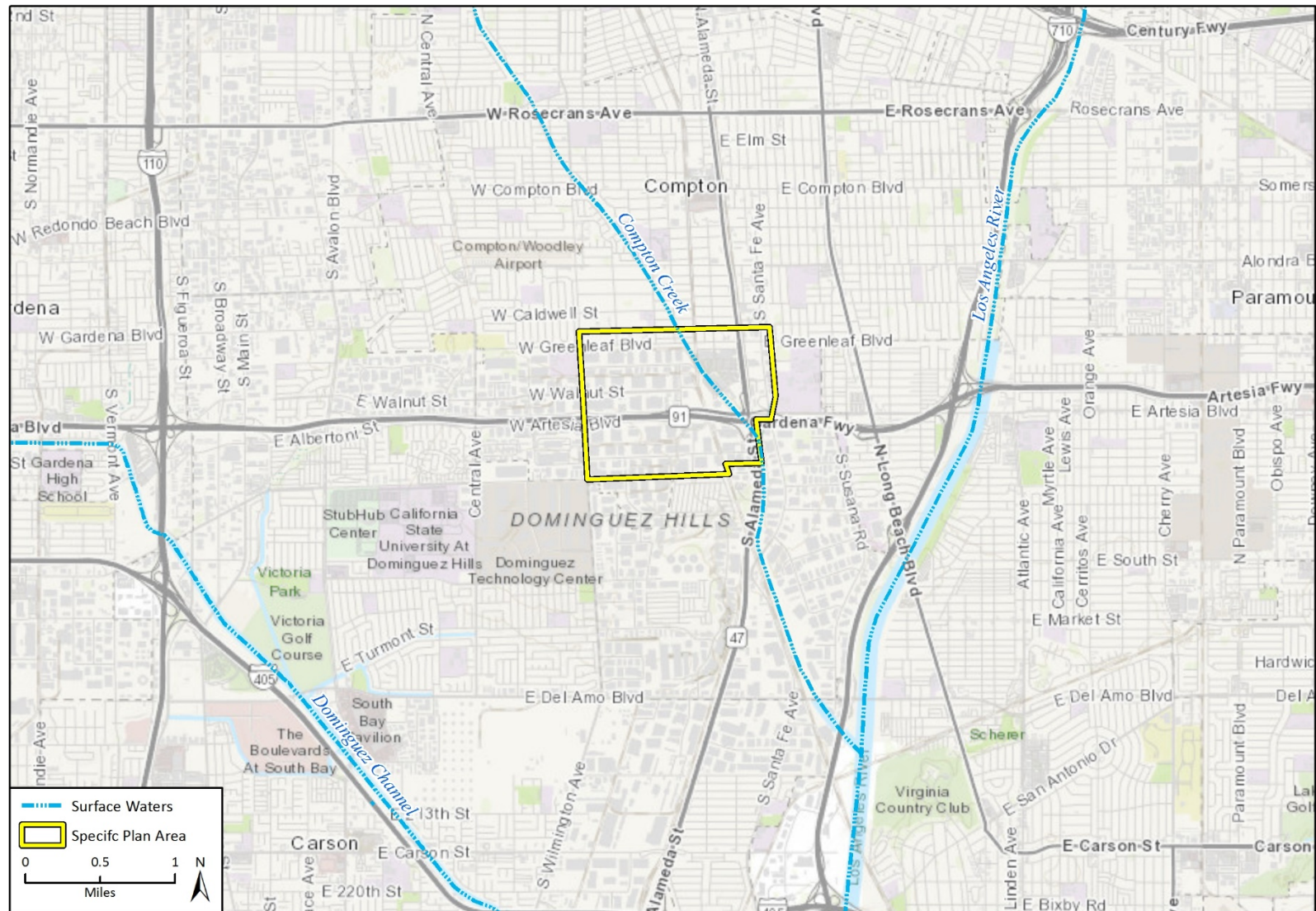
The City of Compton’s Water Utility Division is responsible for implementing the City’s utility services. The Water Utility Division obtains its water supply from nine groundwater wells that pump potable water from the Central Basin in addition to three imported water connections to help supplement the City’s water demands. Imported water is purchased from the Metropolitan Water District of Southern California (MWD) whose sources are a blend of State Water Project water from Northern California and water from the Colorado River Aqueduct. Groundwater provides the primary source of water for the City.

The City delivers water services to more than 15,000 service connections through approximately 156 miles of water mains. The distribution system consists of a pipeline system, five existing water tanks with a total storage capacity of 12.75 million gallons, one pressure zone and nine operational ground water wells. On average, about 80% of the system water is from the City’s ground water wells (Compton 2014). In February 2018, Liberty Utilities Corp opened a new Compton groundwater well that is expected to produce as much as 2,500 gallons of water per minute and increase water supply reliability.

Water Quality

On April 6, 2018, U.S. Environmental Protection Agency (USEPA) approved California's 2014-2016 List of Impaired Waters and is California's current 303(d) List (refer to the *Regulatory Setting*, below, for the definition of Section 303(d)). Water quality impairments to the Compton Creek include copper, lead, pH and coliform bacteria. One of the most significant contributors of pollutants to Compton Creek is nonpoint source pollution from urban runoff (SWRCB 2016).

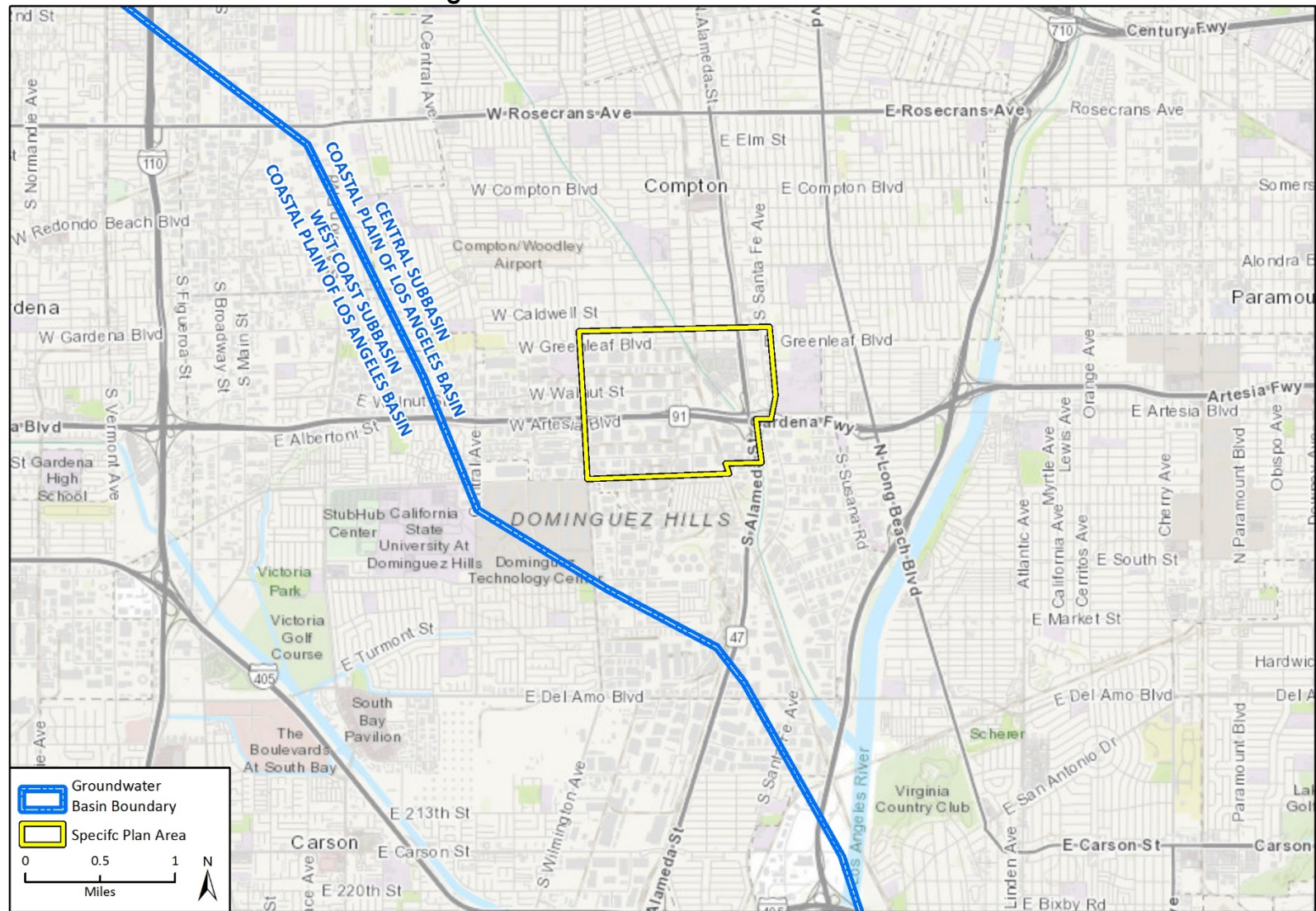
Figure 4.8-1 Surface Waters



Basemap provided by Esri and its licensors © 2019.
Surface waters data provided by USGS 2017.

Fig X Surface Waters Map

Figure 4.8-2 Central Subbasin of the Los Angeles Groundwater Basin



Basemap provided by Esri and its licensors © 2019.
Groundwater basin data provided by DWR 205.

Fig X Groundwater Basins

Flood Hazards

The City contains three major flood control facilities: the City's east and west forks that consist of concrete-lined channels, as well as a portion of the Los Angeles River that flows through the City's eastern boundary. Flood control is discussed in Compton's Public Safety Element of its 1991 General Plan. Flooding in the event of a major 100-year storm, a major storm event that has a one percent chance of occurring any year in a 100-year period, is a concern in the City. The area that lies between the LA River and Compton Creek are most at-risk of flooding from an overflow of the Los Angeles River Channel. This portion makes up two-thirds of the City and would be subject to shallow flooding of one to three feet. Regional flood control facilities are inadequate as they were not designed for the 100-year storm (Compton 1991).

Flood Hazard Zones

Due to recent weather conditions, the Los Angeles County Department of Public Works (LADPW) has incorporated data from the Federal Emergency Management Agency (FEMA) into an online map for El Niño Storm Hazard Areas. Based on this map, the central and eastern portions of the City are in a Moderate Flood Risk Area; the eastern boundary of the City near the Los Angeles River is located in a High Flood Risk Area; and the central portion of the City where Compton Creek flows is in a High Flood Risk Area. The Plan Area, on the eastern side of the City, is within the Moderate- and-High Risk Flood Risk Areas (LADPW 2019).

Tsunami and Seiche

A tsunami is a series of waves generated by an impulsive disturbance in the ocean or in a small, connected body of water. Tsunamis are produced when movement occurs on faults in the ocean floor, usually during very large earthquakes. Sudden vertical movement of the ocean floor by fault movement displaces the overlying water column, creating a wave that travels outward from the earthquake source. An earthquake anywhere in the Pacific Ocean can cause tsunamis around the entire Pacific basin. The areas susceptible to tsunamis are those near to the ocean shore and along low-lying river channels. The Plan Area is located approximately 11 miles east of the Pacific Ocean with ground-level elevations ranging from 60 to 75 feet above mean sea level. The Plan Area is not in a Tsunami Emergency Response Planning Zone (COES 2015).

Seiches are waves generated in an enclosed body of water, such as a lake or bay, by seismic activity. Seiches are like tsunamis for enclosed bays, inlets, and lakes, and their waves can be generated by earthquakes, subsidence or uplift of large blocks of land, submarine and onshore landslides, sediment failures and volcanic eruptions. The strong currents associated with these events may be more damaging than inundation by waves. The Plan Area does not lie in an area near any large bodies of water or bays that could be affected by a seiche. The Compton General Plan notes that the potential danger in Compton from seiches is low or non-existent and is therefore not covered in the Public Safety Element (Compton 1991).

Drainage

Storm water runoff that does not infiltrate into the subsurface is directed into the City's storm drain system. Storm drainage facilities are provided by the City and the Los Angeles County Flood Control District. The City is a member of the Los Angeles County Flood Control Assessment District, which is responsible for the maintenance of County flood control facilities. As discussed in the City's Public

Facilities Element, developers are required to coordinate with the County Flood Control District to contribute to drainage improvements that are impacted by their project (Compton 1991).

c. Regulatory Setting

Federal

Clean Water Act

In 1972, Congress passed the Federal Water Pollution Control Act, commonly known as the Clean Water Act (CWA), with the goal of “restor[ing] and maintain[ing] the chemical, physical, and biological integrity of the Nation’s waters” (33 U.S.C. § 1251(a)). The CWA directs states to establish water quality standards for all “waters of the United States” and to review and update such standards on a triennial basis. Section 319 mandates specific actions for the control of pollution from non-point sources. The USEPA has delegated responsibility for implementation of portions of the CWA, including water quality control planning and control programs, such as the National Pollutant Discharge Elimination System (NPDES) Program, to the California State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCB).

Individual projects within the City that disturb more than one acre would be required to obtain NPDES coverage under the California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit). The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) describing Best Management Practices (BMP) the discharger would use to prevent and retain stormwater runoff. The SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a waterbody listed on the 303(d) list for sediment.

Section 401 of the CWA requires that any activity that would result in a discharge into waters of the U.S. be certified by the RWQCB. This certification ensures that the proposed activity does not violate State and/or federal water quality standards. Section 402 of the CWA authorizes the California State Water Resources Control Board (SWRCB) to issue NPDES General Construction Storm Water Permit (Water Quality Order 99-08-DWQ), referred to as the “General Construction Permit.” Section 404 of the CWA authorizes the U.S. Army Corps of Engineers to regulate the discharge of dredged or fill material to the waters of the U.S. and adjacent wetlands. Discharges to waters of the U.S. must be avoided where possible and minimized and mitigated where avoidance is not possible. Section 303(d) of the CWA requires states to establish TMDL programs for streams, lakes and coastal waters that do not meet certain water quality standards.

National Pollutant Discharge Elimination System (NPDES)

The federal government also administers the NPDES permit program, which regulates discharges into surface waters. The primary regulatory control relevant to the protection of water quality is the NPDES permit administered by the SWRCB. The SWRCB establishes requirements prescribing the quality of point sources of discharge and water quality objectives. These objectives are established based on the designated beneficial uses (e.g., water supply, recreation, and habitat) for a particular surface water body or groundwater basin. The NPDES permits are issued to point source dischargers of pollutants to surface waters pursuant to Water Code Chapter 5.5, which implements the Federal Clean Water Act. Examples include, but are not limited to, public wastewater treatment facilities,

industries, power plants, and groundwater cleanup programs discharging to surface waters (SWRCB, Title 23, Chapter 9, Section 2200). The RWQCB establishes and regulates discharge limits under the NPDES permits.

Projects that will disturb more than one acre of land during construction are required to file a Notice of Intent (NOI) with the SWRCB to be covered under the NPDES Construction General Permit for discharges of stormwater associated with construction activity. The project proponent must develop measures that are consistent with the Construction General Permit. Furthermore, a Stormwater Pollution Prevention Plan (SWPPP) must be developed and implemented for each site covered under the Construction General Permit. The SWPPP describes the BMPs the discharger will use to protect stormwater runoff and reduce potential impacts on surface water quality through the construction period. The SWPPP must contain the following:

- A visual monitoring program;
- A chemical monitoring program for nonvisible pollutants (to be implemented if a BMP failure occurs); and
- A sediment monitoring plan if the site discharges directly to a water body on the 303(d) list for sediment.

National Flood Insurance Program

The National Flood Insurance Act of 1968 established the National Flood Insurance Program that is based on the minimal requirements for floodplain management and is designed to minimize flood damage within Special Flood Hazard Areas. FEMA is the agency that administers the National Flood Insurance Program. FEMA provides subsidized flood insurance to communities that comply with FEMA regulations that limit development in floodplains. FEMA also issues FIRM maps that identify areas of flood hazards within a community. Special Flood Hazard Areas are defined as areas that have a one percent chance of flooding within a given year, also referred to as the 100-year flood. Based on the relevant FEMA FIRM, the western portion of the Plan Area is located in Federal Flood Zone X, meaning it is outside the 100-year flood hazard area. The northeast portion of the Plan Area is located in an area that has 0.2 percent annual chance of flood. Lastly, a small portion of the southeast corner of the Plan Area is located in an area with reduced flood risk due to levee (FEMA FIRM Map No. 06037C1815F and 06037C1955F 2008).

State

Porter-Cologne Water Quality Control Act

California's Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act) established the SWRCB and divided the state into nine regional basins, each with a RWQCB. The project is located within the jurisdiction of the Los Angeles Regional (LARWQCB). The SWRCB is the primary state agency with responsibility to protect surface water and groundwater quality. The Porter-Cologne Act authorizes the SWRCB to draft policies regarding water quality in accordance with CWA Section 303. In addition, the Porter-Cologne Act authorizes the SWRCB to issue waste discharge requirements for projects that would discharge to state waters. These requirements regulate discharges of waste to surface and groundwater, regulate waste disposal sites, and require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

The Porter-Cologne Act requires the SWRCB or the RWQCBs to adopt water quality control plans (basin plans) and policies for the protection of water quality. The Basin Plan must conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its State Water Policy. The Basin Plan must:

- Identify beneficial uses for the water to be protected;
- Establish water quality objectives for the reasonable protection of the beneficial uses; and
- Establish an implementation program for achieving the water quality objectives.

Basin plans also provide the technical basis for determining waste discharge requirements, taking enforcement actions, and evaluating clean water grant proposals. Basin plans are updated and reviewed every three years in accordance with Article 3 of Porter-Cologne Act and Clean Water Act Section 303(c).

California Toxics Rule

The California Toxics Rule is an USEPA-issued federal regulation that provides water quality criteria for potentially toxic constituents in California surface waters with designated uses related to human health or aquatic life. The rule fills a gap in California water quality standards that was created in 1994 when a State court overturned the State's water quality control plans containing water quality criteria for priority toxic pollutants. These federal criteria are legally applicable in the State of California for inland surface waters, enclosed bays, and estuaries for all purposes and programs under the CWA. The California Toxics Rule establishes two types of aquatic life criteria:

- Acute criteria represent the highest concentration of a pollutant to which aquatic life can be exposed for a short period of time without harmful effects; and
- Chronic criteria equal the highest concentration to which aquatic life can be exposed for an extended period of time (four days) without deleterious effects.

State Antidegradation Policy

Under the State Antidegradation Policy whenever the existing quality of waters is better than what is needed to protect present and future beneficial uses, such existing quality must be maintained. This State policy has been adopted as a water quality objective in all the State's Basin Plans. The State policy establishes a two-step process to determine if discharges with the potential to degrade the water quality of surface or groundwater will be allowed.

The first step requires that, where a discharge would degrade high-quality water, the discharge may be allowed only if any change in water quality would:

- Be consistent with the maximum benefit to the people of the State;
- Not reasonably affect present and anticipated beneficial uses of such water; and
- Result in water quality that is not less than that prescribed in State policies (i.e., Basin Plans).

The second step states that any activity resulting in discharge to high-quality waters is required to use the best practicable treatment or control of the discharge necessary in order to avoid the occurrence of pollution or nuisance and to maintain the "highest water quality consistent with the maximum benefit to the people of the state." The State policy applies to both surface and groundwater, as well as to both existing and potential beneficial uses of the applicable waters.

In 1999, the SWRCB issued and subsequently amended the General Construction Stormwater Permit that governs discharges from construction sites that disturb one acre or more of surface area. Again, on September 2, 2009, the SWRCB adopted a new General Construction Permit that substantially alters the approach taken to regulate construction discharges through: (1) requiring the determination of risk levels posed by a project's construction discharges to water quality; and (2) establishing numerical water quality thresholds that trigger permit violations. These new permit regulations took effect on July 1, 2010.

California Code of Regulations – Recycled Water Regulations (Titles 22 and 17)

Titles 22 and 17 of the California Code of Regulations (CCR) include regulations for the various uses of recycled water within the State. According to the CCR, recycled water used for the following purposes shall be at least disinfected secondary-23 recycled water: (1) industrial boiler feed, (2) nonstructural firefighting, (3) backfill consolidation around nonpotable piping, (4) soil compaction, (5) mixing concrete, (6) dust control on roads and streets, (7) cleaning roads, sidewalks and outdoor work areas, and (8) industrial process water that will not come into contact with workers. The CCR also requires that spray, mist, or runoff of recycled water does not enter dwellings, designated outdoor eating areas, or food handling facilities. Drinking water fountains must also be protected against contact with recycled water spray, mist, or runoff. No irrigation with, or impoundment of, disinfected secondary-2.2 or disinfected secondary-2.3 recycled water can take place within 100 feet of any domestic water supply well.

Local

2012 Los Angeles County NPDES Permit

Effective on December 28, 2012, the LARWQCB adopted Order No. R4-2012-0175, NPDES Permit No. CAS004001, Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County. The permit establishes new performance criteria for new development and redevelopment projects in the coastal watersheds of Los Angeles County (with the exception of the City of Long Beach). Storm water and non-storm water discharges consist of surface runoff generated from various land uses, which are conveyed via the municipal separate storm sewer system and ultimately discharged into surface waters throughout the region ("storm water" discharges are those that originate from precipitation events, while "non-storm water" discharges are all those that are transmitted through an MS4 and to do originate from precipitation events). Discharges of storm water and non-storm water from the MS4s, or storm drain systems, within the Coastal Watersheds of Los Angeles County convey pollutants to surface waters throughout the Los Angeles Region. Non-storm water discharges through an MS4 in the Los Angeles Region are prohibited unless authorized under an individual or general NPDES permit; these discharges are regulated by the Los Angeles County NPDES Permit, issued pursuant to CWA Section 402. Coverage under a general NPDES permit such as the Los Angeles County permit can be achieved through development and implementation of a project-specific SWPPP.

County of Los Angeles Flood Control Act

The California State legislature adopted the County of Los Angeles Flood Control Act in 1915, establishing the Los Angeles County Flood Control District (LACFCD) and empowering it to provide flood protection, water conservation, recreation, and aesthetic enhancement within its boundaries. In August 2000, the Watershed Management Division of the Los Angeles County Department of

Public Works became the planning and policy arm of the LACFCD. The District encompasses more than 3,000 square miles, 85 cities, and approximately 2.1 million land parcels. It includes a vast majority of drainage infrastructure within incorporated and unincorporated areas in every watershed, including 500 miles of open channels, 2,800 miles of underground storm drains, and an estimated 120,000 catch basins. The LACFCD regulates hydrologic and hydraulic design within its boundaries through its *1982 Hydraulic Design Manual* and its *2006 Hydrology Manual*, and provides criteria and planning procedures for flood plains, waterways, channels, and closed conduits within Los Angeles County.

City of Compton General Plan

The City's existing General Plan was adopted in 1991. The General Plan serves as a blueprint for planning in the City and represents the community's vision for the future. Specifically, policies in the Public Facilities Element of the General Plan encourage the development of a long-range program for replacing aging drainage system components, and for the adoption of stormwater management regulations. The City is covered by the Los Angeles County NPDES permit, which requires the development of a Stormwater Quality Management Plan (SQMP) to improve and protect the quality of stormwater runoff within the City. The SQMP is implemented by the City to regulate construction, site management, and operations.

City of Compton Municipal Storm Water Program

The City has prepared a draft Watershed Management-focused Stormwater Management Program Plan (SWMP) in accordance with Order R4-2012-0175, NPDES Permit No. CAS4001, Waste Discharge Requirements for Municipal Separate Storm Sewer System Discharges within the Coastal Watersheds of Los Angeles County, Except Those Discharges Originating from the City of Long Beach MS4 (Order or MS4 Permit). The MS4 Permit became effective on December 28, 2014. The LA County MS4 Permit allows its Permittees the option to individually develop and implement an integrated monitoring program (IMP). The City developed and submitted a draft IMP for the review of the LARWQCB on June 30, 2014. In January 2015, LARWQCB returned a letter reviewing the draft IMP. The City subsequently submitted revisions to the IMP with comments from the LARWQCB incorporated in March 2015 and submitted a second revision of the IMP in September 2015. On August 5, 2016, LARWQCB issued a letter disapproving the City's second revised IMP citing that it did not meet the requirements for an IMP pursuant to the requirements of the LA County MS4 Permit. Subsequently, the City became subject to the baseline monitoring and reporting requirements of the LA County MS4 Permit.

4.8.2 Impact Analysis

a. Methodology and Significance Thresholds

This section describes the potential environmental impacts of the proposed Specific Plan relevant to hydrology and water quality. The impact analysis is based on an assessment of baseline conditions for the Plan Area, including climate, topography, watersheds and surface waters, groundwater, and floodplains, as described in Section 4.7.1, *Setting*. This analysis identifies potential impacts based on the predicted interaction between the affected environment and construction, operation, and maintenance activities related to the predicted development that would occur under the proposed Specific Plan.

In accordance with Appendix G of the State CEQA Guidelines, a hydrology and water quality impact is considered significant if the project would:

1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - i. Result in substantial erosion or siltation on- or off-site;
 - ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
 - iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
 - iv. Impede or redirect flood flows?
4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?
5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Potential impacts related to water supply availability and reliability are addressed in Section 4.14, *Utilities and Service Systems*.

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
Threshold 5:	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

IMPACT HYD-1 CONSTRUCTION OF FUTURE DEVELOPMENT UNDER THE SPECIFIC PLAN WOULD INVOLVE GROUND-DISTURBING ACTIVITIES AND THE USE OF HEAVY MACHINERY THAT COULD RELEASE HAZARDOUS MATERIALS, INCLUDING SEDIMENTS AND FUELS. OPERATION OF PROPOSED DEVELOPMENT COULD ALSO RESULT IN DISCHARGES OF WASTEWATER THAT COULD BE CONTAMINATED AND AFFECT DOWNSTREAM WATERS. HOWEVER, COMPLIANCE WITH PERMITS AND APPLICABLE REGULATIONS, AND IMPLEMENTATION OF BEST MANAGEMENT PRACTICES WOULD PREVENT VIOLATION OF WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Implementation of development envisioned in the Plan Area would result in a significant impact if activities would conflict with applicable water quality permits or waste discharge requirements. Future development under the proposed Specific Plan would be subject to multiple permits and approvals associated with the protection of water quality, and actions included under the Specific Plan are expected to occur in compliance with all applicable standards and regulations.

The Plan Area is within the region covered by the Los Angeles County Municipal Storm Water (MS4) NPDES Permit No. CAS004001, issued by the LARWQCB for MS4 discharges into the coastal watersheds of Los Angeles County, except for the City of Long Beach as it operates under a separate

permit. The NPDES permit requires implementation of a Standard Urban Storm Water Mitigation Plan (SUSMP) for projects that fall into one of nine categories, including development projects equal to one acre or greater of disturbed area that adds more than 10,000 square feet of impervious surface area. This requirement is also specified in the City of Compton Municipal Code Chapter 31, Runoff Pollution Control Regulations. The SUSMP typically contains a list of minimum required BMPs that must be used for a proposed project; additional BMPs may be required by ordinance or code adopted by the City and applied generally or on a case-by-case basis.

In addition, activities subject to the NPDES General Permit for construction must develop and implement a SWPPP, including a site map and description of construction activities. The SWPPP will identify BMPs that will be employed to prevent soil erosion and discharge of other construction-related pollutants, such as petroleum products, solvents, paints, and cement, that could contaminate nearby water resources. A monitoring program is generally required to ensure that BMPs are implemented according to the SWPPP and are effective at controlling discharges of pollutants that are related to storm water.

The Plan Area is currently developed, and future development included under the Specific Plan would not substantially alter land use types or drainage patterns, although alterations would be implemented. Operation of the proposed future development would include residential, commercial and cultural land uses that would not result in the discharge of hazardous materials directly into the storm water drainage system, and wastewater would be appropriately treated and discharged. See Section 4.14, *Utilities and Service Systems*, for a discussion of existing and planned wastewater treatment and conveyance facilities.

Additionally, future development would be implemented in compliance with existing programs and permits, including the City's Storm water and Urban Runoff Pollution and Conveyance Controls and the Regional Storm Water NPDES Permit. Development design would include BMPs to avoid adverse effects associated with storm water runoff quality. For instance, Section 31-1.11, *Planning and Land Use Development and Standard Urban Stormwater Mitigation Plan*, of the City's Municipal Code includes a Low Impact Development (LID) which consists of building and landscape features designed to retain or filter storm water runoff. This is to be accomplished by employing BMPs such as biofiltration, bioretention, and green roofs to intercept rainfall. These LID practices, as well as other provisions and BMPs specified in the storm water NPDES Permit, may require long-term operational inspections and maintenance activities to ensure the effective avoidance of significant adverse impacts associated with water quality degradation.

Operation of proposed development could also result in discharges of wastewater that could be contaminated and affect downstream waters; however, individual future projects in the Plan Area would be required to comply with the NPDES Permit and other regulatory requirements described above. Therefore, operation and maintenance of Specific Plan development would not result in significant impacts associated with the discharges of wastewater that could be contaminated and that could affect downstream waters.

During construction and implementation of future development, there is potential for water quality impacts to occur due to unanticipated leaks, spills, or releases of hazardous or potentially hazardous materials, and due to the potential for encountering existing contamination in the Plan Area. It is anticipated that the permits and approvals summarized above would include standard BMPs and spill response measures to address any unanticipated occurrence that could potentially affect water quality in the Plan Area or in downstream areas. With the implementation of these policies and compliance with the permits and regulations discussed above, potential impacts to water quality

during construction and operation of future projects in the Plan Area would be minimized or avoided, and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Threshold 2: Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

IMPACT HYD-2 DEVELOPMENT AND GROWTH ASSOCIATED WITH IMPLEMENTATION OF THE SPECIFIC PLAN WOULD NOT RESULT IN A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE GROUNDWATER TABLE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The Plan Area is largely developed and paved, growth associated with the proposed Specific Plan would not introduce substantial new impervious areas that would interfere with groundwater recharge. Groundwater is the primary water supply for the Plan Area, followed by MWD supplies from the Colorado River and the State Water Project in northern California. However, development under the proposed Specific Plan does not include installation of new groundwater wells or use of groundwater from existing wells. Therefore, development under the proposed Specific Plan would not result in a net deficit in aquifer volume or a lowering of the groundwater table. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Threshold 3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- I. Result in substantial erosion or siltation on- or off-site;
- II. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- III. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
- IV. Impede or redirect flood flows?

IMPACT HYD-3 PROPOSED DEVELOPMENT FACILITATED BY THE SPECIFIC PLAN COULD ALTER DRAINAGE PATTERNS AND INCLUDE GROUND-DISTURBING ACTIVITIES THAT COULD DIVERT OR REDIRECT SURFACE FLOWS. WITH IMPLEMENTATION OF CONSTRUCTION BMPs INCLUDED IN REQUIRED SWPPPs AND PROJECT-SPECIFIC LOW IMPACT DESIGN MEASURES INCLUDED IN PROPOSED DEVELOPMENT SUSMPs, POTENTIAL IMPACTS ASSOCIATED WITH DRAINAGE PATTERN ALTERATIONS AND SURFACE RUNOFF WOULD BE LESS THAN SIGNIFICANT.

As stated above, the Plan Area is developed and includes limited pervious surface area. Compton Creek crosses through the Plan Area, extending from the northern-central boundary to the southeastern corner of the Plan Area. Compton Creek runs within 1,000 feet of the Artesia Station. The water body is channelized in a concrete encasement, though a portion of the creek runs through the Plan Area with an earthen bottom. About 800 feet of the creek's length is covered by parking lots for the Gateway Towne Center. The proposed Specific Plan would extend the Compton Creek trail from its current terminus at Greenleaf Boulevard to provide a direct connection to the Metro Blue Line Artesia Station. This extension would also be designed to accommodate a future connection to the Los Angeles River trail. Additionally, the Specific Plan would transform the earth-bottom portion of Compton Creek into an urban recreation and educational area for the proposed TOD Core Area. The proposed park would continue to expand north along Compton Creek and in association with the extension of the Compton Creek Trail to the Los Angeles River.

Erosion and Surface Runoff

Grading, excavation, and other construction activities associated with development under the Specific Plan could adversely affect water quality due to erosion resulting from exposed soils and the generation of water pollutants, including trash, construction materials, and equipment fluids.

Associated construction activities would be subject to the NPDES Statewide General Construction Activity Stormwater Permit. Construction site operators would be responsible for preparing and implementing a SWPPP that outlines project-specific BMPs to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants in stormwater, consistent with the requirements of the NPDES Statewide General Construction Permit. Typical BMPs include:

- Utilizing temporary de-silting basins to ensure that surface water flows do not carry significant amounts of onsite soils and contaminants downstream;
- Conducting construction vehicle maintenance in staging areas where appropriate controls have been established to ensure that fuels, motor oil, coolant, and other hazardous materials are not deposited into areas where they may enter surface water and groundwater;
- Restricting the use of chemicals that may be transferred to surface waters by storm water flows or leach to groundwater basins through water percolation into the soil;
- Requiring that permanent slopes and embankments be vegetated following final grading;
- Installation of silt fences, erosion control blankets;
- Proper handling and disposal of wastes; and
- Installation of anti-tracking pads at site exits to prevent off-site transport of soil material.

Project-specific BMPs would minimize or avoid potential adverse effects associated with drainage pattern alterations, including those associated with infiltration, erosion, and potential for flooding. Project-specific SUSMPs would include conditions that consist of LID structural and non-structural BMP, source control BMP, and structural and non-structural BMP for specific types of uses. LID

controls reduce the amount of impervious area of a completed project site and promote the use of infiltration and other controls that reduce runoff. LID controls would direct surface runoff to the appropriate storm drain ensuring correct drainage flow. Source control BMP prevents runoff contact with pollutants that would otherwise be discharged to the municipal stormwater conveyance system. Specific structural controls are required to address pollutant discharges from certain uses including industrial and commercial facilities where pollutants are disposed, stored, or handled.

Stormwater Drainage Systems

Following implementation of a proposed development project, some amount of surface water runoff would exit the project site, particularly in response to heavy storm events, which also occurs under present conditions. With BMPs included in a proposed project's SUSMP, such as those to slow and treat surface water runoff (treatment provided through infiltration and bio-infiltration techniques), it is anticipated that less runoff would leave the site under project conditions than under present conditions. Upon leaving the project site, runoff would be conveyed through the City of Compton existing stormwater drainage system and facilities.

Surface Flows

Ground-disturbing activities during construction of proposed development facilitated by the Specific Plan, including but not limited to grading and excavation, could have potential to result in temporarily altered drainage patterns that could redirect surface flows. However, BMPs employed as part of an SWPPP for individual development projects would include measures to secure disturbed soils and require proper drainage in the Plan Area.

Under the proposed Specific Plan, the majority of the Plan Area would remain impervious (similar to existing conditions) due to the presence of parking areas, walkways, hardscape, and building roofs and roadways. The proposed development may include landscaped areas, introducing opportunities for infiltration of stormwater runoff and roof discharges, thereby minimizing potential impacts associated with stormwater runoff exiting the area, and potentially improving conditions associated with current conditions. For these reasons, potential impacts to drainage pattern alterations, including how drainage pattern alterations could affect surface water runoff, erosion/siltation, flooding, and stormwater conveyance facilities, would be less than significant.

Mitigation Measures

No mitigation is required.

Threshold 4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?
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IMPACT HYD-4 DEVELOPMENT ACCOMMODATED BY THE PROPOSED SPECIFIC PLAN WOULD NOT BE LOCATED IN A FLOOD HAZARD, TSUNAMI, OR SEICHE ZONES, THAT COULD RISK RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION. THEREFORE, NO IMPACT WOULD OCCUR.

Based on the relevant FEMA FIRM, the western portion of the Plan Area is located in Federal Flood Zone X, meaning it is outside the 100-year flood hazard area. The northeast portion of the Plan Area is located in an area that has 0.2 percent annual chance of flood. Lastly, a small portion of the southeast corner of the Plan Area is located in an area with reduced flood risk due to levee (FEMA FIRM Map No. 06037C1815F and 06037C1955F 2008). Therefore, housing development or other structures under the proposed Specific Plan would not be located within a 100-year flood hazard

area. In addition, there are no dams or reservoirs located in the Plan Area; the closest is the Garvey Reservoir located 15 miles northeast of the Plan Area.

The Plan Area is located approximately 12 miles east of the Pacific Ocean. Due to the distance and elevations, the potential for a tsunami affecting the Plan Area is unlikely. Therefore, development that could be facilitated by the proposed Specific Plan would not be located in a flood hazard, tsunami, or seiche zones that could risk release of pollutants due to project inundation. There would be no impact associated with the proposed Specific Plan.

Mitigation Measures

No mitigation is required.

c. Cumulative Impacts

As discussed in Section 3, *Environmental Setting*, cumulative development in the vicinity of the Plan Area is represented by a 8.2 percent growth rate from existing conditions. The following analysis discusses the potential cumulative impacts associated with development under the Specific Plan in conjunction with other growth surrounding the Plan Area that would likely include residential, retail and mixed-use projects, as well as industrial projects, office buildings, and school enrollment growth.

Development under the Specific Plan, in conjunction with the nearby cumulative developments in the City of Compton, would incrementally increase impervious surface area in the local watershed, thereby potentially increasing the amount of surface water entering area drainages. However, to comply with applicable permits and regulations, individual projects would provide their own water detention facilities to mitigate peak flows and downstream flooding. Compliance with existing regulatory requirements on all new development would ensure that increases in peak runoff would not occur and would reduce cumulative impacts to a less than significant level. Because Specific Plan development would also comply with existing regulatory requirements for reducing stormwater flow from the Plan Area, its contribution to cumulative impacts would not be considerable.

Cumulative development could increase the discharge of urban pollutants to surface waters and groundwater. Stormwater concentrations of oil, grease, heavy metals, and debris could increase as the amount of urban development increases in the watershed. However, all new development would be subject to the water quality requirements of the RWQCB, the County of Los Angeles, and the City of Compton. This would address any adverse cumulative impacts resulting from individual new developments and reduce cumulative impacts to a less than significant level. Because developments under the Specific Plan would also comply with existing regulatory requirements related to water quality, its contribution to cumulative impacts would also not be cumulatively considerable.

4.9 Land Use and Planning

This section analyzes the proposed Specific Plan's impacts related to land use and planning, including impacts to established communities and conflicts with applicable land use plans, policies, and regulations adopted to avoid an environmental effect.

4.9.1 Setting

a. Existing Land Uses and Land Use Designations

City of Compton

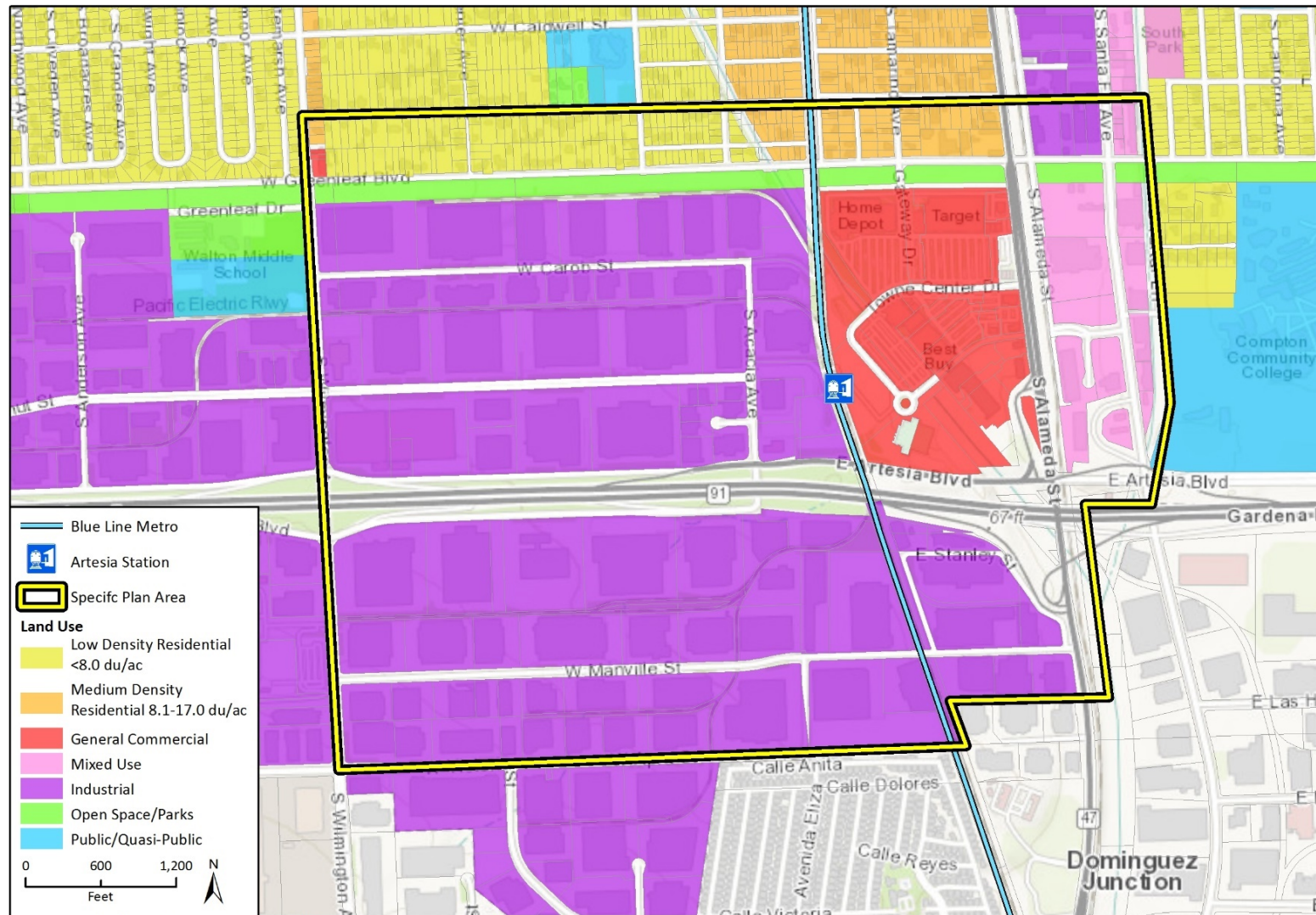
The City of Compton has a variety of land uses, including residential, industrial, commercial, open space, transportation, and public uses. The southwestern and central-northern portions of the City are mostly industrial. The northwestern, western, central, and eastern are generally residential and commercial where commercial lines the sides of major boulevards, such as Rosecrans Boulevard, Compton Boulevard, and Alondra Boulevard. The Alameda Rail Corridor is a heavy-rail line that runs north through south in Compton and carries freight between the cities and ports of Long Beach and Los Angeles. Industrial and mixed-use industrial-commercial lands are directly east and west of the Alameda Rail Corridor. The Los Angeles County Metropolitan Transportation Authority (Metro) Blue Line is a light-rail line that connects commuters traveling between Downtown Los Angeles and the City of Long Beach that runs through the center of Compton in a north-south direction, west of the Alameda Rail Corridor. Compton Creek is a channelized tributary that flows generally in a southeastern direction diagonally through Compton. There are two areas designated as residential agricultural in the City where uses consist primarily of single-family homes, small child day-care centers, and nurseries. Residents in this area are permitted to own a limited number of farm animals such as poultry, rabbits, sheep, goats, aviary, horses, or cows for private use.

Compton Artesia Specific Plan

Land Use Designations

The Plan Area encompasses approximately 762 acres of commercial, industrial, and residential development in the southern portion of the City. A map of the existing land use designations in the Plan Area is included in Figure 4.9-1. As shown in Figure 4.9-1, the majority of the Plan Area, including the southern, central, western, and northeastern portions, is designated as Industrial. The area bounded by the Metro Blue Line to the west, Alameda Street to the east, Artesia Boulevard to the south, and Greenleaf Boulevard to the north is designated as General Commercial. The eastern portion of the Plan Area across Alameda Street is designated as Mixed Use. Furthermore, the northern portion of the Plan Area is generally a combination of Low Density Residential, which has a density of <8.0 dwelling unit/acre (du/ac), and Medium Density Residential, which has a density between 8.1-17.0 du/ac. There is also a small strip of land designated as Open Space south of Greenleaf Boulevard and between the northern Residential areas and the southern Industrial and General Commercial areas.

Figure 4.9-1 Map of Designated Land Uses in the Plan Area



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Additional data digitized from City of Compton General Plan Map 2019.

Fig X Land Use Map of Plan Area

Source: City of Compton General Plan Map

Existing Land Uses

In accordance with the land use designations shown in Figure 4.9-1, the Plan Area is predominantly characterized by industrial and commercial land uses; however, the northern portion of the Plan Area also includes residential uses and open space.

Industrial areas in the south, central, and western portions of the Plan Area include a range of activities, such as warehousing, light- and heavy-manufacturing, distributing, recycling, and materials processing.

The eastern mixed-use portion of the Plan Area, across Alameda Street, includes auto services, a service station, and a California Department of Motor Vehicles office. Industrial uses in this area consist of light manufacturing, distribution, and wholesalers.

West of the mixed-use area is the Gateway Towne Center, a commercial center with big-box retail stores, chain restaurants, banks, and surface parking areas that serve the greater region. A smaller neighborhood-serving commercial development is located at the northeast corner of the Plan Area at the Wilmington Avenue and Greenleaf Boulevard intersection.

Residential neighborhoods are in the northern portion of the Plan Area, between Bennet Street, Greenleaf Boulevard, Alameda Street, and Wilmington Avenue. Single-family homes on large lots with limited agricultural and animal-keeping rights are in the western portion of the residential area, between Wilmington Avenue, Bennett Street, Greenleaf Boulevard, and South Oleander Avenue. The residential area east of South Oleander Avenue, north of Greenleaf Boulevard, and west of Alameda Street is mostly characterized by single-family homes on smaller lots with no agricultural components, as well as some small-scale multi-family. Additional industrial uses are found north of Greenleaf Boulevard, east of South Tamarind Avenue, and between the Plan Area boundaries.

Immediately south of Greenleaf Boulevard is open space, also referred to as a buffer area, which provides physical separation between the industrial and commercial uses to the south and the residential uses to the north. This area generally consists of overhead power lines and towers as well as nurseries.

The Alameda Rail Corridor, State Route 91 (SR-91), and the Metro Blue Line are the major transportation routes in the Plan Area. Compton Creek, a major tributary of the Los Angeles River, extends southeast through the Plan Area. There are paved trails along the northern and southern sections of the tributary but there are no trails along this segment of the Plan Area.

Surrounding Land Uses

The Plan Area is surrounded by other development in the City of Compton, Rancho Dominguez (an unincorporated Los Angeles County neighborhood), and the City of Carson. As shown in Figure 4.9-1, land uses in these areas consist of industrial, heavy manufacturing, commercial manufacturing, public/quasi-public, low- and medium-density residential, open space/parks, and mixed uses.

The following list summarizes existing land use designations surrounding the Plan Area:

- North – Low-Density Residential; Medium-Density Residential; Public/Quasi-Public; Industrial
- East – Commercial Manufacturing; Heavy Manufacturing; Public/Quasi-Public, Mixed Use, Low-Density Residential
- South – Heavy Manufacturing
- West – Light Industrial; Heavy Manufacturing; Quasi-Public

b. Regulatory Setting

Various regional and local plans and policies, described below, govern land uses, planning, and development in the Plan Area.

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The Southern California Association of Governments (SCAG) is an association of local governments and agencies that serves as a Metropolitan Planning Organization, a Regional Transportation Planning Agency, and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities. SCAG is responsible for developing long-range regional transportation plans, including the regional Sustainable Communities Strategy and associated growth forecasts, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality management plans (SCAG 2018).

SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a long-range regional transportation and land use network plan that looks ahead 20+ years and provides a vision of the region's future mobility and housing needs with economic, environmental and public health goals. The RTP/SCS identifies major challenges as well as potential opportunities associated with growth, transportation finances, the future of airports in the region, and pending transportation system deficiencies that could result from regional growth. SCAG adopted its current RTP/SCS in April 2016 (SCAG 2016).

City of Compton General Plan

State Law (Government Code Section 65300) requires that each city and county, including charter cities and counties, adopt a comprehensive, integrated, long-term General Plan to direct future growth and development and accommodate potential changes or increases to population and employment. The General Plan is a fundamental policy document that defines how a city should use and manage its resources into the future. State law requires seven General Plan Elements: land use, circulation, housing, conservation, open space, noise, and safety.

The City's current General Plan was adopted in December 1991. The General Plan serves as a blueprint for the City's planning efforts and vision for the future. The General Plan has nine citywide elements: Land Use, Housing, Circulation, Public Safety, Noise, Public Facilities, Urban Design, and Economic Development. These elements contain goals, policies, and actions that apply to all incorporated areas in the City of Compton.

The City's General Plan and the Zoning Code (Chapter 30 of the Compton Municipal Code [CMC]) serve as the primary land use and planning tools for the City.

The Land Use Element of the General Plan outlines the following objectives:

- To revitalize the City through public and private redevelopment efforts;
- To attain a mix of land use within the City, thereby providing residents with ready access to housing, employment, and commercial services;
- To encourage private investment in the City;
- To ensure that residents from all income levels have access to decent, affordable housing;
- To stabilize and protect single-family housing resources in the community;

- To create a City environment which makes Compton a pleasant place to live, work, shop, and do business;
- To improve Compton's built environment through design guidelines and aggressive code enforcement; and
- To enhance and diversify Compton's tax base.

The Land Use Element and the Land Use Policy Map establish the overall policy direction for land use planning decisions in the City. The Land Use Policy Map provides the location and distribution of land use in Compton while the Land Use Element describes the form these uses will take by defining land use designations.

City of Compton Zoning Law

Chapter 30 of the CMC, known as the Zoning Law of the City of Compton, implements the land use policies of the General Plan. The Zoning Law is detailed with respect to specific development standards and land use requirements. The City's Zoning Law includes specific standards and development regulations regarding permitted uses, building heights, yard areas, parking requirements, setbacks, and other requirements. The City's Zoning Law includes specific standards and development regulations regarding permitted uses, building heights, yard areas, parking requirements, setbacks, and other requirements. Zoning is used to implement long-term land use policy. In accordance with State requirements, the City's zoning patterns are consistent with Compton's Land Use Policy Map.

The Plan Area is dominated by Heavy Manufacturing zones (MH) that extend from the southern border at Apra Street north to the Buffer zone (B), just south of Greenleaf Boulevard. The Gateway Town Center is zoned Limited Commercial (CL). The B zone provides a physical separation between the heavy manufacturing use to the south and the residential uses to the north.

Between the northern Plan Area border and Greenleaf Boulevard are residential zones, mostly consisting of Residential Agriculture (RA), Low Density Residential (RL), Medium Density Residential, and High Density Residential (RH). However, several parcels north of Greenleaf Boulevard near Alameda Street are zoned Limited Manufacturing (ML), MH, and Parking/High Density Residential (PRH).

4.9.2 Impact Analysis

a. Methodology and Significance Thresholds

In accordance with Appendix G of the State CEQA Guidelines, the Specific Plan would have a significant impact related to land use if it would:

1. Physically divide an established community; or
2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Section 4.9.1, *Setting*, describes established communities in the Plan Area. Physical features, such as freeways, airports, or railways, have the potential to divide established communities. The following analysis discusses the potential for development under the Specific Plan to introduce any major physical features that divides any existing, established community.

As described in 4.9.2b, *Regulatory Setting*, regional and local land use plans and policies include the SCAG 2016 RTP/SCS and City of Compton General Plan which have been adopted in part to avoid or mitigate environmental effects. The following analysis discusses the Specific Plan's consistency with applicable land use plans, policies, and regulations.

b. Project Impacts and Mitigation Measures

Threshold:	Would the project physically divide an established community?
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Impact LU-1 THE PROPOSED SPECIFIC PLAN DOES NOT PROPOSE ANY FEATURES THAT WOULD PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY. NO IMPACT WOULD OCCUR

As described in Section 4.9.1, *Setting*, existing established communities involve the residential areas north of Greenleaf Boulevard, industrial areas west of the Metro Blue Line and south of the SR-91 freeway, and the commercial areas within the Gateway Towne Center. Two existing rail lines, the Alameda Rail Corridor and the Metro Blue Line, currently divide the commercial areas. The Specific Plan does not propose any new highways, airports, railways, or other physical features that would physically divide an established community in the Plan Area.

The Specific Plan proposes new pedestrian and/or bicycle amenities to West Walnut Street, Artesia Boulevard, Alameda Street, Greenleaf Boulevard, South Willowbrook Avenue, and the Compton Creek. These additions would further connect existing established communities in the Plan Area. No impact would occur.

Mitigation Measures

Mitigation is not required.

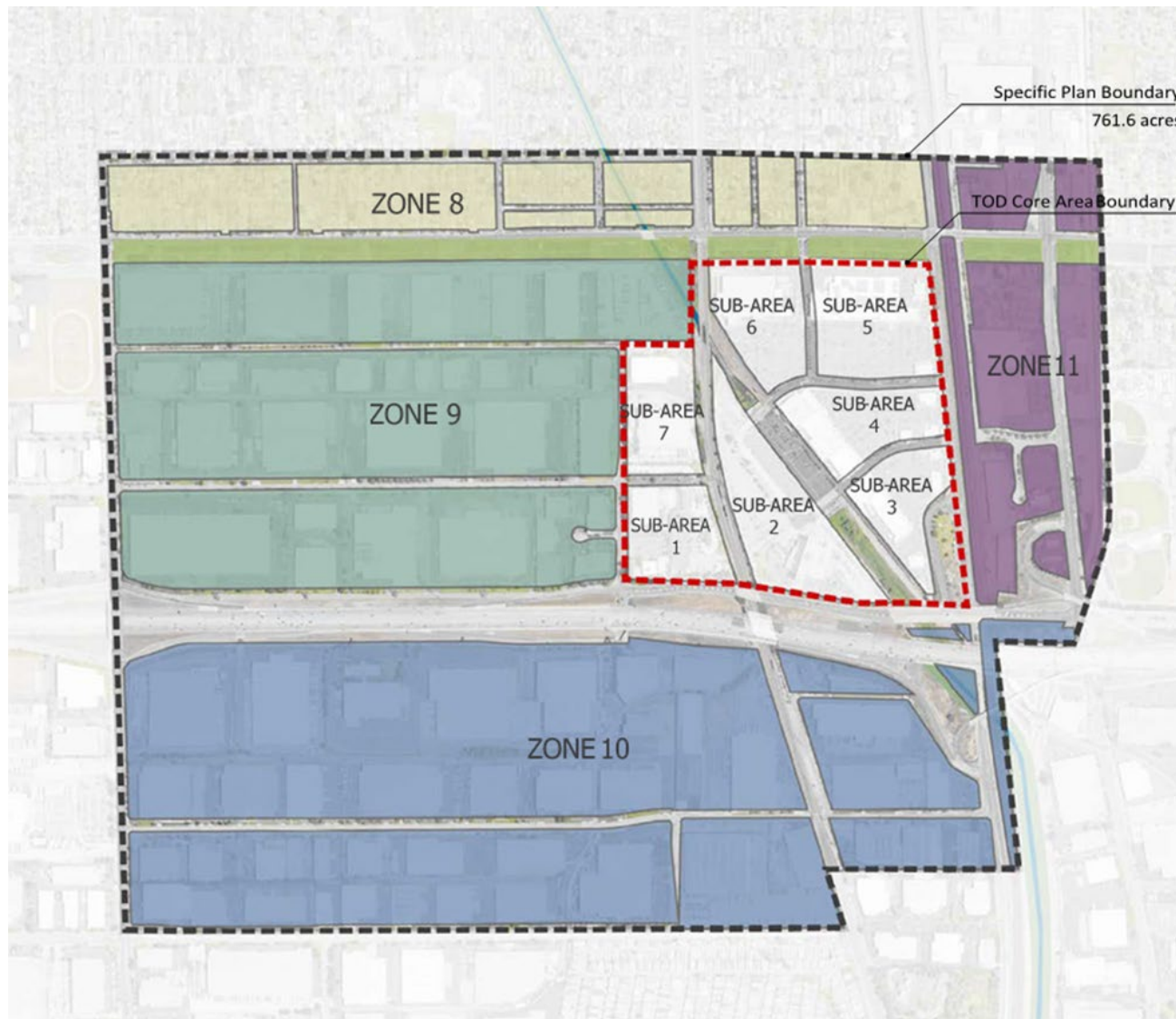
Threshold:	Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?
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Impact LU-2 THE PROPOSED SPECIFIC PLAN IS CONSISTENT WITH THE GOALS, POLICIES, AND REGULATIONS OF THE SCAG 2016-2040 RTP/SCS AND THE CITY OF COMPTON GENERAL PLAN. THEREFORE, IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The relevant land use plans and policies that regulate the Plan Area include the SCAG's RTP/SCS Advisory Land Use Policies and the City of Compton's General Plan. The Specific Plan would establish new land use designations, design guidelines, development standards, and implementation strategies that support the overall objective of facilitating transit-oriented development.

Implementation of the Specific Plan would require a General Plan Amendment to adopt the Compton Artesia Specific Plan, and a Zone Change to change the zoning in the TOD Core Area to Transit Oriented Development Overlay District. The TOD Zoning Overlay would apply to the TOD Core Area, including the Gateway Towne Center commercial center and portions of the industrial area west of the Metro Blue Line. According to the Specific Plan, the TOD Core Area is further subdivided into seven future development sub-areas, which range from approximately eight to 17 acres. Each Sub-Area is large enough to accommodate multiple buildings and open space and has a distinct vision, objectives, and development standards outlined in the Specific Plan. The proposed TOD sub-areas are shown in Figure 4.9-2.

Figure 4.9-2 Compton Artesia Specific Plan – TOD Core Area (Sub-Areas) and Supporting Area (Zones)



Source: SOM, Compton Artesia Specific Plan 2019

Specific Plan Sub-Areas

Each sub-area has a distinct vision for the types of land uses that would be permitted and associated development characteristics. According to the Specific Plan, Sub-Area 2 is referred to in the Specific Plan as the Transit Village and aligns with the area bound by Compton Creek to the north and east, Artesia Boulevard to the south, and the Metro Blue Line to the west. The Transit Village Sub-Area supports dense, mixed-use development that promotes transit-ridership and discourages use of the automobile through the availability of public transportation and shared ridership services. The district encourages active transportation by incorporating multiple pedestrian- and bicycle-access routes, easy transit access, and complete street infrastructure. The Specific Plan provides the framework for future projects that would consist of ground-floor commercial uses with residential uses located above. Cultural uses in this Sub-Area would consist of schools, arts, religious buildings, and other civic functions.

Sub-Areas 1 and 7 are referred to in the Specific Plan as Industrial Edge and align with the area bound by West Carob Street to the north, the Metro Blue Line to the east, Artesia Boulevard to the south, and South Acacia Court to the west. Industrial Edge is a recently developed industrial park and portions of these sub-areas closest to the Artesia Station would include new mixed-use opportunities to provide a transition to the adjacent Transit Village.

Sub-Areas 3, 4, 5, and 6 are referred to in the Specific Plan as Residential Edge and align with the area bound by existing community gardens south of East Greenleaf Boulevard to the north, Alameda Street to the east, Artesia Boulevard to the south, and Compton Creek and the Metro Blue Line to the west. Residential Edge is currently a shopping area that would be developed as a mixed-use neighborhood that serves as a transition between the Transit Village and existing neighborhoods.

The Specific Plan would also provide the framework for revitalizing Compton Creek by setting aside space for the creation of new open space for recreation and education.

TOD Supporting Area

While development under the Specific Plan would be focused in the TOD Core Area, the remainder of the Plan Area is grouped into Zones 8 through 11 (see Figure 4.9-2) that are targeted for potential future redevelopment, including enhanced and modernized light-industrial, commercial, and residential land uses, and designated as the TOD Supporting Area. As discussed in Section 2, *Project Description*, guidelines for redevelopment in these zones would be the subject of future overlay districts; therefore, proposed future development in these supporting zones are not analyzed in this EIR.

Specific Plan Changes from Existing Conditions

The proposed uses associated with each of the seven sub-areas would alter some existing land uses in the Plan Area, as shown in Table 4.9-1, below. As shown in Table 4.9-1, implementation of the Specific Plan would facilitate mixed-use development, open space, and cultural facilities in areas currently occupied by commercial and industrial uses in the TOD Core Area.

Table 4.9-1 Comparison of Proposed Sub-Areas with Existing Land Uses

Proposed Sub-Area	Proposed Land Use	Existing General Plan Designation	Existing Zoning
Transit Village			
Sub-Area 2	Mixed-Use (Residential and Commercial); Open Space; Cultural Facilities ¹	General Commercial	Commercial Limited
Industrial Edge			
Sub-Areas 1 and 7	Mixed-Use (Commercial and Industrial); Open Space	Industrial	Heavy Manufacturing
Residential Edge			
Sub-Areas 3, 4, 5, and 6	Mixed-Use (Residential and Commercial); Open Space	General Commercial	Commercial Limited

¹ According to the Specific Plan, cultural facilities in this Sub-Area would consist of schools, arts, religious buildings, and other civic functions.

Specific Plan Consistency with Applicable Land Use Plan, Policies, and Regulations

As discussed in Section 4.9.2b, *Regulatory Setting*, SCAG’s 2016-2040 RTP/SCS is a long-range regional transportation and land use network plan that provides a vision of the region’s future mobility and housing needs with economic, environmental and public health goals. Similarly, the City’s current General Plan (1991) serves as a blueprint for the City’s planning efforts and vision for the future.

Table 4.9-2 discusses the Specific Plan’s consistency with the relevant policies of the 2016-2040 SCAG RTP/SCS’s Advisory Land Use Policies, whereas Table 4.9-3 discusses the proposed project’s consistency with relevant policies from the City of Compton’s General Plan’s Land Use Element, Housing Element, and Conservation/Open Space/Parks and Recreation Element. Policies that are redundant between elements are omitted, as are policies that call for City actions independent of review and approval or denial of the proposed Specific Plan. The ultimate determination of whether the proposed Specific Plan is consistent with applicable general plans lies with Compton’s decision-making bodies, specifically the Planning Commission and City Council.

Table 4.9-2 Specific Plan Consistency with 2016 SCAG RTP/SCS Advisory Land Use Policies

RTP/SCS Advisory Land Use Policy	Discussion
1. Identify strategic opportunity areas for infill and investment.	Consistent. The Specific Plan identifies sites most suitable for revitalization in the southern portion of the City of Compton. The area immediately around the Artesia Station (<0.5-mile) currently exhibits few characteristics of transit-oriented development as the area is dominated by surface parking lots, auto-oriented retail, and heavy manufacturing activities. Implementation of the Specific Plan, and associated TOD Zoning Overlay, would encourage the redevelopment of this area with land uses that appropriately suit the transit station. Specifically, the TOD Zoning Overlay would allow for the introduction of walkable, mixed-use, residential, and commercial uses within walking distance of the station. Furthermore, cultural facilities in the TOD Core Area would include schools, arts, religious buildings, and other civic functions. In addition, Compton Creek has few existing recreational opportunities in the

RTP/SCS Advisory Land Use Policy	Discussion
	Plan Area. The TOD Zoning Overlay would encourage the creation of new trails on either side of the creek, as well as parkland and open space near the creek in place of the existing surface parking lot for the Gateway Towne Center. The Specific Plan would therefore activate the area by introducing a variety of uses through efficient infill planning and design.
3. Develop “Complete Communities.”	Consistent. The Specific Plan would allow for the creation of urban neighborhoods that blend open space, transit-oriented housing, local and regional commercial services, community resources, and a range of multi-modal transportation practices. The Specific Plan would therefore create a complete community by placing housing with adequate access to services, transportation, and open space.
4. Develop nodes on a corridor.	Consistent. As specified by Goal 1 of the Specific Plan, the Specific Plan aims to provide access to employment, retail services, and other daily needs via alternate modes of transportation, including public transit. The Specific Plan encourages a regenerative, walkable, vibrant, and safe transit village around the Artesia Blue Line Station. Accordingly, the Specific Plan would develop a node along the Metro Blue Line corridor by initiating, concentrating, and densifying mixed-use development around the Artesia Station.
5. Plan for additional housing and jobs near transit.	Consistent. The Specific Plan would allow for the development of up to 4,803 new multi-family residential units, up to 217,073 sf of retail uses, 219,187 sf of office space, and 129,000 sf of community-oriented uses within immediate walking distance of the Metro Blue Line Artesia Station. As stated in Section 4.11, <i>Population and Housing</i> , the Specific Plan would generate up to 1,784 new jobs. As such, the Specific Plan would maintain and create additional residential and employment opportunities adjacent to transit.
6. Plan for a changing demand in types of housing.	Consistent. The City of Compton is currently built-out with low-density residential housing and has few existing high-density and transit-and pedestrian-oriented housing options. The proposed TOD Zoning Overlay would allow high-density, multi-family, and infill housing near the Artesia Station that would appeal to the needs and lifestyles of a wide range of residents. In addition, the Specific Plan would maintain and create additional employment opportunities adjacent to transit by introducing new retail and office uses while preserving existing industrial and commercial jobs in the remainder of the Plan Area.
7. Continue to protect stable existing single-family areas.	Consistent. The Specific Plan would preserve existing single-family neighborhoods in the northern portion of the Plan Area as it proposes no changes to this area.
8. Ensure adequate access to open space and preservation of habitat.	Consistent. The Specific Plan would designate new open space, landscaping, and restorative features to revitalize Compton Creek and its habitat. The proposed project would help establish a Compton Creek Linear Park and Compton Creek Trail to enhance access. Additionally, the Specific Plan would encourage development near this open space to ensure adequate access while maintaining land use protections for the creek to ensure preservation of habitat.
9. Incorporate local input and feedback on future growth.	Consistent. The preparation of the Specific Plan involved a public engagement process consisting of four public workshops and meetings and two public presentations before the City Planning Commission held between July 2018 and April 2019.

Table 4.9-3 Specific Plan Consistency with the City of Compton General Plan

General Plan Policy	Discussion
Land Use Element	
<i>Goal 1.0: Revitalize Compton, and create a safe, attractive, desirable community which attracts new businesses and residents of all income ranges</i>	
Policy 1.6: Promote quality design in new development projects.	Consistent. The Specific Plan would establish development standards (e.g., parking requirements, setbacks, building heights) and design guidelines to ensure that new development in each of the seven proposed sub-areas exhibit quality design.
Policy 1.8: Use specific plans and similar planning approaches as means to focus revitalization efforts on target neighborhoods.	Consistent. The Specific Plan would initiate transit-oriented planning around the Artesia Blue Line Station. The Specific Plan would encourage development in the TOD Core Area's seven sub-areas to revitalize neighborhoods on a locally-oriented planning-scale.
<i>Goal 2.0: Maintain a balanced and diversified distribution of land use in Compton</i>	
Policy 2.1: Provide increased market rate housing opportunities.	Consistent. The Specific Plan would allow for up to 4,803 new multi-family housing units. Some affordable units may be implemented due to density bonus and other transit-oriented development incentives; however, most of the residential development expected under the proposed Specific Plan is anticipated to be market-rate.
Policy 2.2: Provide incentives to attract retail commercial businesses which serve both the local and regional markets.	Consistent. The Specific Plan would allow for increased development potential of commercial land uses by allowing up to 217,073 sf of new retail and 219, sf of office space. Mixed-use development would be encouraged to attract new businesses that serve residents and regional markets for those travelling along the Metro Blue Line. Additionally, the Specific Plan would facilitate up to 129,000 sf of cultural facilities that would attract customers to the area and nearby commercial activity.
Policy 2.5: Focus industrial development in the southern, westernmost, and north-central portions of the City's planning area, as identified on the Land Use Policy Map, to minimize industrial/residential land use conflicts.	Consistent. The Plan Area would preserve the existing industrial development in Zones 9 and 10 of the Plan Area. Physical features, such as setbacks, public right of ways, and other buffers, would reduce conflicts with any new residential uses proposed in the southern portion of the City.
Policy 2.6: Avoid an over-concentration of heavy industrial uses and discourage industrial activities which have the potential to harm the environment and/or produce adverse health effects (e.g. metal plating and processing, dye manufacturers, slaughter houses, petroleum product manufacturers, and industrial operations which use extensive amounts of volatile solvents).	Consistent. The Specific Plan would facilitate the development of new residential and commercial uses in Sub-Areas 1 and 7, which are currently occupied by industrial uses. Therefore, implementation of the Specific Plan would reduce the existing concentration of industrial uses in southwestern Compton. No new industrial designations are included in the proposed Specific Plan.
Policy 2.7: Provide sufficient park land and open space resources to meet the community's diverse needs.	Consistent. The Specific Plan would provide new park and open space resources by laying the framework to revitalize Compton Creek, including a new Compton Creek Trail and Compton Creek Linear Park. These resources would create new opportunities for walking, biking, and other recreation for the community.

General Plan Policy	Discussion
Policy 2.11: Recognize the importance of the Richland Farms residential neighborhood through the continuance of zoning provisions which reflect single-family development on large lots with allowance for keeping animals.	Consistent. The Specific Plan does not involve changes to the single-family residential agricultural area in the Plan Area north of Greenleaf Boulevard.
Goal 3.0: Provide a wide range of business opportunities and establish a strong commercial and industrial base.	
Policy 3.2: In efforts to attract new business, emphasize Compton’s accessibility via passenger rail, freeways, and arterial highways.	Consistent. The Specific Plan would create new commercial development potential near the Metro Blue Line’s Artesia station, Alameda Rail Corridor, and the SR-91 freeway, which would promote accessibility to transit options.
Policy 3.3: Recognize the important role that small, local businesses play in the local economy through their provision of jobs, as a source of sales tax revenue, and by providing a sense of identity to the City.	Consistent. The Specific Plan would allow for the development of new retail and office space in mixed-use projects that include housing units. In so doing, the project would create new, localized employment opportunities, new sales tax revenue, and new identity as a transit-oriented community.
Goal 4.0: Provide infrastructure systems and public services that adequately meet the demands created by land use policy.	
Policy 4.1: Limit development of new Medium and High-Density Residential projects to those areas where water, sewer, and street systems can support more dense development. Require systems to be upgraded as necessary to support higher densities.	Consistent. As discussed in Section 4.14, <i>Utilities and Service Systems</i> , the City’s local sewer lines would be expanded or improved on an as-needed basis during implementation of each project phase and no major alterations to Los Angeles County Sanitation District (LACSD) regional trunk lines are anticipated to be necessary as a result of implementation of the proposed project phases. Nonetheless, with adherence to applicable regulations and General Plan policies, the proposed project would have adequate wastewater conveyance systems and impacts related to wastewater conveyance would be less than significant. Although the Specific Plan would alter the Plan Area’s circulation systems, all streets are intended to accommodate sidewalks with ample space for landscape, walkways, and bikeways where planned. Intersection and curb-cuts should be designed to prioritize pedestrian safety and accessibility.
Policy 4.2: Include necessary infrastructure improvements in project plans and funding arrangements in areas targeted for development and revitalization.	Consistent. The Specific Plan would facilitate the creation of new plazas, trails, and complete street infrastructure to accommodate new circulation generated by development within the Plan Area. Specifically, all streets are intended to accommodate sidewalks with ample space for landscape, walkways, and bikeways where planned. Furthermore, intersection and curb-cuts should be designed to prioritize pedestrian safety and accessibility. Upon approval of the Specific Plan, future development projects and necessary corresponding infrastructure would be evaluated and arranged for on an ongoing basis.

General Plan Policy	Discussion
<p>Policy 4.3: Involve the Fire and Police Departments in the review of development proposals to ensure that these agencies' needs and concerns are accounted for in project design.</p>	<p>Consistent. The Compton Fire Department and the Los Angeles County Sheriff's Department have been contacted regarding the impact of the Specific Plan to public safety services. As described in Section 4.12, <i>Public Services</i>, environmental impacts related to sheriff services would be less than significant. However, upon development of the Specific Plan, the individual applicant's will be required to pay their fair share contribution to a new fire station and/or required equipment to maintain response times; the construction of this facility may have significant and unavoidable environmental impacts.</p>
Housing Element	
Goal 3.0: Eliminate conflicts between residential and non-residential uses.	
<p>Policy 3.2: Require new residential projects adjacent to commercially and industrially zoned properties to incorporate adequate buffers into site plan design.</p>	<p>Consistent. The Specific Plan would incorporate physical features such as setbacks, public right of ways, and other planning and design buffers between any new residential uses that abut commercial or industrial properties. New housing would be oriented towards other residential uses and/or open spaces such as Compton Creek wherever possible to reduce any potential land use conflicts.</p>
<p>Policy 3.3: Perform thorough environmental review of all industrial development proposals planned near residentially zoned land.</p>	<p>Consistent. The Specific Plan does not propose any new industrial square footage or new industrial land uses. Any new industrial uses would need to be developed in areas that are currently industrially-designated. Such projects would be subject to environmental review pursuant to CEQA.</p>
Conservation/Open Space/Parks and Recreation Element	
Goal 1.0: Reduce air pollution through land use, transportation, and energy use planning.	
<p>Policy 1.3: Develop a balance of land uses within the City to promote a reduction of distance between residence and workplace.</p>	<p>Consistent. The TOD Zoning Overlay would allow for new residential uses to be introduced near the existing employment centers in the adjacent industrial area. The overlay would also introduce new commercial employment opportunities near housing in mixed-use projects.</p>

Upon adoption of the Specific Plan, the TOD Zoning Overlays would supersede the underlying land use designations previously adopted as part of the Compton General Plan. However, for the Specific Plan to be implemented, the City's General Plan would need to be amended as part of the City's review and approval process for the Compton Artesia Specific Plan. Specifically, the General Plan Land Use Map would need to be amended in order to change the current land use designations associated with the area to "Compton Artesia Specific Plan". Specific Plan adoption would be consistent with the City's intent for the area as envisioned in the General Plan.

Based on the consistency analysis provided in Table 4.9-2 and Table 4.9-3 the proposed project would be consistent with the 2016-2040 SCAG RTP/SCS and the Compton General Plan. Assuming approval of all requests, permits and other mitigation measures in this EIR, impacts related to the City's land use plans, regulations, and policies would be less than significant.

Mitigation Measures

Mitigation is not required.

c. Cumulative Impacts

As discussed in Section 3, *Environmental Setting*, cumulative development in the vicinity of the Plan Area is represented with a 8.2 percent growth rate from existing conditions. The following analysis discusses the potential cumulative impacts associated with development under the Specific Plan in conjunction with other growth surrounding the Plan Area.

As discussed in Section 2, *Project Description*, the Specific Plan would accommodate up to 4,803 multi-family residential units, 217,073 sf of new retail space, 219,187 sf of new office space, and 129,000 sf of cultural facilities. While the Specific Plan would increase the intensity of development in the Plan Area beyond that envisioned in the Compton General Plan adopted in 1991 and 2016-2040 RTP/SCS, the project-specific impacts related to land use compatibility would be less than significant, as discussed in Impact LU-2. The Specific Plan would be consistent with overall goals and policies in the Compton General Plan, as discussed in 4.9.2a. Any future developments proposed within the Plan Area would need to be reviewed on a case-by-case basis for compliance with the Specific Plan and the City's General Plan Urban Design Element, Zoning Code, and any other relevant governing policies or plans. Therefore, the project-specific impacts associated with land use consistency would be less than significant. Potential impacts would not be cumulatively considerable.

4.10 Noise

This section evaluates the Specific Plan's potential impacts on existing and future local noise conditions, including temporary construction noise and long-term noise generated by development of the Plan Area. The analysis herein is based partially on data from the Traffic Impact Study for the Specific Plan prepared by KOA dated September 2019 that is included as Appendix F of the EIR.

4.10.1 Setting

a. Fundamentals of Sound, Environmental Noise, and Sound Measurement

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs (e.g., the human ear). Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (Caltrans 2013a).

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (Hz) and less sensitive to frequencies around and below 100 Hz (Kinsler, et. al. 1999). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as a doubling of traffic volume, would increase the noise level by 3 dB; similarly, dividing the energy in half would result in a decrease of 3 dB (Crocker 2007).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive an increase (or decrease) of up to 3 dBA in noise levels (i.e., twice [or half] the sound energy); that a change of 5 dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (or half) as loud (10.5 times the sound energy) (Crocker 2007).

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in sound level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line), the path the sound will travel, site conditions, and obstructions. Noise levels from a point source (e.g., construction, industrial machinery, ventilation units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013a). The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) result simply from the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (e.g., soft dirt, grass, or scattered bushes and trees) (Caltrans 2013a). Noise levels may also be reduced by intervening structures. The amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can substantially alter noise levels. Generally, any large structure blocking the line of sight will provide at

least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce occupants' exposure to noise as well. The FHWA's guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

Descriptors

The impact of noise is not a function of loudness alone. The time of day when noise occurs, its frequency, and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed.

One of the most frequently used noise metrics that considers both duration and intensity is the equivalent noise level (L_{eq}). The L_{eq} is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time. Typically, L_{eq} is equivalent to a one-hour period, even when measured for shorter durations as the noise level of a 10- to 30-minute period would be the same as the hour if the noise source is relatively steady. L_{max} is the highest Root Mean Squared (RMS) sound pressure level within the sampling period, and L_{min} is the lowest RMS sound pressure level within the measuring period (Crocker 2007). Normal conversational levels at three feet are in the 60 to 65-dBA L_{eq} range, and ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (Federal Transit Administration [FTA] 2018).

Since noise that occurs at night tends to be more disturbing than that which occurs during the day. Community noise is usually measured using Day-Night Average Level (L_{dn} or DNL), which is a 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013a). Noise levels described by DNL and CNEL usually differ by about 0.5 dBA. Quiet suburban areas typically have a CNEL in the range of 40 to 50 dBA, while areas near arterial streets are in the 50 to 70+ CNEL range.

There is no precise way to convert a peak hour L_{eq} to DNL or CNEL - the relationship between the peak hour L_{eq} value and the DNL/CNEL value depends on the distribution of traffic volumes during the day, evening, and night. However, in urban areas near heavy traffic, the peak hour L_{eq} is typically 2 to 4 dBA lower than the daily DNL/CNEL. In less heavily developed areas, such as suburban areas, the peak hour L_{eq} is often roughly equal to the daily DNL/CNEL. For rural areas with little nighttime traffic, the peak hour L_{eq} will often be 3 to 4 dBA greater than the daily DNL/CNEL value (California State Water Resources Control Board [SWRCB] 1999).

Propagation

Sound from a small, localized source (approximating a "point" source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decreases or drops off at a rate of 6 dBA for each doubling of distance.

Traffic noise is not a single, stationary point source of sound. Rather, the movement of vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point. The drop-off rate for a line source is 3 dBA for each doubling of distance.

b. Fundamentals of Groundborne Vibration

Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of hertz (Hz). The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body is from a low of less than 1 Hz up to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise may result in adverse effects, such as building damage, when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz). Vibration may also damage infrastructure when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Descriptors

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. Particle velocity is the velocity at which the ground moves. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the greatest magnitude of particle velocity associated with a vibration event. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (Caltrans 2013b).

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The RMS of a signal is the average of the squared amplitude of the signal, typically calculated over a 1-second period. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB), which serves to compress the range of numbers required to describe vibration (FTA 2018).

Response to Vibration

Damage to structures occurs when vibration levels range from two to six in/sec PPV. One half this minimum threshold, or one in/sec PPV, is considered a safe criterion that would protect modern structures (i.e., post 1975 construction in California) against structural damage (Caltrans 2013b).

The general human response to different levels of groundborne vibration velocity levels is described in Table 4.10.1.

Table 4.10.1 Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Response
65 VdB	Approximate threshold of perception for many people
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable
85 VdB	Vibration acceptable only if there are an infrequent number of events per day
Source: FTA 2018	

Propagation

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. Variability in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2013b). When a building is exposed to vibration, a ground-to-foundation coupling loss (the loss that occurs when energy is transferred from one medium to another) will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may amplify the vibration level due to structural resonances of the floors and walls.

c. Sensitive Receivers

The Noise Element of the Compton General Plan (1991) identifies housing as the most predominant and noise-sensitive land use within the City. Other sensitive receivers are identified as educational facilities, churches, medical facilities, libraries, senior housing, and park and recreation facilities.

The majority of the Plan Area is currently developed with industrial warehouse and commercial uses. However, the Plan Area also includes existing single-family residences north of West Greenleaf Boulevard. Because, the Specific Plan would focus future development in the TOD Core Area and maintain all other land uses within the greater Plan Area, existing single-family residences north of West Greenleaf Boulevard are also considered noise-sensitive receivers.

The Plan Area is surrounded by a mix of industrial, commercial, residential, and educational uses. However, for the purpose of this analysis, industrial and commercial uses are not considered noise-sensitive receivers likely to be affected by noise associated with the Specific Plan. Therefore, the nearest sensitive receivers include single- and multi-family residences to the north, a mobile home park to the south, and additional single-family residences and mobile homes to the east. In addition, there are three schools and two parks located within 1,000 of the Plan Area, including Robert F. Kennedy Elementary School and Ellerman Park to the north, Walton Middle School to the west, and El Camino College and South Park to the east.

d. Existing Noise Conditions and Sources

Transportation activity is the primary noise source in the Plan Area. Modes of transportation that generate noise include automobile use, trucking, railroad, and airport operations. Nearby roadways with the highest traffic volumes and associated noise levels include West Greenleaf Boulevard, Alameda Street, West Artesia Boulevard, SR-91 (which bisects the Plan Area into north and south components), and Wilmington Avenue. Ambient noise levels are generally highest during the daytime and rush hour unless congestion substantially slows speeds.

To quantify existing noise levels in the Plan Area, specifically near the TOD Core Area, where the residential uses are proposed, four 15-minute noise measurements ($L_{eq}[15]$ dBA) were collected by Rincon on June 20, 2019 between 5 P.M. and 6 P.M. using an ANSI Type 2 integrating sound level meter with an A-weighted slow response setting. The noise meter was placed approximately five feet above ground level. Noise measurement locations were selected to be representative of traffic noise along roadways in and near the Plan Area. As shown in Table 4.10-2, measured noise levels varied from 67.1 dBA L_{eq} along West Greenleaf Boulevard to 73.0 dBA L_{eq} along Alameda Street and West Artesia Boulevard. Figure 4.10-1 shows the location of these noise measurements.

Table 4.10-2 Noise Measurement Results

Measurement Location ¹	Description	Primary Noise Sources	Approximate Sample Time	L_{eq} dBA
1	West Greenleaf Boulevard near the northern boundary of the TOD Core Area	West Greenleaf Boulevard traffic	4:56 P.M. – 5:11 P.M.	67.1
2	Alameda Street near the eastern boundary of the TOD Core Area	Alameda Street traffic	5:20 P.M. – 5:38 P.M.	73.0
3	South Acacia Court near the western boundary of the TOD Core Area	South Acacia Court traffic, West Artesia Boulevard traffic	5:44 P.M. – 5:59 P.M.	68.1
4	West Artesia Boulevard near southern boundary of the TOD Core Area	West Artesia Boulevard traffic	6:01 P.M. – 6:16 P.M.	73.0

See Appendix D for noise level monitoring data.

¹ Figure 4.10-1 shows the noise measurement locations.

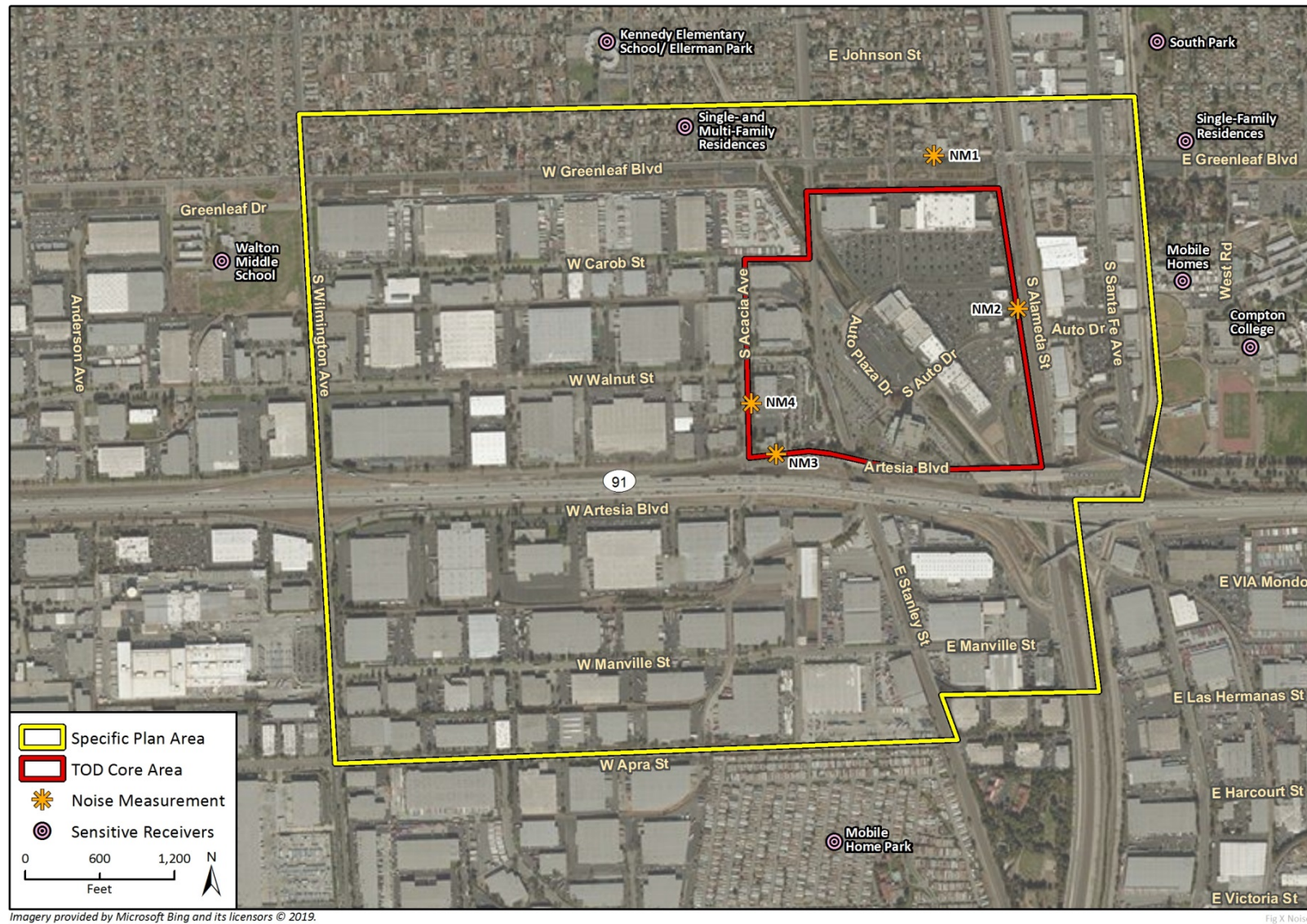
Other noise sources in the Plan Area consist of vehicle noise in the Gateway Towne Center currently occupying the TOD Core Area, rail operations associated with the Alameda Rail Corridor and the Metro Blue Line, and aircraft overflight noise. The nearest airport is the Compton/Woodley Airport located approximately 0.5-mile northwest of the Plan Area. Noise from stationary equipment in the Plan Area primarily consists of operational heating, ventilation, and air conditioning (HVAC) equipment associated with the existing industrial warehouse and commercial uses.

e. Regulatory Setting

Federal

The Federal Aviation Administration (FAA) has prepared guidelines for acceptable noise exposure in its Federal Aviation Regulations Part 150 Noise Compatibility Planning program for airports. The program is aimed at balancing an airport's operational needs and its impact on the surrounding community. Its purpose is to reduce noise impacts on existing incompatible land use and to prevent the introduction of new incompatible land uses in the areas impacted by aircraft noise. It establishes standard noise methodologies and noise metrics, identifies land uses normally compatible with various levels of airport noise, and provides for voluntary development and submission of noise exposure maps and noise compatibility programs by airport operators. See *Regional* discussion below regarding the Los Angeles County Airport Land Use Plan.

Figure 4.10-1 Noise Measurement Locations



State

Title 24 of the California Code of Regulations codifies Sound Transmission Control requirements establishing uniform minimum noise insulation performance standards for new hotels, motels, dormitories, apartment houses, and dwellings other than single-family dwellings. Specifically, Section 1207.4 in Title 24 states that interior noise levels attributable to exterior noise sources shall not exceed 45 dBA CNEL in any habitable room of a new building. These noise levels are accomplished through various noise attenuation features, including insulation, required by the California Building Code (see CBC Section 1207). The California Building Code is applicable to all development in California (Health and Safety Code Section 17950).

Local

City of Compton General Plan – Noise Element (1991)

The goals, policies, and programs contained in the Noise Element of the Compton General Plan (1991) focus on establishing and applying criteria for acceptable noise levels for different land uses in order to minimize the negative impacts of noise, especially at sensitive receivers. In support of these goals and policies, the General Plan contains a land use and noise compatibility matrix (shown in Table 4.10-3), which determines the clearly compatible, normally compatible, normally incompatible, and clearly incompatible noise levels for various land uses (Compton 1991). According to the City's noise compatibility matrix shown in Table 4.10-3, ambient noise up to 60 CNEL is clearly compatible for multi-family residences, ambient noise up to 65 CNEL is clearly compatible for office uses and parks, and ambient noise up to 70 CNEL is clearly compatible for commercial retail uses.

Consistent with the state noise insulation standards (California Building Code Title 24), the City's Noise Element requires that interior noise not exceed 45 CNEL in any habitable room (Compton 1999). The City's Noise Element further specifies that interior noise for office uses and commercial retail uses should not exceed 50 CNEL and 55 CNEL, respectively.

Table 4.10-3 Land Use and Noise Compatibility Matrix (CNEL)

Land Use	Clearly Compatible ¹	Normally Compatible ²	Normally Incompatible ³	Clearly Incompatible ⁴
Single-Family, Duplex, Multi-Family	50 – 60	55 – 70	70 – 75	75+
Mobile Homes	50 – 60	60 – 65	65 – 75	75+
Hotel, Motel, Transient Lodging	50 – 60	60 – 70	70 – 80	80+
Commercial Retail, Bank, Restaurant, Movie Theater	50 – 70	70 – 80	80+	–
Office Building, Research and Development, Professional Offices, City Office Building	50 – 65	65 – 75	75 – 80	80+
Amphitheatre, Concert Hall, Auditorium, Meeting Hall	50 – 60	60 – 70	–	70+
Children’s Amusement Park, Miniature Golf Course, Go-cart Track; Equestrian Center, Sports Club	50 – 65	65 – 75	–	75+
Automobile, Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	50 – 70	70+	–	–
Hospital, Church, Library, Schools’ Classroom	50 – 60	60 – 65	65 – 75	75+
Parks	50 – 65	65 – 70	70 – 75	75+
Golf Courses, Cemeteries, Nature Centers, Wildlife Habitat	50 – 70	70 – 75	75+	–
Agriculture	50+	–	–	–

¹ Clearly Compatible: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

² Normally Compatible: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning would normally suffice.

³ Normally Incompatible: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

⁴ Clearly Incompatible: New construction or development should generally not be undertaken.

Note: Noise levels are provided in CNEL.

Source: Compton 1991

This element of the General Plan contains goals and policies associated with effective land use and transportation planning to reduce air pollution. The following goals and policies, identified as either a short-term (S), medium-range (M), or long-range (L), are applicable to the proposed Specific Plan. Short-term covers a five-year period, medium-range includes a five- to ten-year planning period, and long-range indicates goals to be achieved over a 20-year time frame, or policies which represent ongoing City policies and programs:

Goal 2.0: Incorporate noise considerations into land use planning decisions.

- Policy 2.2 (L):** Ensure acceptable noise levels near schools, hospitals, convalescent homes, and other noise-sensitive areas, in accordance with Table N-1¹.
- Policy 2.4 (L):** Require noise reduction techniques in site and architectural design and construction where noise reduction is necessary.
- Policy 2.5 (L):** Discourage and, if necessary, prohibit location of noise-sensitive land uses in noisy environments, including near railroad tracks, freeways, and Compton/Woodley Airport.

Goal 3.0: Minimize noise spillover from commercial and industrial uses into nearby residential neighborhoods.

- Policy 3.1 (L):** Enforce the 65 dBA State standard for exterior noise levels for all commercial uses.
- Policy 3.2 (S):** Require that a minimum 15-foot landscaped buffer be provided between a commercial or mixed-use structure and an adjoining residential parcel.
- Policy 3.3 (S):** Require that automobile and truck access to commercial or industrial properties located adjacent to residential parcels be located at the maximum practical distance from the residential parcel.
- Policy 3.4 (L):** Prohibit truck deliveries to commercial and industrial properties abutting residential uses before 7 A.M. and after 9 P.M., unless there is no feasible alternative.

Goal 4.0: Minimize the noise impacts associated with the development of residential units above ground floor commercial uses in mixed-use developments.

- Policy 4.1 (S):** Require that commercial uses developed as part of a mixed-use project (with residential uses) not be noise intensive.
- Policy 4.2 (S):** Require that mixed-use structures be designed to prevent transfer of noise and vibration from the commercial to the residential use.
- Policy 4.3 (L):** Orient mixed-use residential units away from major noise sources.
- Policy 4.4 (L):** Locate balconies and openable windows of residential units in mixed-use projects away from the primary street and other major noise sources.

Goal 5.0: Develop measures to control non-transportation noise impacts.

- Policy 5.2 (L):** Reduce noise generated by construction activities by required sound attenuation devices on construction equipment.

City of Compton Municipal Code

Chapter 7-12, Noise, of the Compton Municipal Code (CMC) establishes regulations and standards regarding the generation of noise. Ambient base noise level standards for various zones in the City are set forth in Table 4.10-3. According to Section 7-12.4 of the CMC, the “ambient noise level” of a zone refers to either the higher of the actual measured ambient noise level or presumed ambient noise level as shown in Table 4.10-3

¹ Table N-1 in the City’s General Plan refers to the Noise/Land Use Compatibility Matrix, which has been reproduced in this section as Table 4.10-3.

Table 4.10-4 Presumed Ambient Noise Levels

Zone	Time	Very Quiet		Quiet	Slightly Noisy	
		Rural	Suburban	Suburban	Suburban	Urban
Low-Density Residential, Medium-Density Residential	10:00 P.M. to 7:00 A.M.	35	50	40	55	45
	7:00 P.M. to 10:00 P.M.	40	55	45	60	50
	7:00 A.M. to 7:00 P.M.	45	65	50	65	55
High-Density Residential	10:00 P.M. to 7:00 A.M.	40	70	45	70	50
	7:00 A.M. to 10:00 P.M.	45	50	55	N/A	
Commercial	10:00 P.M. to 7:00 A.M.			N/A		
Commercial	7:00 A.M. to 10:00 P.M.			N/A		
Limited Manufacturing	Anytime			N/A		
Heavy Manufacturing	Anytime			N/A		

N/A = Not applicable because noise levels are not currently established for this zone or time period in the CMC
Source: CMC, Chapter 7-12.4

Section 7-12.6 of the CMC prohibits the use or operation of any radio receiving set, musical instruction, phonograph, television set or similar devices between the hours of 10:00 P.M. and 7:00 A.M. in a manner which exceeds the ambient noise level at the property line of any property (or, if a condominium or apartment, within any adjoining apartment) by more than 5 dBA.

Similarly, Section 7-12.11 of the CMC prohibits the use or operation of any machinery, equipment, pump, fan, air condition apparatus or other similar mechanical devices from exceeding the ambient noise level at the property line of any property by more than 5 dBA.

Under Section 7-12.22 of the CMC, construction activities (including operation of any tools, equipment, impact devices, derricks or hoists used in construction, drilling, repair, alteration, demolition or earthwork) may only occur between the hours of 7:00 A.M. and 8:00 P.M. on weekdays and Saturday. No construction activities are permitted outside of these hours except with express written permission from a City Building Official.

Section 7-12.25 prohibits the delivery to any commercial zone in the City between the hours of 11:00 P.M. and 6:00 A.M. that would produce or generate noise which can be heard at more than 50 feet from the source.

Section 7-12.28 of the CMC prohibits noise emanating from or attributable to a party or gathering that is audible from a distance of at least 50 feet or more from the property line of a property where the party or gathering is taking place.

4.10.2 Impact Analysis

a. Methodology and Significance Thresholds

Pursuant to Appendix G of the *State CEQA Guidelines*, potentially significant impacts would occur if adoption of the Specific Plan would:

1. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies;
2. Generate excessive groundborne vibration or groundborne noise levels;
3. Expose people residing or working in the project area to excessive noise levels for a project located within the vicinity of a private airstrip or airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport.

Construction Noise

The primary source of temporary noise associated with the Specific Plan would be construction activities associated with forecast development in the Plan Area. The Specific Plan would focus future development in the TOD Core Area and maintain all other land uses in the greater Plan Area. Other land uses in the Plan Area include existing single-family residences located approximately 250 feet north of the TOD Core Area across West Greenleaf Boulevard, which are the nearest noise-sensitive receivers to the TOD Core Area. Construction for each development in the TOD Core Area would typically involve several stages, including demolition, site preparation, grading, foundation construction, building construction, architectural coating, and paving. Noise generated by construction equipment can vary in intensity and duration during each phase of construction. While construction in the Plan Area would occur over more than 20 years (the anticipated operation year for the proposed Specific Plan is 2040), the actual location from which noise would be generated would shift as different areas are developed. Therefore, due to the anticipated construction phasing for the TOD Core Area, construction noise was modeled at distances between 50 feet for future residences within the TOD Core Area and 250 feet for the nearest existing residential receivers to the north of the TOD Core Area.

The Federal Highway Administration's Roadway Construction Noise Model (RCNM) was used to estimate the equipment noise levels at distances of 50 feet, 100 feet, 250 feet, and 500 feet for each phase of project construction. This model predicts noise levels based on the expected construction equipment in each phase of construction, empirical data for noise generated by this equipment, the expected usage of equipment during each work day, and formulas to estimate sound attenuation from source to receiver. Equipment used and number of each piece of equipment during construction was obtained from default settings for the proposed type of construction in CalEEMod outputs (see the RCNM modeling results in Appendix B for a complete list of equipment assumed in each phase of construction). As described above, construction noise levels would attenuate at a rate of approximately 6 dBA per doubling of distance (line-of-sight method of sound attenuation for point sources of noise). Ground absorption adds to the attenuation from distance alone. Noise would be lower at locations farther from the Plan Area. The analysis does not account for attenuation from intervening structures between construction equipment and receivers and or for soft-site attenuation.

The City has not adopted or established quantitative standards specific to construction noise, but has restricted construction to the hours between 7:00 A.M. and 8:00 P.M. on weekdays and

Saturday per Section 7.12-22 of the CMC. Therefore, construction noise generated by forecast development under the Specific Plan would be significant if construction activities create noise outside of hours established by the CMC.

On-site Operational Noise

The Specific Plan would introduce 4,803 housing units, along with increases in commercial and office development that would be concentrated in the TOD Core Area. Major operational noise associated with development in the Core Area would consist of HVAC equipment, delivery trucks, trash hauling trucks, vehicles, and typical noise associated with residential and open space uses (i.e., conversations, music, light recreation). The TOD Core Area would also include a “cultural” land use that would be comprised of schools, arts, religious buildings, and other civic functions. Therefore, operation of the “cultural” land use could include noise from various gathering events (e.g. concerts, farmers markets). On-site operational noise associated with the Specific Plan would generate a significant impact if noise levels exceed the higher of the actual measured ambient noise level or presumed ambient noise level, as shown in Table 4.10-3, at any property line by more than 5 dBA.

Off-site Operational Noise

The Specific Plan would generate vehicle trips, thereby increasing traffic on off-site area roadways. Trips generated by the Specific Plan were calculated as part of the Traffic Impact Study (TIS) prepared for the proposed project by KOA in October 2019. As discussed in Section 4.13, *Transportation*, the Specific Plan would generate 11,894 daily trips, including 1,064 vehicle trips during the A.M. peak hour (282 inbound trips and 782 outbound trips) and 872 vehicle trips during the P.M. peak hour (550 inbound trips and 322 outbound trips). The Specific Plan would generate a vehicle mix of passenger cars, medium-duty trucks, and heavy-duty trucks. Roadway noise impacts were assessed using the FHWA Traffic Noise Prediction Model on select area roadways surrounding the TOD Core Area that were included for analysis in the TIS, including West Greenleaf Boulevard, South Alameda Street, Artesia Boulevard, and South Acacia Avenue. These roadways would capture the most project-generated vehicle trips. A significant impact from off-site operational traffic noise would occur if the project-generated daily traffic volume doubles existing volumes and increases existing traffic noise by 3 dBA, which would be a perceptible increase in traffic noise.

Land Use Compatibility

The City has adopted noise guidelines that provide the normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable noise levels for different land uses. The Specific Plan would introduce 4,803 housing units, commercial retail uses, and office uses that would be concentrated in the TOD Core Area. According to the City’s noise compatibility matrix shown in Table 4.10-3, ambient noise up to 60 CNEL is clearly compatible for multi-family residences, ambient noise up to 65 CNEL is clearly compatible for office uses and parks, and ambient noise up to 70 CNEL is clearly compatible for commercial retail uses. Furthermore, the City’s Noise Element requires that interior noise not exceed 45 CNEL in any habitable room (Compton 1999). The City’s Noise Element further specifies that interior noise for office uses and commercial retail uses should not exceed 50 CNEL and 55 CNEL, respectively.

Groundborne Vibration

Construction activities have the greatest potential to generate groundborne vibration affecting nearby receivers. Since groundborne vibration could cause physical damage to structures, vibration

impacts were modeled based on the distance from the location of vibration-intensive construction activities, conservatively assumed to be at edge of a development area to the edge of nearby structures. Due to the anticipated construction phasing for the TOD Core Area, this analysis conservatively assumes that construction would potentially occur as close as 50 feet from the source and adjacent to future residences (i.e., on-site sensitive receivers) associated with forecast development under the Specific Plan.

The City has not adopted a significance threshold to assess vibration impacts during construction. Therefore, the Caltrans *Transportation and Construction Vibration Guidance Manual* (2013) and the FTA *Transit Noise and Vibration Impact Assessment Manual* (2018) are used to evaluate potential construction vibration impacts related to potential building damage. Based on the Caltrans and FTA criteria, construction vibration impacts would be significant if vibration levels exceed 0.5 in/sec PPV for residential structures and 1.0 in/sec PPV for commercial and industrial structures, which are the limits where minor architectural damage may occur to each type of buildings.

Operation of the Specific Plan would also expose forecast residential development to train vibration from the Alameda Rail Corridor located east of TOD Core Area and the Metro Blue Line, which traverses TOD Core Area. However, agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents. In *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal. 4th 369, the California Supreme Court explained that an agency is only required to analyze the potential impact of such hazards on future residents if the project would exacerbate those existing environmental hazards or conditions. CEQA analysis is therefore concerned with a project's impact on the environment, rather than with the environment's impact on a project and its users or residents. Thus, bringing a new population into an area where noise and vibration levels currently exist is not a significant environmental impact under CEQA unless doing so would exacerbate noise or vibration conditions. Nonetheless, the vibration analysis includes a discussion of potential noise exposure from existing train pass-by events for informational purposes. According to the FTA, a vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people (FTA 2018).

b. Project Impacts and Mitigation Measures

Threshold:	Would the project generate a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
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Impact N-1 TEMPORARY CONSTRUCTION NOISE WOULD EXCEED AMBIENT NOISE LEVELS AT EXISTING AND PROPOSED SENSITIVE RECEIVERS IN AND NEAR THE PLAN AREA. HOWEVER, CONSTRUCTION ACTIVITIES UNDER THE SPECIFIC PLAN WOULD BE RESTRICTED TO THE HOURS SPECIFIED BY THE CITY'S NOISE ORDINANCE; THEREFORE, TEMPORARY CONSTRUCTION-RELATED NOISE IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Construction activities under the Specific Plan would result in temporary increases in ambient noise in the Plan Area on an intermittent basis and, as such, would expose nearby sensitive receivers both in an adjacent to the Plan Area to increased noise levels. The increase in noise at off-site receivers during construction of the proposed project would be temporary in nature and would not generate continuously high noise levels, although occasional single-event disturbances from construction would be possible. Construction noise would typically be higher during the heavier periods of initial construction (i.e., demolition and grading work) and reduced in the later construction phases (i.e.,

interior building construction) because the physical structure of the building would break line-of-sight noise transmission from the construction area to the nearby sensitive receivers. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receivers, and presence or absence of intervening structures, terrain, or other noise attenuation barriers.

Sensitive receivers that may be exposed to construction noise include existing single-family residences located across West Greenleaf Boulevard approximately 250 feet north of the TOD Core Area and new residences in the TOD Core Area. Residences in various parts of the TOD Core Area would be constructed in phases, such that residences built at an earlier stage could be exposed to noise generated by construction of subsequent residences.

Construction noise impacts are most severe if construction activities occur during times of day when people are most sensitive to noise (early morning, evening, or nighttime hours), in areas immediately adjoining noise-sensitive land uses, or when construction duration lasts over extended periods of time. Table 4.10-5 shows the maximum expected noise levels at distances of 50, 100, 250, and 500 feet from construction equipment, based on the combined use of equipment anticipated to be used concurrently during demolition, site preparation, grading, building construction, paving, and architectural coating.

Table 4.10-5 Estimated Noise Levels by Construction Phase

Construction Phase	Equipment	Estimated Construction Noise Level (dBA L _{eq})			
		50 feet	100 feet	250 feet	500 feet
Demolition	Concrete Saw, Excavator, Dozer	85	79	71	65
Site Preparation	Dozer, Tractor, Loader, Backhoe	83	77	69	63
Grading	Excavator, Grader, Dozer, Scraper, Tractor, Loader, Backhoe	87	81	75	67
Building Construction	Crane, Forklift, Generator, Tractor, Loader, Backhoe, Welder	86	80	72	66
Paving	Paver, Paving Equipment, Roller	84	78	70	64
Architectural Coating	Air Compressor	74	68	60	54

See Appendix D for equipment noise data sheets and assumptions.

Source: FTA 2018

As shown in Table 4.10-5, construction activity would generate noise levels up to an estimated 87 dBA L_{eq} at 50 feet from a noise-sensitive receiver. These estimates are conservative because they assume no attenuation of noise by intervening structures and assume construction activity adjacent to sensitive receptors. Compliance with Section 7.12-22 of the CMC would restrict construction activities to the hours between 7:00 A.M. and 8:00 P.M. on weekdays and Saturday. Therefore, construction noise would not disturb residences during sensitive nighttime hours of sleep and noise impacts would be less than significant.

Nonetheless, temporary construction noise would exceed existing ambient noise levels in and near the TOD Core Area, which were measured between 67 and 73 dBA L_{eq} (see Table 4.10-2). Based on a

comparison of measured noise levels and modeled construction noise levels shown in Table 4.10-5, ambient noise levels could be exceeded at single-family residences located 250 feet north of the TOD Core Area, but not 500 feet. Therefore, the following noise reduction techniques are suggested as part of future development to further reduce construction noise levels in the TOD Core Area at noise-sensitive receivers:

- **Mufflers.** Construction equipment shall be properly maintained and all internal combustion engine driven machinery with intake and exhaust mufflers and engine shrouds, as applicable, shall be in good condition and appropriate for the equipment. During construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers, consistent with manufacturers' standards.
- **Electrical Power.** Electrical power, rather than diesel equipment, shall be used to run compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.
- **Equipment Staging.** All stationary equipment shall be staged as far away from the adjacent sensitive receptors as feasible.
- **Equipment Idling.** Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.
- **Workers' Radios.** All noise from workers' radios shall be controlled to a point that they are not audible at sensitive receptors near construction activity.
- **Smart Back-up Alarms.** Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction.
- **Disturbance Coordinator.** The applicant shall designate a disturbance coordinator who shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall require that reasonable measures warranted to correct the problem be implemented. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.
- **Temporary Sound Barriers.** For construction activities located directly adjacent to sensitive receivers (e.g., residences, mobile homes, open space areas, schools), temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and adjacent receivers during the demolition, site preparation, grading phases, and building phases of construction. Temporary sound barriers shall consist of either sound blankets or other sound barriers/techniques such as acoustic padding or acoustic walls placed near adjacent residential buildings that have been field-tested to reduce noise by least 15 dBA. Barriers shall be placed such that the line-of-sight between noise-generating construction equipment and adjacent sensitive land uses is blocked and shall be placed as close to the source equipment, as feasible.

Mitigation Measures

Mitigation is not required.

Threshold:	Would the project generate a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
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Impact N-2 OPERATION OF PLAN AREA DEVELOPMENT WOULD GENERATE ON-SITE NOISE THAT MAY PERIODICALLY BE AUDIBLE TO EXISTING NOISE-SENSITIVE RECEIVERS NEAR THE PLAN AREA AND PROPOSED NOISE-SENSITIVE RECEIVERS IN THE PLAN AREA. HOWEVER, WITH ADHERENCE TO THE CITY'S NOISE ORDINANCE, IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Operation of the Specific Plan would generate on-site noise from HVAC equipment, delivery trucks, trash hauling trucks, and typical noise associated with the proposed residential and open space uses (i.e., conversations, music, light recreation) and cultural uses (e.g., concerts, farmers markets, and other gathering events) in the TOD Core Area. No additional development is forecast in the Plan Area except in the TOD Core Area.

Noise from HVAC equipment serving new development in the Plan Area would typically generate noise in the range of 60 to 70 dBA L_{eq} at a reference distance of 15 feet from the source (Illingworth & Rodkin, Inc. 2009). Noise-sensitive receivers would typically be located at least 50 feet from the nearest HVAC equipment, and noise from HVAC equipment would attenuate at a rate of approximately 6 dBA per doubling of distance from the source (i.e., 50 to 60 dBA L_{eq} at 50 feet). As shown in Table 4.10-2, ambient noise levels in and near the TOD Core Area were measured between 67 and 73 dBA L_{eq} . Based on estimated noise levels between 50 to 60 dBA L_{eq} at 50 feet for HVAC equipment, noise levels from such equipment in the TOD Core Area would not exceed ambient noise levels by more than 5 dBA, as regulated per Section 7-12.11 of the CMC. Furthermore, HVAC units are traditionally rooftop-mounted and shielded from surrounding land uses, and roofs that block line-of-sight to sensitive receivers would typically provide at least a 5-dBA noise reduction. Therefore, operational noise impacts associated with HVAC equipment would be less than significant.

Other operational noise sources associated with on-site vehicle circulation, including delivery trucks and trash-hauling trucks. The average noise level for a single idling truck is generally 70 dBA at a distance of 25 feet (Salter 2017). However, noise associated with commercial and trash-hauling trucks would be an intermittent and are also already a common occurrence in the Plan Area and surrounding environment due to existing residential, industrial and commercial uses that make up the developed urban area. Furthermore, Section 7-12.25 of the CMC prohibits the delivery to any commercial zone in the City between the hours of 11:00 P.M. and 6:00 A.M. that would produce or generate noise which can be heard at more than 50 feet from the source. Operational noise impacts associated with delivery and trash-hauling trucks would be less than significant.

Noise associated with future residential and open space development under the Specific Plan, particularly within the TOD Core Area, would generally consist of conversations, music, and light recreation. The TOD Core Area would also include a "cultural" land use that would consist of a park, museum, community center, and church. Therefore, operation of the "cultural" land use could include noise from various gathering events (e.g., concerts, farmers markets). However, as shown in Figure 4.10-1, the TOD Core Area would be located near the center of the Plan Area and would be surrounded by industrial uses. The nearest noise-sensitive uses include single-family residences located approximately 250 feet north of the TOD Core Area across West Greenleaf Boulevard. As shown in Table 4.10-2, ambient noise levels in and near the TOD Core Area were measured between 67 and 73 dBA L_{eq} , which predominately reflect noise from traffic on the surrounding roadway network. Therefore, compared to ambient noise levels, noise associated with future residential,

open space, and cultural land uses in the TOD Core Area would not result in substantial noise at off-site receivers. Furthermore, Section 7-12.6 of the CMC prohibits the use or operation of any radio receiving set, musical instruction, phonograph, television set or similar devices between the hours of 10:00 P.M. and 7:00 A.M. in a manner that exceeds the ambient noise level at the property line of any property (or, if a condominium or apartment, within any adjoining apartment) by more than 5 dBA. In addition, Section 7-12.28 of the CMC prohibits noise emanating from or attributable to a party or gathering that is audible from a distance of at least 50 feet or more from the property line of a property where the party or gathering is taking place. These CMC regulations would apply to all noise from music or large gatherings, including concerts, that could occur in the TOD Core Area. Operational noise impacts associated with residential, open space, and “cultural” uses in the TOD Core Area would be less than significant.

Mitigation Measures

Mitigation is not required.

Impact N-3 OPERATION OF NEW DEVELOPMENT IN THE PLAN AREA WOULD GENERATE AN INCREASE IN TRAFFIC VOLUMES ON AREA ROADWAYS SURROUNDING THE PLAN AREA UNDER EXISTING PLUS PROJECT AND FUTURE PLUS PROJECT CONDITIONS. HOWEVER, PROJECT-GENERATED TRAFFIC VOLUMES WOULD NOT DOUBLE EXISTING VOLUMES ON AREA ROADWAYS AND, THEREFORE, WOULD NOT INCREASE EXISTING TRAFFIC NOISE BY 3 DBA OR MORE. THEREFORE, THE INCREASE IN NOISE WOULD BE IMPERCEPTIBLE AND LESS THAN SIGNIFICANT.

The Specific Plan would increase the number of vehicle trips to and from the Plan Area which would increase traffic noise on roadways in the vicinity. To determine whether the Specific Plan would create traffic noise resulting in a significant noise increase, existing and potential future noise levels were modeled using the FHWA Traffic Noise Prediction Model based on peak hour traffic volumes from the TIS prepared by KOA for the project (Appendix F). Roadway noise impacts were assessed on select area roadways surrounding the TOD Core Area that were included for analysis in the TIS, including West Greenleaf Boulevard, South Alameda Street, Artesia Boulevard, and South Acacia Avenue. The noise increases between the Existing, Existing Plus Project, and Future Plus Project scenarios are shown in Table 4.10-6 on the following page.

Table 4.10-6 Pre-Project and Post-Project Traffic Noise at Adjacent Roadways

Modeled Roadway Segment	Modeled Noise Level (CNEL)			Noise Level Change (CNEL)		Significant Impact?
	Existing [1]	Existing Plus Project [2]	Future Plus Project [3]	[2] – [1]	[3] – [1]	
W. Greenleaf Blvd. west of Gateway Dr.	70	70	71	0	1	No
W. Greenleaf Blvd. between Gateway Dr. and Alameda St.	67	68	68	1	1	No
S. Alameda St. between W. Greenleaf Blvd. and Towne Center Dr. (N)	71	71	72	0	1	No
S. Alameda St. between Towne Center Dr. (N) and Towne Center Dr. (S)	71	72	72	1	1	No
S. Alameda St. between Towne Center Dr. (S) and Artesia Blvd.	71	72	72	1	1	No
S. Acacia Ave. between Walnut St. and Artesia Blvd.	67	68	68	1	1	No
Artesia Blvd. between S. Acacia Ave. and Hotel Driveway	75	75	75	0	0	No
Artesia Blvd. between Hotel Driveway and S. Alameda St.	75	75	75	0	0	No

Source: FHWA Traffic Noise Prediction Model, see Appendix D for noise model results.

As shown in Table 4.10-6, the Specific Plan would increase existing traffic-related noise by up to 1 dBA at most at roadways in the Plan Area vicinity, which is below a perceptible increase of 3 dBA or more. Therefore, project-generated traffic would not contribute to a significant traffic noise increase and impacts would be less than significant.

Mitigation Measures

Mitigation is not required.

Impact N-4 DEVELOPMENT ACCOMMODATED BY THE SPECIFIC PLAN MAY EXPOSE PLAN AREA USES TO NOISE LEVELS IN EXCESS OF LAND USE COMPATIBILITY STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN.

Operation of the proposed project would also expose future residential development to ambient noise levels. However, agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents. In *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal. 4th 369, the California Supreme Court explained that an agency is only required to analyze the potential impact of such hazards on future residents if the project would exacerbate those existing environmental hazards or conditions. CEQA analysis is therefore concerned with a project's impact on the

environment, rather than with the environment's impact on a project and its users or residents. Thus, bringing a new population into an area where noise currently exists is not a significant environmental impact under CEQA unless doing so would exacerbate noise conditions. Nonetheless, the following analysis of potential exposure to excessive noise is provided for informational purposes.

According to the City's noise compatibility matrix shown in Table 4.10-3, ambient noise up to 60 CNEL is clearly compatible for multi-family residences, ambient noise up to 65 CNEL is clearly compatible for office uses and parks, and ambient noise up to 70 CNEL is clearly compatible for commercial retail uses. Based on noise contours calculated using the FHWA Traffic Noise Prediction Model (Appendix D) for the Future Plus Project scenario, proposed uses facing West Greenleaf Boulevard would be exposed to daily noise levels between 60 and 65 CNEL. While these noise levels would be clearly compatible with office uses, parks, and commercial retail uses, noise would be within the normally compatible noise level range for multi-family residences. Furthermore, proposed uses facing South Alameda Street and Artesia Boulevard would be exposed to daily noise levels between 70 and 75 CNEL. These noise levels would be normally compatible with office uses, parks, and commercial retail uses; however, noise would be within the normally incompatible noise level range for multi-family residences. Lastly, proposed uses facing South Acacia Avenue would be exposed to daily noise levels between 65 and 70 CNEL. These noise levels would be clearly compatible with clearly compatible for commercial retail uses. However, noise levels would be within the normally compatible noise level range for multi-family residences, office uses, and parks.

According to the City's noise compatibility matrix shown in Table 4.10-3, new construction of a land use with exposure to normally compatible or normally incompatible noise levels should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design (Compton 1991). Furthermore, modern building construction techniques that comply with the 2016 California Green Building Code requirements typically provide an exterior-to-interior noise attenuation of at least 25 dBA. Based on modeled future noise levels of up to 75 CNEL and a noise attenuation of 25 dBA, the interior noise level at habitable rooms facing more frequently travelled area roadways would be 50 CNEL. Although this is not a significant impact under CEQA, implementation of the following mitigation measures to implement sound insulation features would reduce exterior noise levels to acceptable interior levels.

Mitigation Measures

Operation of the Specific Plan would expose on-site uses to noise levels in excess of land use compatibility standards outlined in the City's General Plan. Mitigation Measure N-4 would require implementation of noise insulation features to reduce exterior noise such that interior noise does not exceed 45 CNEL in any habitable room. Measure N-4b would require that project applicant's conduct a post-construction sound study to verify acceptable interior noise levels prior to occupancy.

N-4a Sound Insulation

Each applicant, prior to the issuance of Building Permits, shall install exterior building materials with sufficient Sound Transmission Class (STC) ratings to reduce interior noise levels in habitable rooms of all residential units with direct exposure to West Greenleaf Boulevard, South Alameda Street, and Artesia Boulevard to below 45 CNEL. All exterior wall assemblies (including windows and wall components) that face West Greenleaf Boulevard, South Alameda Street, and Artesia Boulevard

shall meet an STC 40 rating to ensure the adequate attenuation of noise at a range of frequencies. The provision of forced-air mechanical ventilation would enable on-site residents and employees to retain adequate air quality with windows closed, and the installation of exterior wall assemblies with sufficient STC ratings would substantially reduce interior noise in habitable rooms. Exterior materials with an STC 40 rating would reduce exterior noise at a 500 Hz frequency by approximately 40 dBA in the interior environment. This STC rating is calculated for specific materials in a laboratory setting by measuring sound transmission loss in 1/3 octave increments between 125 Hz and 4,000 Hz. Although STC 40-rated materials would not perform equally at all frequencies of ambient noise, they would reduce overall exterior noise of up to 75 CNEL by about 40 dBA. The resulting interior noise level of about 35 CNEL would meet the interior standard of 45 CNEL.

N-4b Post-Construction Sound Study

Each applicant shall, prior to the issuance of certificates of occupancy, conduct a post-construction sound study to confirm the effectiveness of the agreed-upon noise reduction measures in obtaining a maximum interior noise level of 45 in all habitable rooms with direct exposure to West Greenleaf Boulevard, South Alameda Street, and Artesia Boulevard. If the Sound Study finds that an interior sound level of 45 CNEL or lower has not been achieved, additional attenuation features shall be developed and implemented to achieve a sound level of 45 CNEL before project occupancy. Proof of compliance shall be provided to the Community Development Department.

Significance After Mitigation

As discussed, operation of the Specific Plan would expose on-site uses to noise levels in excess of land use compatibility standards outlined in the City's General Plan. However, Mitigation Measure N-4a would have the effect of reducing exterior noise to an acceptable interior noise level while Mitigation Measure N-4b would require individual applicants to conduct a post-construction sound study to verify acceptable interior noise levels prior to occupancy.

Threshold:	Would the project generate excessive ground-borne vibration or ground-borne noise levels?
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Impact N-5 CONSTRUCTION VIBRATION GENERATED BY FORECAST DEVELOPMENT UNDER THE SPECIFIC PLAN WOULD NOT CREATE EXCESSIVE VIBRATION LEVELS THAT WOULD CAUSE PHYSICAL DAMAGE TO STRUCTURES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT. IN ADDITION, TRAIN OPERATIONS WOULD NOT EXPOSE FORECAST RESIDENCES IN THE TOD CORE AREA TO DISTINCTLY PERCEPTIBLE VIBRATION LEVELS.

Construction activities in the Plan Area would intermittently generate vibration on and adjacent to the Plan Area when it reaches building walls and floors of sensitive receivers. Vibration-generating equipment could include bulldozers and loaded trucks to move materials and debris, jackhammers to break apart concrete, caisson drills to install shoring, and vibratory rollers for paving. Table 4.10-7 identifies vibration velocity levels at 50 feet from the source, the nearest typical distance of vibration-generating equipment to sensitive receivers.

Table 4.10-7 Estimated Vibration Levels for Construction Equipment

Equipment	Approximate PPV at Nearest Sensitive Receptors (50 feet) ¹
Vibratory Roller	0.098
Large Bulldozer	0.042
Caisson Drilling	0.042
Loaded truck	0.035
Jackhammer	0.016
Small Bulldozer	0.001

¹ Vibration was estimated at a distance of 50 feet because this distance is representative of sensitive receptors adjacent to construction sites that may experience perceptible vibration levels from construction equipment.
Source: Caltrans 2013b

Based on Table 4.10-7, vibration-sensitive structures could experience vibration of up to 0.098 PPV VdB during construction activity with equipment such as a vibratory roller. Based on Caltrans and FTA criteria, construction vibration impacts would be significant if vibration levels exceed 0.5 in/sec PPV for residential structures or 1.0 in/sec PPV for commercial and industrial structures, which are the limits where minor architectural damage may occur to each type of building. Based on these thresholds, vibration levels would not cause physical damage to structures. Furthermore, Section 7.12-22 of the CMC would restrict construction activities to the hours between 7:00 A.M. and 8:00 P.M. on weekdays and Saturday. While vibration from construction vibration could be perceptible at sensitive receivers near construction sites during daytime hours, vibration would not disturb residences during sensitive nighttime hours of sleep. Impacts associated with construction vibration would be less than significant.

Mitigation Measures

Mitigation is not required.

Impact N-6 OPERATION OF THE SPECIFIC PLAN WOULD EXPOSE FORECAST RESIDENTIAL DEVELOPMENT TO VIBRATION FROM PASSING FREIGHT TRAINS ASSOCIATED WITH THE ALAMEDA RAIL CORRIDOR AND PASSENGER TRAINS ASSOCIATED WITH THE METRO BLUE LINE. HOWEVER, TRAIN OPERATIONS WOULD NOT EXPOSE FORECAST RESIDENCES IN THE TOD CORE AREA TO DISTINCTLY PERCEPTIBLE VIBRATION LEVELS.

Operation of the Specific Plan would expose forecast residential development to infrequent passing trains associated with the Alameda Rail Corridor located east of TOD Core Area and the Metro Blue Line, which traverses TOD Core Area. As noted previously, agencies are not required to analyze the impact of existing environmental conditions on a project's future users or residents. The following analysis of potential exposure to train vibration is therefore provided for informational purposes.

The Alameda Rail Corridor and the Metro Blue Line station would be located at least 125 feet and 75 feet, respectively, from the nearest forecast residential development. Using guidance from the FTA *Transit Noise and Vibration Impact Assessment Manual* (2018) for calculating train vibration, a passing freight train would generate a vibration level up to 62 VdB and a passing passenger train would generate a vibration level up to 73 VdB at the nearest proposed residences (refer to Appendix D for the vibration calculations). According to the FTA, a vibration velocity level of 75 VdB is the

approximate dividing line between barely perceptible and distinctly perceptible levels for many people (FTA 2018). Therefore, passing trains in and near the TOD Core Area would not expose residential development to distinctly perceptible vibration levels.

Mitigation Measures

Mitigation is not required.

Threshold: Would the project expose people residing or working in the project area to excessive noise levels for a project located within the vicinity of a private airstrip or airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport?

Impact N-7 THE PLAN AREA IS LOCATED APPROXIMATELY 0.5 MILE SOUTHEAST OF THE COMPTON/WOODLEY AIRPORT. DEVELOPMENT IN THE PLAN AREA WOULD BE SUBJECT TO TEMPORARY AND INTERMITTENT NOISE FROM AIRCRAFT OVERFLIGHTS; HOWEVER, THE PLAN AREA IS NOT LOCATED WITHIN THE AIRPORT'S NOISE CONTOURS AND WOULD NOT BE AFFECTED BY SUBSTANTIAL NOISE FROM AIRCRAFT OPERATIONS.

As noted previously, agencies are not required to analyze the impact of existing environmental conditions on a project's future users or residents. Nonetheless, the following analysis of potential exposure to excessive noise from aircraft is provided for informational purposes.

The Plan Area is not located in the vicinity of a private airstrip. Nor is the project located within an airport land use plan. Based on an approximate two-mile radius, the Plan Area is located approximately 0.5-mile southeast of the Compton/Woodley Airport. Compton/Woodley Airport does not include facilities for commercial aviation, rather this airport is used for general aviation (i.e., private transport and recreational flying). The Compton/Woodley Airport does not have an adopted airport land use plan; however, the airport is part of the Los Angeles County ALUP. According to the Los Angeles County ALUP, development in the Plan Area would not be located within the airports' noise contours (ALUC 1991). While forecast development would be subject to temporary and intermittent noise from aircraft overflights, the Specific Plan would not expose people residing or working in the Plan Area to excessive noise levels.

Mitigation Measures

Mitigation is not required.

c. Cumulative Impacts

As discussed in Section 3, *Environmental Setting*, the cumulative impacts analysis is based on a 8.2 percent growth rate. The following analysis discusses the potential cumulative impacts associated with development under the Specific Plan in conjunction with other growth surrounding the Plan Area.

Cumulative construction impacts would consist of combined noise and vibration impacts from the construction under the Specific Plan and other planned projects in Compton. As determined under impact N-1 and N-5, construction noise and vibration under the Specific Plan would be less than significant. Furthermore, the Specific Plan, as well as other planned and pending projects, would be required to comply with the daytime construction hours permitted by Section 7.12-22 of the CMC. Therefore, construction noise and vibration would not disturb residences during sensitive nighttime

hours of sleep. The Specific Plan would not substantially contribute to temporary cumulative construction noise and vibration impacts.

Cumulative operational noise impacts would consist of combined operational noise of the Specific Plan in conjunction with planned projects in the vicinity of the Plan Area, including potential increases in cumulative traffic noise on area roadways. As discussed under impact analysis N-2, operation of the Specific Plan, particularly the TOD Core Area, would not consist of land uses that would generate substantial noise. Therefore, the Specific Plan would not contribute considerably to cumulative operational noise increases in the Project vicinity above ambient noise levels.

Cumulative traffic noise was calculated based on Existing Plus Project and Future Plus Project plus traffic volumes. The results in Table 4.10-6 indicate that project-generated traffic from implementation of the Specific Plan would increase cumulative traffic-related noise by up to 1 dBA, which would be below a perceptible noise increase of 3 dBA or more. Therefore, the project would not have a substantial contribution to the cumulative traffic-related noise increases on area roadways. Therefore, project's contribution to cumulative traffic noise impacts would not be considerable.

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4.11 Population and Housing

This section describes the existing and projected population and housing conditions in the City of Compton and in the surrounding Los Angeles area. This section also describes anticipated growth in population, housing and employment, and displacement of people or housing, directly related to development under the proposed Specific Plan.

4.11.1 Setting

a. City of Compton

The City of Compton has an estimated population of 98,711, an estimated 24,600 housing units, and 23,261 occupied housing units as of January 1, 2019 (California Department of Finance [DOF], 2019). A housing unit is a house, apartment, trailer home, or group of rooms. Table 4.11-1 provides the most recent estimates of population and housing for the Compton and the County of Los Angeles as a whole.

Table 4.11-1 Housing and Population for the City of Compton and County of Los Angeles

	City of Compton (2019)	Los Angeles County (2019)
Population	98,711	10,253,716
Housing Units	24,600	3,568,898
Occupied Housing Units (Households)	23,261	3,350,389
Vacant Housing Units	739	218,509
Persons per Household	4.21	3.01

Source: California Department of Finance, Table 2: E-5 City/County Population and Housing Estimates; Table 1 E-5 County/State Population and Housing Estimates 1/1/2019.

The City's population makes up about 0.96 percent of the countywide population and the City's housing units make up approximately 0.69 percent of the County's total housing units. The average number of persons per household in Compton is 4.21, about 39.87 percent higher than the countywide average of 3.01 persons per household.

Table 4.11-2 shows population, households, and employment projections for 2012 and 2040 for the City of Compton and Los Angeles County as reported by the Southern California Association of Governments (SCAG). From 2012 to 2040, it is forecasted that the City will add approximately 3,600 residents, 900 households, and 2,800 jobs (SCAG 2016).

Table 4.11-2 SCAG Population, Housing, and Jobs Projections

	2012		2040		2012-2040 Growth	
	City of Compton	Los Angeles County	City of Compton	Los Angeles County	City of Compton	Los Angeles County
Population	97,300	9,922,600	100,900	11,514,800	3.7% (3,600)	16.0% (1,592,200)
Households	23,100	3,257,600	24,000	3,946,600	3.9% (900)	21.2% (689,000)
Employment	25,400	4,246,600	28,200	5,225,800	11.0% (2,800)	23.1% (979,200)

Source: SCAG 2016-2040 RTP/SCS Final Growth Forecast

Compton's population increase is forecast to constitute approximately 0.2 percent of the overall growth in population in the County from 2012-2040. The City's increase in households would account for 0.1 percent of the County's overall growth in households. The number of jobs added in the City would account for 0.3 percent of the overall growth in employment for the County.

Table 4.11-3 shows Compton's and the County's population in 1999, 2009, and 2019. The City added 6,831 residents from 1999 to 2019, an increase of about 7.4 percent. Since 2009, the City population has increased by about 2.7 percent. The City's growth rate over the period is slightly below that of Los Angeles County, which experienced a 9.9 percent increase in population during the same period (DOF 2007, 2012, 2019).

Table 4.11-3 Population Growth Trends

Jurisdiction	1999	2009	2019	Percent Change 1999-2019
Compton	91,880	96,096	98,711	7.4%
Los Angeles County	9,330,171	9,801,096	10,253,716	9.9%

Source: DOF 2007, 2012, 2019

b. Plan Area

The Plan Area is located in the southern portion of Compton and covers approximately 1.19 square miles. The Plan Area includes a regional-serving commercial area, known as the Gateway Towne Center, and industrial warehouse and manufacturing activities. These land uses are major employment and shopping areas for the subregion. Residential housing in the Plan Area lies along the northern boundary of the Plan Area and consists largely of low-to-medium density housing (35 – 90 DU/acre).

The existing employment opportunities in the Plan Area consist of retail/commercial and industrial jobs. Table 4.11-4 provides a summary of the existing land uses along with the SCAG's estimated number of employees by land use.

Table 4.11-4 Estimated Existing Employment in the TOD Core Area

Land Use	Existing Square Footage ¹	Square Feet per Employee ²	Total Employees
Retail/Commercial	502,000	511	982
Industrial	185,571	749	248
Church	11,675	Unknown ²	–
Total			1,230

¹Source: KOA 2019, see Appendix C

¹Source: SCAG 2001 (Table 4B); the factor used for commercial space is the average of the factors for “Other Retail/Services” and “Low-Rise Office.”

² SCAG land uses do not have a category that correlates with a faith-based facility. Considering that churches typically do not employ many full-time staff, the number of employees would be negligible.

c. Regulatory Setting

State

California Housing Element Law

California Government Code Section 65300 requires each city and county to adopt a general plan for future growth. This plan must include a housing element to identify housing needs for all segments of the population and provide opportunities for housing development to meet demands. At the State level, the Housing and Community Development Department (HCD) estimates that the relative share of California’s projected population growth would occur in each county based on Department of Finance population projections and historical growth trends. The data is compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. In areas where a regional council of government exists, HCD provides the RHNA to the regional council.

The City of Compton is a member of SCAG, which assigns a share of the regional housing need to each of its cities and counties. The process of assigning shares gives local municipalities the opportunity to comment on the proposed allocations. HCD oversees the process to ensure the regional council adequately distributes its share of the State’s overall projected housing need.

Each city and/or county must update its general plan housing element regularly. The housing element must incorporate policies and identify potential sites that can absorb the city’s share of the regional housing need. Cities and counties must submit a draft of their general plan’s housing elements to HCD for review before they adopt the element. HCD advises the municipality on whether its housing element complies with the provisions of California Housing Element Law.

The regional councils of governments are required to assign regional housing shares to their member cities and counties within the region on a similar, regular cycle of approximately five years. At the beginning of each cycle, the HCD provides population projections to the regional councils so that the council may allocate shares to their cities and counties accordingly. The shares of regional need are allocated before the end of the cycle so that cities and counties can update their housing elements by the deadline.

Regional and Local

2016-2040 Regional Transportation Plan/Sustainable Communities Strategy

SCAG represents Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties and is the federally recognized Metropolitan Planning Organization (MPO) for this region. On April 7, 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS). The Plan is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably.

Regional Housing Needs Assessment 2014-2021

The 5th cycle RHNA Allocation Plan, which covers the planning period from January 1, 2014 to October 1, 2021 was adopted by the Regional Council on October 4, 2012 and approved by HCD on November 26, 2012. Communities use the RHNA in land use planning, prioritizing local resource allocation, and in deciding how to address existing and future housing needs. According to SCAG's 5th Cycle RHNA Final Allocation Plan, Los Angeles County must increase its total number of households by 179,881, adding 45,672 Very-Low-Income Households; 27,469 Low-Income Households; 30,043 Moderate-Income-Households; and 76,697 Above-Moderate-Income households, between the years 2014-2021. Based on the RHNA, the City of Compton must accommodate 1 Very Low-Income household and 1 Low Income household for a total of 2 households between 2014-2021 (SCAG 2012). Income limits are defined by California Housing Element law. Very Low-Income Households consist of households earning less than 50% of the median household income. Low Income Households consist of households earning 50-80% of the median house hold income.

City of Compton General Plan

The City's General Plan, adopted by the Compton City Council in 1991, provides clear and detailed descriptions of the City's official goals and policies across a comprehensive range of topics. The document is designed to serve as a guide for decision making by the Compton City Council, Planning Commission, other City commissions and committees, and City staff. The General Plan's Executive Summary establishes priorities for the overall plan, including the following which are relevant to this section:

- The need to provide housing opportunities for all income groups, especially higher income households which can use their buying power to boost the City's economy
- The need to establish a more solid economic foundation in Compton (Compton 1991).

LAND USE ELEMENT

The City of Compton's Housing Element contains goals and policies to balance and appropriately distribute and locate all types of land uses within the City. The Land Use Element's Goals and Policies that are relevant to population and housing impacts in the Plan Area include:

Goal 1.0: Revitalize Compton, and create a safe, attractive, desirable community which attracts new business and residents of all income ranges.

Policy 1.8: Use specific plans and similar planning approaches as means to focus revitalization efforts on target neighborhoods.

Goal 2.0: Maintain a balanced and diversified distribution of land use in Compton.

Policy 2.1: Provide increased market rate housing opportunities (Compton 1991).

HOUSING ELEMENT

The City of Compton's Housing Element contains goals and policies that address the City's current and future housing needs. The Housing Element's Goals and Policies that are relevant to population and housing impacts within the Specific Plan include:

Goal 2.0: Provide a variety of types and an adequate supply of housing to meet the existing and future needs of City residents.

Policy 2.1: Focus housing program efforts toward increasing the availability of market rate housing for both homeowners and renters.

Policy 2.2: Implement land use policies which allow for a range of residential densities, including low density single-family uses, moderate density townhomes, and higher density apartments and condominiums.

Policy 2.4: Promote the development of low- and moderate-income housing by providing density bonuses and other incentives described in Section 65915 of the California Government Code.

Policy 2.5: Assist residential developers in identifying land suitable for new housing development.

Policy 2.10: Locate higher density residential development in close proximity to public transportation, services, and recreation (Compton 1991).

4.11.2 Impact Analysis

a. Methodology and Significance Thresholds

In accordance with Appendix G of the State CEQA Guidelines, the proposed Specific Plan could result in a significant impact on the population and housing environment if it would do either of the following:

1. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure), or
2. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

To calculate the potential population growth that would occur under the Specific Plan, this analysis considers the maximum number of new units that would be constructed and the number of people that could potentially reside in these units based on the average vacancy rate and household size in the City. Vacancy rates and household sizes can vary based on economic conditions and other factors. The number of vacant units and household sizes used in this analysis are provided in Table 4.11-1.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Impact PH-1 IMPLEMENTATION OF THE SPECIFIC PLAN WOULD INDUCE POPULATION GROWTH IN THE PLAN AREA THAT WOULD EXCEED SCAG'S POPULATION AND HOUSING PROJECTIONS. HOWEVER, THIS GROWTH WOULD BE CONSISTENT WITH LOCAL AND REGIONAL DEVELOPMENT GOALS AND POLICIES AND WOULD INCLUDE A BALANCE OF NEW JOBS AND HOUSING. THEREFORE, IMPACTS RELATED TO HOUSING, POPULATION, AND EMPLOYMENT GROWTH WOULD BE LESS THAN SIGNIFICANT.

Implementation of the Specific Plan would add up to 4,803 housing units, along with increases in commercial and office development. The proposed addition of 4,803 residential dwellings would increase the number of residents in Compton.

Population and Housing

The Specific Plan would introduce mixed-use residential and commercial development that would be concentrated in the TOD Core Area. The residential units are expected to exhibit the characteristics of average Compton households, which are 97 percent occupied with about 4.21 persons per household (see Table 4.11-1). Based on these characteristics, the Specific Plan would add approximately 19,614 residents to the City of Compton and County of Los Angeles, an increase of 19.9 percent and 0.19 percent, respectively, of the total populations. Table 4.11-5 shows details on how the Project would increase housing and population in the City and County.

Table 4.11-5 Population and Housing Increase Associated with Specific Plan

	City of Compton	Los Angeles County
Population		
Existing ¹	98,711	10,253,716
Proposed	19,614	19,614
New Total	118,325	10,273,330
Percent Increase	19.9%	0.19%
Housing		
Existing ¹	24,600	3,568,898
Proposed	4,803	4,803
New Total	29,403	3,573,701
Percent Increase	19.5%	0.13%

¹See Table 4.11-1

Source: California Department of Finance

The Specific Plan would be consistent with the applicable goals and policies of the Housing Element, which aim to provide a variety of types and an adequate supply of housing to meet the existing and future needs of City residents. In addition, the Specific Plan would accommodate the RHNA by permitting multi-family projects in mixed-use commercial- and residential-buildings. The Specific Plan would promote the future development of affordable housing units as developments in the area would be eligible for density bonus, transit-oriented, and other development incentives that

reward the creation of affordable units. The Specific Plan would promote the creation of residential units of all levels of affordability to accommodate the various needs of residents.

Employment

Table 4.11-6 shows the estimated employment upon implementation of the Specific Plan. Development under the Specific Plan is expected to include a mix of retail and office uses that would support up to 1,784 jobs, while as shown in Table 4.11-4, the estimate for existing jobs is 1,230. This would result in a net increase of 554 new jobs and 4,803 new households. The Specific Plan would facilitate up to 217,073 sf of commercial space, up to 219,187 sf of office space, and up to 129,000 sf in culture uses, which would be comprised of schools, arts, religious buildings, and other civic functions, while preserving existing job-supporting industrial uses to meet the employment and business needs of the City and region. Additionally, the proximity of housing to commercial and industrial centers would encourage complete neighborhoods where jobs and services are close to where people live.

Table 4.11-6 Estimated Onsite Employment Associated with the Proposed Project

Land Use	Build Out Square Footage	Square Feet per Employee ¹	Total New Employees
Retail	217,073	511	425
Office	219,187	299	733
Culture ²	129,000	206	626
Total			1,784
Existing Employment Opportunities			1,230
Net Total of New Employment Opportunities			554

¹Source: SCAG 2001 (Table 4B); the factor used for commercial space is the average of the factors for "Other Retail/Services" and "Low-Rise Office."

² SCAG land uses do not have a category comparable to the land uses under "Culture" category in the proposed Specific Plan. Therefore, the SCAG factor used for this category is Government Offices, which is the closest correlating SCAG land use category.

SCAG Growth Forecast

Table 4.11-7 compares Specific Plan-generated population, employment, and housing growth to SCAG projections. As indicated, the 19,495 new residents associated with Specific Plan would exceed projected growth in the City by about 545 percent and would account for approximately 1.23 percent of the projected growth in Los Angeles County. The 4,803 housing units would exceed the projected housing growth in the City by 533 percent and account for 0.7 percent of the projected growth in Los Angeles County. The new jobs associated with the Specific Plan buildout would account for approximately 19.8 percent of the projected job growth in the City and would 0.06 percent of job growth in Los Angeles County.

Table 4.11-7 Comparison of Project Population, Housing, and Employment Growth Projections

	Specific Plan Build Out Growth	SCAG 2040 Growth Projections ¹		Percentage of SCAG Growth	
		City of Compton	LA County	City of Compton	LA County
Population	19,614	3,600	1,592,200	545%	1.23%
Housing	4,803	900	689,000	533%	0.70%
Jobs	554 ²	2,800	979,200	19.8%	0.06%

¹See Table 4.11-2.

²See Table 4.11-6.

The SCAG growth forecast is based on a combination of recent and past trends and reasonable key technical assumptions. However, these projections are not necessarily intended to encourage or discourage growth, but rather to help communities anticipate changes and plan accordingly. Although population and housing growth would exceed SCAG projections for Compton, this growth would be in line with SCAG's regional growth projections and the City's housing and land use elements goals and policies, which aim to achieve and maintain a high degree of quality and safety in the City's older housing stock, and to provide a variety of types and an adequate supply of housing to meet the existing and future needs of City residents. The Specific Plan would encourage medium- and high-density development adjacent to the Metro Blue Line Artesia Station, thereby locating residents and job opportunities near light-rail transportation. In addition, the Specific Plan would provide the framework for developing new recreational resources, including the creation of a new Transit Center, new open spaces and parks, and new pedestrian and bicycle trails and amenities.

As noted above, population growth associated with the Specific Plan would account for 1.22 percent of total countywide growth. It is anticipated that many Plan Area residents would be existing residents of the Los Angeles region.

The 2016 SCAG RTP/SCS (outlined in *Regulatory Setting*, above) provides the framework for growth in the region. In accordance with this regional plan, the Specific Plan would promote transit-oriented development in the Plan Area by including housing and employment opportunities within a half-mile radius of the Artesia Metro Blue Line station. The proposed Specific Plan would concentrate development in these opportunity sites, along the Blue Line, and between the surrounding industrial and commercial areas. The Specific Plan would also promote new and improved bicycle infrastructure, new pedestrian connections throughout the Plan Area, and complete streets to serve the development of new, multi-family housing units. This type of development is encouraged in the goals and land use policies of the 2016 RTP/SCS and incorporates all five of the land use strategies discussed in the RTP/SCS. As such, development anticipated in the Plan Area is in line with the goals and policies of SCAG's 2016 RTP/SCS.

In summary, population, housing and employment generation associated with the proposed Specific Plan exceeds the growth forecasts within the SCAG RTP/SCS for the City of Compton. However, this growth would be in line with SCAG's regional growth projections. In addition, implementation of the Specific Plan would help the SCAG region and City achieve its goals relating to growth, housing, and employment as the project would encourage sustainable development and transit-oriented design. Lastly, the population, housing and employment growth under the Specific Plan would be in line with the goals and policies of the City's Housing Element, as described above. For these reasons impacts to population, housing and employment growth would be less than significant.

Mitigation Measures

Mitigation is not required.

Threshold 2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Impact PH-2 **IMPLEMENTATION OF THE SPECIFIC PLAN WOULD INCREASE THE PLAN AREA'S HOUSING STOCK AND WOULD NOT RESULT IN THE DISPLACEMENT OF HOUSING OR PEOPLE. THEREFORE, NO IMPACT WOULD OCCUR.**

A primary objective of the Specific Plan is to facilitate the addition of a variety of housing types that would be compatible with existing residential conditions in the City. The Specific Plan proposes no demolition or changes to the existing residential housing stock in the Plan Area. Instead, the Specific Plan would permit up to 4,803 units of high-density, infill, mixed-use development in existing non-residential areas. The exact location and size of future residential development is unknown at this time, but future growth would be concentrated within the half-mile radius around the Artesia Metro Blue Line Station. No people or housing would be displaced. Therefore, no impacts related to the displacement of housing and population would occur.

Mitigation Measures

Mitigation is not required.

c. Cumulative Impacts

The cumulative impacts analysis for this EIR is based on the growth projections in the 2016 SCAG RTP/SCS, which projects 900 new households and a population increase of 3,600 between the years 2012-2040 in the City of Compton (see Table 4.11-2). As discussed above under Impact PH-1, population, housing and employment generation associated with the proposed Specific Plan exceeds the growth forecasts within the SCAG RTP/SCS. Although population and housing growth would exceed SCAG projections for the City of Compton, this growth would be in line with SCAG's regional growth projections. The Specific Plan would add approximately 19,614 residents to the City of Compton and County of Los Angeles, an increase of 19.9 percent and 0.19 percent, respectively, of the total populations. Table 4.11-4 shows details on how the Project would increase housing and population in the City and County.

As discussed in Section 3, *Environmental Setting*, cumulative development in the vicinity of the Plan Area is represented by a 8.2 percent growth rate from existing conditions. Future development in the Plan Area would not displace people and housing because no residential areas currently exist in the TOD Core Area, which is the only portion of the Specific Plan that would exhibit any changes to existing conditions. Therefore, the Specific Plan's contribution to cumulative impacts related to the displacement of people and housing would be less than significant.

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4.12 Public Services and Recreation

4.12.1 Setting

a. Fire Protection

Fire protection and other related services are provided by the Compton Fire Department. There are four fire stations in the City: Station Number 1 (Fire Headquarters) is located at 201 South Acacia Avenue, approximately 1.3 miles north of the center of the Plan Area. Station Number 2 is located at 1320 East Palmer Street, about 1.7 miles northeast of the center of the Plan Area. Station Number 3 is located at 1133 Rosecrans Avenue, about 2.3 miles northeast from the center of the Plan Area. Station Number 4 is located at 950 West Walnut Street, just under 1 mile from the center of the Plan Area. Figure 4.12-1 illustrates the location of these stations relative to the City and Plan Area.

The Compton Fire Department has 69 sworn employees and five civilian employees. Its resources include nine front-line emergency vehicles comprised of four fire engines, one truck, two paramedic squads, and two basic life support transport ambulances. The Compton Fire Department's services include fire/rescue emergency responses, emergency medical services, fire prevention, hazardous materials, and emergency preparedness/public education in fire safety and prevention.

The Compton Fire Department sets its response time goals based on the National Fire Protection Association and national averages, which is between five and seven minutes. Currently, the Compton Fire Department's response times are slightly above national averages due to a recent decrease in staffing and increase in new housing and warehouse developments in the City (McCombs 2019).

The City of Compton General Plan states the following goals and policies in its Public Safety Element related to fire protection services:

Goal 3.0: Protect life and property in Compton from urban fires.

Policy 3.2: Maintain building code requirements for new construction that ensure provision of adequate fire protection.

The City of Compton General Plan states the following goals and policies within its Public Facilities Element related to fire protection services:

Goal 1.0: Maintain improved levels of police, fire, and other emergency services in the City.

Policy 1.3: Assess the impacts of incremental increases in development densities and traffic congestion on fire hazards and emergency response time, and ensure, through the design review process, that new development will result in reduced emergency services below acceptable levels.

Policy 1.7: Require all new commercial and multiple-unit residential development to install fire protection systems and encourage the use of automatic sprinkler systems.

b. Police Protection

Police protection services for the City of Compton are provided by the Los Angeles County Sheriff's Department (LACSD) under contract with the City. The local LACSD office is the Compton Station and located at 301 South Willowbrook Avenue, approximately 1.25 miles north from the Artesia Blue

Line Station. The Compton Station serves the City of Compton, East Rancho Dominguez, Unincorporated Gardena, and Rosewood. Figure 4.12-1 shows the location of LACSD office in the Plan Area.

There are currently 80 deputies for the City of Compton. These 80 deputies staff generally 10-hour shifts, seven days a week (LACSD 2019).

The City of Compton General Plan states the following goals and policies within its Public Facilities Element related to police protection services:

Goal 1.0: Maintain improved levels of police, fire, and other emergency services in the City.

- Policy 1.6:** Promote the use of defensible space concepts (site and building lighting, visual observation of open spaces, secured areas, etc.) in project design to enhance public safety.
- Policy 1.7:** Require all new commercial and multiple-unit residential development to install fire protection systems and encourage the use of automatic sprinkler systems.

c. Public Schools

The City of Compton and the Specific Plan Area are served by the Compton Unified School District (CUSD). The CUSD serves nearly 26,000 students at 36 sites in the City of Compton as well as portions of the cities of Carson and Los Angeles. The CUSD includes 21 elementary schools, seven middle schools, four high schools, and four adult/alternative schools. The schools closest to the Plan Area are shown in Figure 4.12-2 and as follows:

- Walton Middle School (Grades 6-8) at 900 West Greenleaf Avenue, west of the Plan Area
- Robert F. Kennedy (Grades K-8) at 1305 South Oleander Avenue, north of the Plan Area
- Emerson Elementary School (Grades PK-7) at 1011 East Caldwell Street, northeast of the Plan Area
- Compton High School (Grades 9-12) at 601 South Acacia Street, north of the Plan Area

d. Parks and Recreation

The City of Compton includes 16 parks that provide approximately 56.6 acres of parkland for the community (Los Angeles County Parks and Recreation Department 2016). In addition to the parkland, the Compton Creek bike path provides about five miles of biking and walking paths alongside the Compton Creek. The CUSD contributes playing fields and facilities to the City's population for the use of fields and recreational activities.

The City of Compton General Plan states the following goals and policies within its Conservation/Open Space/Parks and Recreation Element:

Goal 1.0: Reduce air pollution through land use, transportation, and energy use planning.

- Policy 1.4:** Encourage neighborhood parks close to concentrations of residents to encourage pedestrian travel to public recreation facilities.

Goal 4.0: Develop and maintain a balanced system of open space, public parks, and recreational facilities.

- Policy 4.1:** Provide active and passive park and recreational facilities, based on the distribution of population within the City, to serve the needs of residents of all ages, economic levels, and physical conditions.

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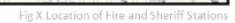


Figure 4.12-2 Location of Schools, Parks, and Libraries

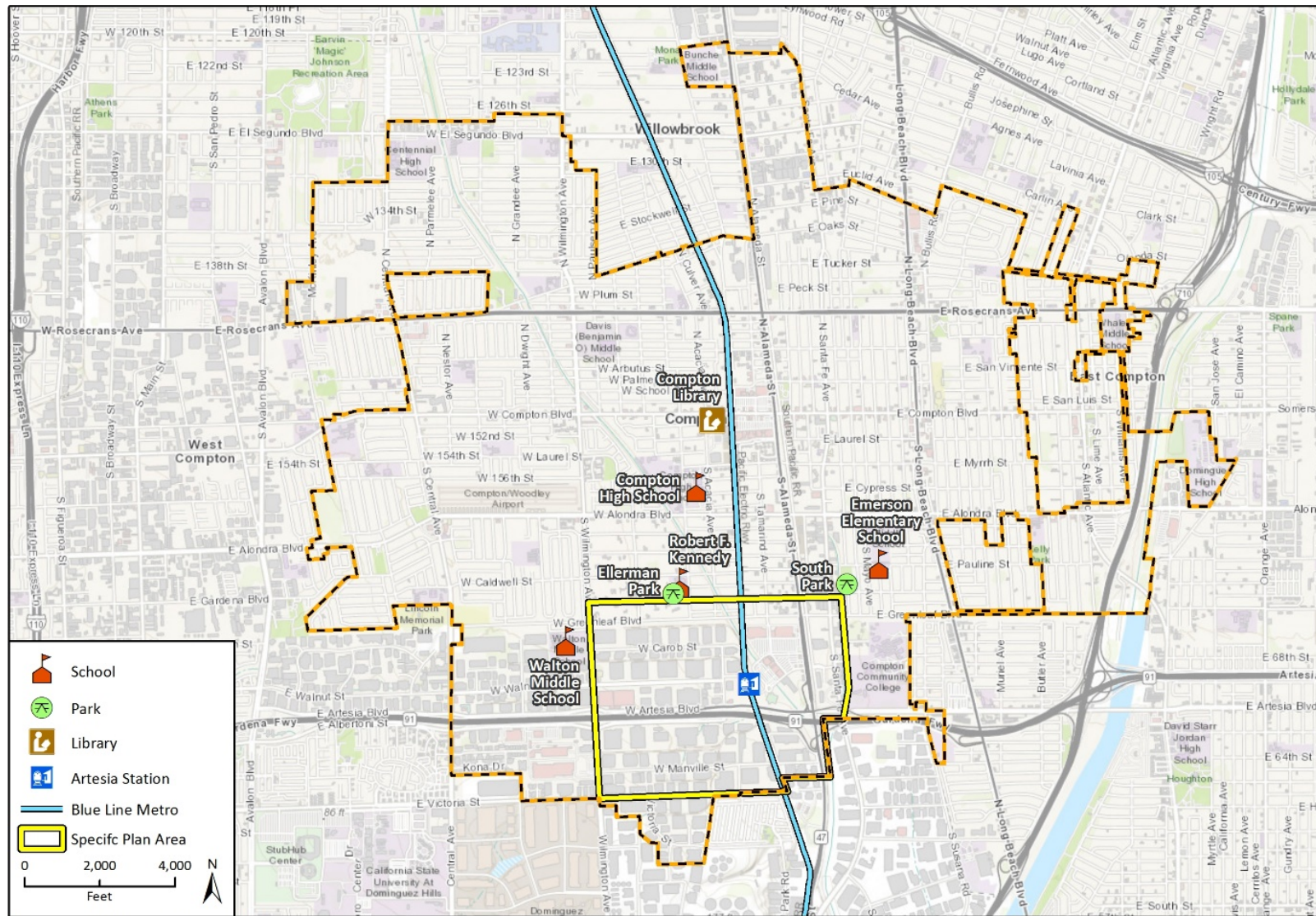


Fig X Location of Schools, Parks, and Libraries

- Policy 4.6:** Pursue opportunities for the creation of additional open space and parkland whenever possible.
- Policy 4.7:** Encourage the development of common and private open space and recreational facilities within multi-family developments to increase recreational opportunities.
- Policy 4.9:** Increase access to all City open space and recreational areas, including for the disabled and those who depend on public transit.

e. Libraries

The City of Compton, including the Plan Area, is served by the Los Angeles County Public Library System (LA County Library). LA County Library is funded under the jurisdiction of the County Board of Supervisors, which is a 20-member Library Commission that acts as an advisory board to the LA County Library. The LA County Library is financed primarily by a dedicated share of property tax from the service area, with other revenues including a general fund contribution, a parcel tax, grants, and fees (LA County Library 2019). The LA County Library includes 85 regional and community libraries, two institutional libraries and three bookmobiles, and serves a population of 3,373,360 (LA County Library 2019).

The Compton Library, located at 240 West Compton Boulevard, opened in 1913 and is approximately 1.4 miles north of the Plan Area. The Compton Library features amenities for children, teens, and adults in both English and Spanish. The Compton Library offers a photocopier, research assistance, live homework help, public computers, children's computers, early literacy computers, and LA County Law Library resources.

The following goal and policies are included in the City of Compton General Plan (Compton 1991):

Goal 3.0: Cooperate with the County of Los Angeles in maintaining adequate library facilities to serve City residents.

Policy 3.1: Identify library service needs for the City.

Policy 3.2: Encourage services oriented to the ethnic populations who live in Compton.

4.12.2 Impact Analysis

a. Methodology and Significance Thresholds

In accordance with Appendix G of the State CEQA Guidelines, the proposed Specific Plan would result in potentially significant impacts relating to public services if it would:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable services ratios, response times or other performance objectives for any of the public services:
 - Fire protection
 - Police protection
 - Schools
 - Parks
 - Other public facilities

Based on the environmental checklist contained in Appendix G Section 15 (Recreation) of the CEQA Guidelines, impacts related to public services and recreational facilities from implementation of the Specific Plan would be significant if it would:

2. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
3. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The following analysis focuses on determining whether the Specific Plan would result in adverse physical impacts to the environment due to the expansion of existing public facilities or construction of new facilities, including fire and police protection facilities, schools, parks/recreation facilities and public libraries. Whether additional facilities would be required is determined primarily by considering the adequacy of existing services, impacts of the Specific Plan on demand for services, and input from the associated departments. The provision of new or expansion of facilities that would result in substantial adverse environmental effects is evaluated by considering the physical context in which facilities would be built, constraints on the size and number of new and/or expanded facilities, and an analysis of potential environmental impacts that would result from their construction.

b. Project Impacts and Mitigation Measures

Threshold 1a: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Impact PS-1 DEVELOPMENT ACCOMMODATED BY THE PROPOSED SPECIFIC PLAN WOULD INCREASE THE CITY'S POPULATION AND, THEREFORE, INCREASE DEMAND FOR FIRE PROTECTION SERVICES THAT WOULD CREATE THE NEED FOR NEW OR EXPANDED FIRE PROTECTION FACILITIES. HOWEVER, DEVELOPMENT WOULD RESULT IN REVENUE, INCLUDING DIRECT ASSESSMENTS THAT ARE RECEIVED BY THE COMPTON FIRE DEPARTMENT, THAT WOULD BE USED TO ADDRESS COSTS ASSOCIATED WITH POTENTIAL DEMANDS FOR OPERATIONS. IN ADDITION, IMPLEMENTATION OF MITIGATION MEASURE PS-1, DEVELOPMENT OF A PROJECT UNDER THE PROPOSED SPECIFIC PLAN WOULD REQUIRE REVIEW OF PROJECTS BY THE COMPTON FIRE DEPARTMENT, AND COMPLIANCE WITH ALL APPLICABLE REGULATIONS. THEREFORE, IMPACTS TO FIRE PROTECTION SERVICES WOULD BE LESS THAN SIGNIFICANT.

Full implementation of the Specific Plan would include a mix of retail and office uses that would support up to 554 new jobs, and 4,808 multi-family units that would support up to 19,614 residents. This increase in population and non-residential square footage would progress incrementally until full buildout in 2040 and would increase the demand for fire protection services.

As discussed above, the Compton Fire Department sets its response time goals based on the National Fire Protection Association and national averages, which is between five and seven minutes. Currently the Compton Fire Department's response times are slightly above national averages due to a recent reduction in staffing and increase in new housing and warehouse developments in the City (McCombs 2019). The Specific Plan would increase demand for fire

protection services substantially, requiring an additional fire station, paramedic squad, and fire engine to be added to the City's resources. A new paramedic squad would require 15 new personnel (McCombs 2019).

The Specific Plan establishes development standards and design guidelines that require compliance with Fire Safety codes. All future projects within the Specific Plan would need to undergo review and approval by the City of Compton's Building and Safety and/or Community Development Departments, as applicable, in order to receive permits for construction and operation. The development review process would ensure that development under the Specific Plan would comply with the Fire Prevention and Protection Code, Chapter XXII of the Compton Municipal Code (CMC).

Additionally, all new development in the Specific Plan would need to be evaluated and approved by the City of Compton's Building and Safety Department and Fire Resources Bureau in order to receive permits for construction and/or operation. The installation of fire protection systems and automatic sprinkler systems will be required prior to project approval and certification.

Nonetheless, the increase in population and development associated with growth under the proposed Specific Plan would generate a need for a new fire protection facility, or the expansion of existing fire facilities, to maintain acceptable service response times; the construction of which may result in potentially significant adverse impacts. With occupancy of the proposed Specific Plan, it would generate annually recurring revenue to the Los Angeles County General Fund in the form of taxes and other miscellaneous charges (e.g., sales tax, property tax, etc.). A portion of such revenue, including direct assessments that are received by the Compton Fire Department, would be used to address costs associated with potential demands for operations and staffing. In addition, implementation of Mitigation Measure PS-1, development of a project under the proposed Specific Plan would require review of projects by the Compton Fire Department, and compliance with all applicable regulations. Impacts would be less than significant.

Mitigation Measures

PS-1 Fire Protection Services and Regulations

Prior to the approval of any project, the following measure shall be applied:

- Pay a fair share contribution for the improvement of fire service facilities and equipment that is required to off-set impacts of a project, as determined by the County of Los Angeles Fire Department and the City of Compton.
- Prior to construction, the applicant shall submit buildings plans to the Compton Fire Department for review. Based on such plan check, any additional fire safety recommendations shall be implemented to the satisfaction of the Los Angeles County Fire Department.
- Applicant's shall provide adequate ingress/egress access points for emergency response to the satisfaction of the Compton Fire Department
- The Applicant shall comply with all applicable fire code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants as required by the Compton Fire Department.
- Every building shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the width prescribed by the Compton Fire Department. The roadway shall extend to within 150 feet of all portions of exterior building walls when measured by an unobstructed route around the exterior of the building.

- Requirements for access, fire flows, and hydrants, shall be addressed during the City's subdivision tentative map stage.
- Fire sprinkler systems shall be installed in all residential and commercial occupancies to the satisfaction of the Compton Fire Department.
- Applicant's shall ensure that adequate water pressure is available to meet Code-required fire flow. Based on the size of the buildings, proximity of other structures, and construction type, a maximum fire flow up to 5,000,000 gallons per minute (gpm) at 20 pounds per square inch (psi) residual pressure for up to a four-hour duration may be required.
- PS-8: Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - No portion of a lot's frontage shall be more than 200 feet via vehicular access from a properly spaced fire hydrant;
 - No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant;
 - Additional hydrants shall be required if spacing exceeds specified distances;
 - When a cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block;
 - A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use; and
 - Turning radii in a commercial zone shall not be less than 32 feet. The measurement shall be determined at the centerline of the road. A turning area shall be provided for all driveways exceeding 150 feet in length at the end of all cul-de-sacs, to the satisfaction of the Compton Fire Department.
- All on-site driveways and roadways shall provide a minimum unobstructed (clear-to-sky) width of 28 feet. The on-site driveways shall be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to, and within 30 feet of, an exterior wall on one side of the proposed structure or otherwise in accordance with the City Fire Code.
- All on-site driveways shall provide a minimum unobstructed, (clear-to-sky) width of 28 feet. Driveway width shall be increased under the following conditions:
 - If parallel parking is allowed on one side of the access roadway/driveway, the roadway width shall be 34 feet; and
 - If parallel parking is allowed on both sides of the access roadway/driveway, the roadway width shall be 36 feet in a residential area or 42 feet in a commercial area.
- The entrance to any street or driveway with parking restrictions shall be posted with Compton Fire Department-approved signs stating "NO PARKING – FIRE LANE" in 3-inch-high letters, at intermittent distances of 150 feet. Any access way that is less than 34 feet in width shall be labeled "Fire Lane" on the final tract map and final building plans.
- The following standards apply to the project's residential component only:
 - A cul-de-sac shall be a minimum of 34 feet in width and shall not be more than 700 feet in length;
 - The length of the cul-de-sac may be increased to 1,000 feet if a minimum 36-foot-wide roadway is provided; and
 - A Compton Fire Department-approved turning radius shall be provided at the terminus of all residential cul-de-sacs

Significance After Mitigation

Upon implementation of Mitigation Measure PS-1, potential impacts associated with fire services would be less than significant.

Threshold 1b: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Impact PS-2 DEVELOPMENT ACCOMMODATED BY THE PROPOSED SPECIFIC PLAN WOULD INCREASE THE CITY'S POPULATION AND, THEREFORE, INCREASE DEMAND FOR THE LOS ANGELES COUNTY SHERIFF'S OFFICE PROTECTION SERVICES. HOWEVER, THE SPECIFIC PLAN WOULD NOT CREATE THE NEED FOR NEW OR EXPANDED LOS ANGELES COUNTY SHERIFF STATIONS. THEREFORE, IMPACTS TO POLICE PROTECTION SERVICES AND RELATED FACILITIES WOULD BE LESS THAN SIGNIFICANT.

Growth accommodated by the Specific Plan would add up to 4,803 new residential units that would generate 19,614 new residents (see Section 4.11, *Population and Housing*). When added to the existing City of Compton population of approximately 98,711, this would bring the City's total population to 118,325 residents, an approximately 19.9 percent increase (California Department of Finance [DOF], 2019).

The LACSD office is mostly funded through a contract with the City of Compton. Implementation of the Specific Plan would increase demand for police protection services on an incremental basis and may cause service deficiencies unless adequate funding for service and facility improvements is provided prior to occupancy of new development. However, the potential demand for additional personnel, equipment, and operational costs generated by the proposed Specific Plan would be funded and offset through the increased tax revenue generated from the development allowed under the Specific Plan. Furthermore, the City has established impact fees to be imposed on new development for which a development permit is issued in order to fund public facilities. The impact fee shall be calculated by the City and can be utilized to offset impacts to sheriff services. Individual development projects would be reviewed by the City and would be required to comply with code requirements in effect at the time building permits are issued.

Based on current staffing levels necessary to serve the existing 98,711 residents, the local LACSD office may need additional deputies to maintain adequate coverage for increased population resulting from buildout of the Specific Plan. The LACSD would need 15 new Deputy Sheriffs to staff seven 10-hour shifts, seven days-a-week to accommodate the increased growth from the proposed Specific Plan. However, the growth would be accommodated within existing LACSD facilities. Therefore, the Specific Plan would not result in the need to construct new or physically alter existing police protection facilities (Skaggs 2019). In order to ensure impacts related to implementation of the proposed project would be mitigated, the Mitigation Measure PS-2 is proposed.

Mitigation Measures

PS-2 Police Protection Services and Regulations

Prior to the approval of any project, the following measures shall be applied:

- Applicants shall provide private security services within the areas that are occupied by commercial development. On-site security services shall maintain an ongoing dialogue with the Los Angeles County Sheriff's Department so as to maximize the value of the security service that are provided.
- Applicants shall incorporate into the project design a Community Safety Center space for a Sheriff's substation for use by the project's private security force and the Los Angeles County Sheriff's Department. It shall include the following features at a minimum: a front desk/reception area, a community meeting room, work space for law enforcement and public safety personnel, a video monitoring console, and restrooms. The Center shall be staffed by either a Sheriff's Department Community Services Officer or by personnel approved by the Sheriff's Department.
- Applicants shall install video cameras throughout the commercial development with a digitally recorded feed to the Community Safety Center substation that is also accessible via the internet at the Compton Sheriff's Station.
- Applicants shall develop jointly with the Sheriff's Department a community policing plan, subject to final review and approval by the Sheriff's Department.
- Applicants shall confer with the Sheriff's Department and, if private security is not sufficient, shall fund Deputy Sheriffs on an overtime basis to augment security during peak periods, as jointly determined by the Applicant or its successor, and the Sheriff's Department.
- The management of the entertainment venues located within the Project site shall notify the Sheriff's Station in advance of planned activities (i.e., movie schedules, community events).
- The Sheriff's Department Crime Prevention Unit shall be contacted for advice on crime prevention programs that could be incorporated into the proposed modified Project, including Neighborhood Watch. Mitigation Measure
- Applicant(s) for each sub Area shall pay a fairshare contribution for Sheriff department services, facilities, and equipment that is required to offset the impacts of the proposed modified Project, as determined by the City of Compton after consultation with the Sheriff's Department.

Significance After Mitigation

Upon implementation of Mitigation Measure PS-2, potential impacts associated with police services would be less than significant

Threshold 1c: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered **schools**, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Impact PS-3 DEVELOPMENT ACCOMMODATED BY THE PROPOSED SPECIFIC PLAN WOULD INCREASE THE CITY'S POPULATION OF SCHOOL-AGED CHILDREN, AND, THEREFORE, INCREASE DEMAND FOR EDUCATIONAL SERVICES. HOWEVER, THE SPECIFIC PLAN WOULD NOT DIRECTLY AFFECT ANY SCHOOL OR CREATE THE NEED FOR NEW OR EXPANDED COMPTON UNIFIED SCHOOL DISTRICT SCHOOLS. THEREFORE, IMPACTS TO SCHOOLS AND RELATED FACILITIES WOULD BE LESS THAN SIGNIFICANT.

To offset a project's potential impact on schools, Government Code 65995 (b) establishes the base amount of allowable developer fees a school district can collect from development projects located within its boundaries. The fees obtained by CUSD are used to maintain the desired school capacity

and the maintenance and/or development of new school facilities. Future projects under the Specific Plan would be subject to these Developer fees of \$2.97 per square foot of residential and \$0.47 per square foot of commercial/industrial (Compton Unified School District).

Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees “is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization.” Therefore, impacts would be less than significant.

Mitigation Measures

Mitigation is not required.

Threshold 1d:	Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered parks, or the need for other new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?
Threshold 3:	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Impact PS-4 DEVELOPMENT ASSOCIATED WITH THE PROPOSED SPECIFIC PLAN WOULD INCLUDE THE CONSTRUCTION OF RECREATIONAL USES, INCLUDING THE COMPTON CREEK LINEAR PARK AND TRANSIT PLAZA. HOWEVER, CONSTRUCTION OF THESE USES WOULD OCCUR WITHIN THE PLAN AREA AND CONTRIBUTE TO THE CITY’S EXISTING SUPPLY OF PARKS AND RECREATION FACILITIES. THE CONSTRUCTION OF PROPOSED ON-SITE RECREATION USES WOULD NOT RESULT IN ADVERSE PHYSICAL EFFECTS ON THE ENVIRONMENT AND IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The City of Compton includes 16 parks that provide approximately 56.6 acres of parkland for the community (Los Angeles County Parks and Recreation Department 2016). In addition, the Compton Creek bike path provides about five miles of biking and walking paths that run alongside the Creek. The Specific Plan would permit up to 4,803 units of high-density, infill, mixed-use development in existing non-residential areas, 217,073 sf of commercial space, up to 219,187 sf of office space, and up to 129,000 sf in culture uses, which would be comprised of schools, arts, religious buildings, and other civic functions, while preserving existing job-supporting industrial uses to meet the employment and business needs of the City and region. The Specific Plan would add approximately 19,614 residents and up to 554 new jobs in the City of Compton. Therefore, development associated with the Specific Plan would increase the demand for parks and regional facilities in the City.

As discussed in Section 2, *Project Description*, the Specific Plan would also provide the framework for revitalizing Compton Creek by setting aside approximately 21 acres for the creation of new open space for recreation and education. The proposed on-site Plan Area recreation facilities would be located in the Plan Area and constructed in coordination with the rest of the Specific Plan Area development. Open spaces would function as central gathering areas, and pocket parks would incorporate large shade structures, palm trees, and/or small gardens. Implementation of additional on-site Plan Area parks would help offset the increase in off-site usage. In addition, the recreation uses associated with the proposed Specific Plan would contribute to the City’s existing supply of parks and recreation facilities in comparison to the existing conditions. The proposed project would

meet the currently adopted requirements of the CMC through the provision of park space, on-site improvements, and/or, the payment of in-lieu fees. Therefore, the proposed modified project would be consistent with CMC requirements and, thus, would have a less than significant impact with regard to the provision of park space. Therefore, potential impacts would be less than significant.

Threshold 2: Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Impact PS-5 DEVELOPMENT ASSOCIATED WITH THE PROPOSED SPECIFIC PLAN WOULD INCREASE THE CITY'S POPULATION AND RESULT IN AN INCREASED DEMAND FOR PARKS AND RECREATION FACILITIES. THE SPECIFIC PLAN WOULD CREATE NEW PARKS AND OPEN SPACE, SOMEWHAT REDUCING THE NEED FOR NEW OR EXPANDED PARKLAND. NONETHELESS, THE INCREASED POPULATION ASSOCIATED WITH THE SPECIFIC PLAN WOULD RESULT IN THE PHYSICAL DETERIORATION OF EXISTING PARKS AND RECREATIONAL FACILITIES. GIVEN THE EXISTING DEFICIENCY OF PARKS AND OPEN SPACE IN THE CITY, POTENTIAL IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

As discussed in Section 4.11, *Population and Housing*, implementation of the Specific Plan would generate an estimated population growth of approximately 19,614 residents and increase the City's existing population to 118,325 persons. The increase in population would increase the use of off-site parks and other recreational facilities. The off-site park nearest to the Plan Area is Ellerman Park located approximately 2,800 feet north northwest from the Artesia Station. Ellerman Park is approximately 1.8 acres and located adjacent to Robert F. Kennedy Elementary school and has a small playground area. The second closest park is South Park, which is approximately 3,800 feet northeast from the Artesia Station. South Park is 4.8 acres and has a baseball field, two basketball courts, a playground area, a walking trail, and barbeque grills.

The City of Compton has an existing open space deficiency with a ratio of 0.6 park acres per 1,000 residents (Los Angeles County Parks and Recreation Department, 2016). The Quimby Act has a standard of three acres of parkland for every 1,000 residents, a standard that would require at least 296 acres to meet the needs of the existing population in the City of Compton. With a ratio of 0.6 park acres per 1,000 residents, the City does not meet the Quimby Act's recommended standard. Combining the 56.6 acres of parkland and the five miles of bike path, the City has a current parkland deficiency of 234.5 acres.

As discussed in Section 2, *Project Description*, the Specific Plan would also provide the framework for revitalizing Compton Creek by setting aside approximately 21 acres for the creation of new open space for recreation and education. The total park space in the City would increase to approximately 82 acres with implementation of the Specific Plan. Thus, based upon the anticipated population generated by the Specific Plan and amount of open space that would be provided upon implementation of the Specific Plan, the City's ratio of public parks to residents would be approximately 0.7 acres per 1,000 residents, which is below the Quimby Act standard. The increase in population resulting in the proposed Specific Plan would be slightly offset by open space provided in the Plan Area, though the City would remain deficient in open space resources.

The proposed Plan Area parks and recreation facilities would be constructed in coordination with Plan Area development. Open spaces would function as central gathering areas, and pocket parks would incorporate shade structures, palm trees, and/or small gardens. Implementation of additional Plan Area parks would help offset the increase in off-site usage.

Despite the addition of parkland in the Specific Plan, however, the City would still be park deficient. Based on the Quimby Act's suggested parkland dedication standard of three acres per 1,000 residents, the estimated future population of 19,614 residents would generate demand for 58.8 acres of parkland. Proposed projects under the Specific Plan would be required to pay City per unit recreation fees for development projects that are used to support park maintenance throughout the City. Nonetheless, combining this future demand with the City's existing parkland deficiency, the City would have a 273-acre park deficiency with implementation of the Specific Plan. The increase of 19,614 residents would slightly increase the City's ratio of public parks to residents from 0.6 acres per 1,000 residents to 0.7 per 1,000 residents. Parkland ratios would remain below the Quimby Act standard. Therefore, further reduction in the City's ratio of public parks resulting from growth and development associated with the Specific Plan would contribute to the deterioration of park and recreational facilities in the Plan Area. This would result in the need for new or expanded park and recreational facilities; the construction of which may result in potentially significant adverse impacts. Therefore, impacts associated with provision of the proposed parks and recreation facilities associated with the Specific Plan would be significant.

Mitigation Measures

Development projects under the Specific Plan would be required to pay recreation fees for City parks and maintenance. Nonetheless, given the population increase associated with the Specific Plan, and the existing deficiency in the City's parkland-to-resident ratio, there are no additional mitigation options that would reduce potential impacts associated with the physical deterioration of existing facilities to a less than significant level.

Significance After Mitigation

Impacts would remain significant and unavoidable.

Threshold 1e: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, or the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Impact PS-6 DEVELOPMENT ASSOCIATED WITH THE COMPTON ARTESIA SPECIFIC PLAN WOULD INCREASE THE CITY'S POPULATION, AND, THEREFORE, INCREASE DEMAND FOR PUBLIC LIBRARIES. HOWEVER, THE SPECIFIC PLAN WOULD NOT CREATE THE NEED FOR NEW OR EXPANDED PUBLIC LIBRARIES. THEREFORE, IMPACTS TO PUBLIC LIBRARIES WOULD BE LESS THAN SIGNIFICANT.

Growth under the Specific Plan would increase the population of the Plan Area incrementally over the next 20 years by 19,614 persons, which would increase use of the LA County Library system. In addition to the Compton Public Library, the LA County Library system has the following additional branch libraries that service the residents of the City of Compton and surrounding communities:

- East Rancho Dominguez Library – 4420 East Rose Street, East Rancho Dominguez
- Dr. Martin Luther King, Jr. Library – 17906 Avalon Boulevard, Carson
- Paramount Library – 16253 Colorado Avenue, Paramount
- Willowbrook Library – 11737 Wilmington Avenue, Los Angeles
- African American Resource Center – 150 East El Segundo Boulevard, Los Angeles

The libraries listed above would also serve new residents generated by implementation of the Specific Plan. In addition, the trend toward libraries providing increased electronic and downloadable library resources (e.g., e-books, audio books) could reduce the need for additional physical library resources in the future. Because the Plan Area is served by numerous existing library facilities, it is unlikely that expansion or construction of new library facilities would be required. If new library facilities are determined to be necessary at some point in the future to accommodate increases in growth under the Specific Plan proposed buildings would undergo separate project-level environmental review. Additionally, any future residential projects proposed under the Specific Plan would be required to pay the County's Library Facilities Mitigation Fee pursuant to Chapter 22.246.060 of the Los Angeles County Municipal Code, which would mitigate potential impacts of increased residential development on library services. For these reasons, implementation of the Specific Plan would not result in adverse physical impacts associated with the provision of new or expanded library facilities and impacts to library services would be less than significant.

Mitigation Measures

Mitigation is not required.

c. Cumulative Impacts

Development in the Compton Specific Plan and other neighborhoods in Compton and surrounding communities would occur incrementally over time to gradually increase the City's overall population and demand for public services. The proposed Specific Plan could result in the construction of up to 4,803 additional residential units over the next 20 years. The City of Compton General Plan (1991) contains policies addressing the City's need to continually provide adequate facilities for additional police and fire personnel, library, public school and parks and recreation services and facilities.

Fire Protection Services and Facilities

With respect to fire protection services, development that would occur under the proposed Specific Plan in conjunction with cumulative projects in the City would generate a need for a new fire facility, or the expansion of existing fire facilities to maintain acceptable service response times; the construction of which may result in significant adverse impacts. However, development revenue, including direct assessments that are received by the Compton Fire Department, would be used to address costs associated with potential demands for operations and staffing. In addition, implementation of Mitigation Measure PS-1, development of a project under the proposed Specific Plan would require review of projects by the Compton Fire Department, and compliance with all applicable regulations. Other projects would require similar. Therefore, impacts would be less than significant.

Police Protection Services and Facilities

The Specific Plan would not result in the need to construct new or physically alter existing police protection facilities. If new public facilities are determined to be necessary at some point in the future, as buildout within the City of Compton continues, proposed buildings would undergo separate project-level environmental review. Therefore, the Specific Plan's contribution to cumulative impacts associated with police protection services would not be cumulatively considerable and would be less than significant.

Schools

As discussed under the Specific Plan, the need for additional school services would be provided through the payment of development fees for impacts associated with cumulative. If new school facilities are determined to be necessary at some point in the future, as buildout within the City of Compton continues, proposed buildings would undergo separate project-level environmental review. Therefore, the Specific Plan's contribution to cumulative impacts associated with schools would not be cumulatively considerable and would be less than significant.

Parks and Recreation

Cumulative development in the proposed Plan Area and City would gradually increase population and therefore gradually increase demand for parks recreational facilities. The increase of 19,614 residents associated with the Specific Plan would slightly increase the City's ratio of public parks to residents from 0.6 acres per 1,000 residents to 0.7 per 1,000 residents. As such, the parkland-to-resident ratio would remain below the Quimby Act standard under the Specific Plan. The further reduction in the City's ration of public parks resulting from growth and development associated with the Specific Plan would contribute to the deterioration of park and recreational facilities in the Plan Area. This would result in the need for new or expanded park and recreational facilities; the construction of which may result in significant adverse impacts. Therefore, the Specific Plan's contribution to cumulative parks impacts would be cumulatively considerable and cumulative impacts would be significant and unavoidable.

Public Libraries

The Plan Area is served by numerous library facilities in the vicinity of the Plan Area. Therefore, it is unlikely that expansion or construction of new library facilities would be required. If new library facilities are determined to be necessary at some point in the future to accommodate increases in growth under the Specific Plan and citywide, proposed buildings would undergo separate project-level environmental review. Additionally, any future residential projects proposed would be required to pay the County's Library Facilities Mitigation Fee pursuant to Chapter 22.246.060 of the Los Angeles County Municipal Code, which would mitigate potential impacts of increased residential development on library services. Therefore, the Specific Plan's contribution to cumulative impacts associated with libraries would not be cumulatively considerable and would be less than significant.

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4.13 Transportation

This section analyzes the proposed Specific Plan's transportation impacts relating to construction activity and long-term impacts associated with development accommodated by the proposed Specific Plan.

The analysis herein is based on data from the Traffic Impact Study (TIS) for the Specific Plan area prepared by KOA dated September 2019. The analyses were conducted in accordance with the standards and methodologies set forth by the City of Compton. The TIS is included as Appendix F of this EIR.

4.13.1 Setting

This section includes a description of the existing multi-modal transportation and circulation system within the Specific Plan area, and the regulatory context.

a. Existing Transportation Network

This section describes the existing conditions within the Specific Plan Area in terms of roadway facilities, transit service and traffic operating conditions, and alternative transportation facilities. Information in this section is from the TIS by KOA, located in Appendix F. Figure 4.13-1 shows the existing transit services, key roadways, and locations of the study intersections.

Roadway Network

Key roadways in the study area are described here. The discussion is limited to specific roadways that traverse the study intersections and serve the Plan Area. Figure 4.13-1 illustrates the existing traffic controls and approach lane geometries at the study intersections.

Major Highways

State Route 91 (SR 91), provides regional access between the beach cities to the west and Riverside County to the east. Known as "The Artesia Freeway," SR 91 is a major east-west state highway that runs through the Specific Plan area south of Artesia Boulevard. The freeway right-of-way extends alongside Artesia Boulevard within the City of Compton. Local access interchanges in or near the Specific Plan area include Wilmington Avenue, Acacia Avenue (via nearby ramps and Artesia Boulevard frontage roads), and Alameda Street. The freeway has four general-purpose lanes in each direction of travel and has a high occupancy vehicle (HOV) lane in both directions.

Major roadways in the Plan Area include the following north-south roadways: Wilmington Avenue, Alameda Street, and Santa Fe Avenue:

- **Wilmington Avenue.** This four-lane roadway runs north-south from the City's northern boundary north of El Segundo Boulevard to the southern boundary south of the Artesia Freeway. Parking is permitted along most of the roadway. The right-of-way width varies as follows: northern boundary to Alondra Boulevard, (100 feet); Alondra Boulevard, to Raymond, (95 feet); Raymond to Greenleaf, (65 feet); and Greenleaf to the City's southern boundary, (100 feet). Average daily vehicle volumes in the project area range from 24,068 to 27,472.
- **Alameda Street.** This roadway is split into two corridors with the same name, separated in the middle by the Alameda Corridor grade-separated railroad trench. The western roadway is the

Figure 4.13-1 Existing Transportation Network and TIS Study Intersections



Source: KOA Traffic Impact Study, 2019.

major roadway of the two, has a width of 65 feet, and provides four travel lanes. Average daily vehicle volumes in the project area range from 21,816 to 22,857.

- **Santa Fe Avenue.** This roadway has a width of 100 feet and provides four travel lanes. Average daily vehicle volumes in the project area range from 22,125 to 25,396.

Secondary Highways

Secondary roadways in the Plan Area include the following east-west roadways, from north to south: Greenleaf Boulevard, and Artesia Boulevard:

- **Greenleaf Boulevard.** This two-lane roadway has a right-of-way width of 60-feet. This roadway extends east-west from Central Avenue on the west to Atlantic Drive (a branch of Atlantic Boulevard) on the east. West of Willowbrook Avenue, the roadway is an undivided roadway with limited access from local streets. Average daily vehicle volumes in the project area range from 7,861 to 14,230.
- **Artesia Boulevard.** The portion of this roadway between Acacia Avenue and Santa Fe Avenue has a right-of-way width of 100 feet and provides four travel lanes. To the west of Acacia Avenue, the roadway has one-way westbound operations and has a right-of-way of 35 to 55 feet and provides two travel lanes. Average daily vehicle volumes in the project area range from 6,138 (one-way segment) to 27,831 (two-way segment). The eastbound portion of the roadway, on the south side of the freeway, has a right-of way of 35 feet and also provides two travel lanes. Average daily vehicle volumes in the project area on this eastbound segment are 5,452.

Collector Roadways

The Collector Streets in the Plan Area have a north-to-south orientation and include Willowbrook Avenue and Alameda Street (east). These roadways are described in greater detail below:

- **Willowbrook Avenue.** This roadway is separated by the Metro Blue Line and has two parallel corridors within the same name. The roadway width is 65 feet and has two travel lanes, and this is the same for both corridors. Average daily vehicle volumes in the project area range from 2,201 (east side) to 3,321 (west side).
- **Alameda Street (East).** This roadway on the east side of the Alameda Corridor is 65 feet wide and has two travel lanes. Average daily vehicle volumes in the project area range from 1,027 to 3,643.

The local roadways in the Plan Area connect neighborhood land uses to collector streets and major roadways. These roadways are described in greater detail below.

- **Glencoe Street.** This local residential east-west roadway is at the north end of the study area, and is a discontinuous roadway located between Oleander Avenue and Willowbrook Avenue. The roadway width is approximately 30 feet and it has two travel lanes and on-street parking without a striped centerline.
- **Carob Street.** This local industrial east-west roadway has a western terminus at Wilmington Avenue and an eastern terminus at the railroad/Blue Line corridor. The roadway width is approximately 40 feet and has two travel lanes and on-street parking without a striped centerline.
- **Walnut Street.** This local east-west roadway, serving industrial uses in the Plan Area, spans the west side of the City, transitioning into the City of Carson and a residential neighborhood to the west of Avalon Boulevard. The roadway width is approximately 65 feet and has four travel lanes

and a two-way center left-turn lane. Between Central Avenue and its eastern terminus at Acacia Court, there are raised median islands spaced at set distances, with the center left-turn lane present between them.

- **Manville Street.** This local industrial east-west roadway has a western terminus at Wilmington Avenue and an eastern terminus at Alameda Street. The roadway width is approximately 65 feet and it has four travel lanes and a center two-way left turn lane. On-street parking is generally prohibited.
- **Acacia Court.** This local north-south industrial roadway has a northern terminus at Carob Street and a southern terminus at Artesia Boulevard. Acacia Court connects via a freeway underpass the north and south segments of Artesia Boulevard that serve as frontage roads to the SR-91 freeway. The roadway width is approximately 40 feet and it has two travel lanes and a striped centerline, although there is a short segment with two northbound lanes near Artesia Boulevard. On-street parking is generally prohibited.
- **Acacia Avenue.** This local north-south industrial roadway has a northern terminus at Manville Street and a southern terminus at Apra Street. The roadway width is approximately 50 feet and it has two travel lanes. On-street parking is generally prohibited.
- **Stanley Street.** This local east-west and north-south industrial roadway has a southern terminus at Manville Street, immediately west of Alameda Street. It is a dead-end roadway. The roadway width is approximately 35 feet and it has two travel lanes. On-street parking is generally permitted.

Transit Network

The Plan Area is served by light-rail and bus public transit provided by the Los Angeles County Metropolitan Transportation Authority (Metro), City of Compton Renaissance Transit System, Long Beach Transit, and Torrance Transit.

METRO BLUE LINE

- This north-south light rail line provides daily regional transit service between downtown Los Angeles on the north and Long Beach on the south. The Artesia Station is located to the east of the Acacia Street/Walnut Street intersection.

METRO RAPID

- Line 762 runs between Old Pasadena and the Artesia Station on weekdays only between 5:10 A.M. and 8:03P.M. During peak hours bus service runs every 25 to 30 minutes.

METRO LOCAL

- Route 202 bus line operates almost entirely around the project site between Willowbrook/Rosa Parks Station and Artesia Station via Greenleaf Blvd, Alameda St, Artesia Blvd, and Acacia St.
- Route 60 bus line provides service from the Artesia Station and runs between Downtown Los Angeles to Downtown Long Beach.
- Route 130 bus line operates between Los Cerritos Center and Redondo Beach with bus access on Artesia Station.
- Route 205 provides access on Artesia Station and runs from Willowbrook/Rosa Parks Station to San Pedro.

- Route 260 provides services between the city of Altadena at the northern terminus to Artesia Station at the southern terminus via Atlantic Boulevard and Artesia Boulevard.

COMPTON RENAISSANCE TRANSIT SYSTEM

Three lines of this five-line fixed-route bus system serve the Plan Area. Each line operates in a loop pattern, on a Monday to Saturday service schedule:

- **Route 2.** Provides service on Alameda Street and Santa Fe Avenue, between Greenleaf Blvd. and Artesia Boulevard, on its route between Compton Blvd. on the north and Central Avenue on the west.
- **Route 4.** Provides service on Greenleaf Blvd. from Santa Fe Avenue eastward beyond the project area, on its route between Compton Blvd on the north, Willowbrook Avenue on the west, and San Jose Avenue on the east.
- **Route 5.** Provides service on Artesia Boulevard (north side of freeway) to the east of Willowbrook Avenue.

LONG BEACH TRANSIT

- Line 61 provides daily service from the Artesia Blue Line station at its northern terminus to Artesia Boulevard and Atlantic Avenue to the east, to downtown Long Beach at its southern terminus.
- Line 51 operates daily between 5:10 A.M. to 11:35 P.M. between the Artesia Station and downtown Long Beach along Acacia Street and Artesia Boulevard.
- Line 52 operates weekdays between 6:12 A.M. and 5:45 P.M. with access at the Artesia Station and terminates in downtown Long Beach.

TORRANCE TRANSIT

- Line 6 provides weekday service from the Artesia Blue Line station at its eastern terminus to the Del Amo Fashion Center at its western terminus.

Existing Bikeway Network

- The Compton Creek Bicycle Path is an existing 2.85-mile Class I facility located in the project area that was recently constructed currently it begins at El Segundo Boulevard and its terminus is at Greenleaf Boulevard.

b. Transportation Regulations

Federal Regulations

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 provides comprehensive rights and protections to individuals with disabilities. The goal of the ADA is to assure equality of opportunity, full participation, independent living, and economic self-sufficiency for people with disabilities. To implement this goal, the United States Access Board, an independent Federal agency created in 1973 to ensure accessibility for people with disabilities, created accessibility guidelines for public rights-of-way. While these guidelines have not been formally adopted, they have been widely followed by jurisdictions and agencies nationwide in the last decade. The guidelines, last revised in

2011 and currently being updated, address various issues related to mobility and use of public spaces by pedestrians with disabilities. These guidelines would apply to proposed roadways and public rights-of-way in the Specific Plan Area.

State Regulations

California Senate Bill 743

Streamlining Under SB 743 SB 743 (2013) (PRC Section 21099 and 2155.4) created an exemption from CEQA for certain projects that are consistent with a Specific Plan (see Public Resources Code Section 21155.4.) A Specific Plan is a local plan that contains specific policies and development regulations for a defined area such as a downtown core or along a transit corridor. The exemption applies if a project meets all of the following criteria: 1. It is a residential, employment center, or mixed use project; 2. It is located within a transit priority area; 3. The project is consistent with a specific plan for which an environmental impact report was certified; and 4. It is consistent with an adopted SCS or alternative planning strategy. The exemption cannot be applied if the project would cause new or worse significant environmental impacts compared to what was analyzed in the environmental impact report for the specific plan. In that case, supplemental environmental review must be prepared SB 743 also specifies that aesthetic and parking impacts of residential, mixed-use residential, or employment center uses on infill sites in a TPA shall not be considered significant effects on the environment (see Public Resources Code Section 21099(d)).

California Complete Streets Act of 2008 (Assembly Bill 1358)

Originally passed in 2008, California's Complete Streets Act requires local jurisdictions to plan for land use transportation policies that reflect a "complete streets" approach to mobility. "Complete streets" comprises a suite of policies and street design guidelines which provide for the needs of all road users, including pedestrians, bicyclists, transit operators and riders, children, the elderly, and the disabled. From 2011 onward, any local jurisdiction—county or city—that undertakes a substantive update of the circulation element of its general plan must consider complete streets and incorporate corresponding policies and programs.

California Assembly Bill 32 and California Senate Bill 32

The principal state plan and policy is Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, and the follow up, Senate Bill (SB) 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030.

California Senate Bill 375

California SB 375, signed in August 2008, directs each of the State's 18 major Metropolitan Planning Organizations (MPOs) to prepare a Sustainable Communities Strategy (SCS) that contains a growth strategy to meet GHG emission reduction targets. The SCS is included in the Regional Transportation Strategy (RTP). The SCAG RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development to comply with SB 375. The City of Compton is a member agency of the Gateway Cities Council of Government (Gateway Cities COG), a subregional council of SCAG that manages transportation plans and projects, subregional SCS, air quality plans, economic programs, and data needs.

California Department of Transportation (Caltrans)

Caltrans is primarily responsible for the planning, design, construction, maintenance, and operation of the State's highway system. The City is located within Caltrans District 7, which includes Los Angeles and Ventura counties.

Local Regulations

The Los Angeles County Congestion Management Program (CMP)

The City of Compton is included in the Los Angeles County CMP, which is prepared and maintained by the Los Angeles County Metropolitan Transportation Authority (Metro). The requirements of the CMP became effective with voter approval of Proposition 111. The purpose of the CMP is to link land use, transportation, and air quality decisions, to develop a partnership among transportation decision-makers in devising appropriate transportation solutions that include all modes of travel, and to propose transportation projects that are eligible to compete for State gas tax funds. The intersection of Alameda Street at Compton Boulevard and the SR-91 east-bound highway ramps located in the City of Compton have been CMP-designated facilities.

City of Compton General Plan

The City of Compton General Plan's Circulation Element (2011) serves as a guide for the ongoing improvement of the City's roadways and transportation infrastructure. The purpose of the Circulation Element is to provide for the development of a safe and efficient circulation system for the City. The City's Circulation Element also contains goals and policies related to traffic and transportation:

Circulation Goal 1: Participate in regional transportation planning efforts to support consistency with the goals of the City's General Plan.

- **Circulation Policy 1.1:** The City of Compton will participate in regional transportation planning efforts coordinated by the Southern California Association of Governments to ensure that the needs of the City are considered.
- **Circulation Policy 1.2:** City of Compton will participate in the development of the sub-regional Sustainable Community Strategy (SCS) being prepared by the Gateway Cities Council of Government to ensure that the City of Compton is represented in the development of the SCS.
- **Circulation Policy 1.3:** The City of Compton will comply with the adopted Los Angeles County Congestion Management Plan (CMP).
- **Circulation Policy 1.4:** The City of Compton will participate with the Los Angeles County Airport Land Use Commission in their land use planning efforts for Compton Airport.
- **Circulation Policy 1.5:** The City of Compton will coordinate with the Los Angeles County Metropolitan Transportation Authority, the cities of Gardena and Long Beach, and Compton Renaissance Transit System to maintain bus routes and regular bus schedules citywide for both local and regional trips.

Circulation Goal 2: Maintain a street system that meets current and future City needs and that facilitates the safe and efficient movement of people and goods throughout Compton.

- **Circulation Policy 2.1:** The City of Compton will maintain the street system in accordance with the Circulation Element Roadway Classifications and Standards.
- **Circulation Policy 2.2:** The City of Compton will adhere to established development standards and street cross section standards for all roadway improvements.
- **Circulation Policy 2.3:** The City of Compton will promote Transportation Demand Management strategies to minimize the number of average daily vehicle trips along City streets.
- **Circulation Policy 2.4:** The City of Compton will discourage “spillover” traffic on residential neighborhoods.
- **Circulation Policy 2.5:** The City of Compton will enforce the ordinance limiting truck traffic to designated truck routes.
- **Circulation Policy 2.6:** The City of Compton will review circulation plans for industrial developments seeking permits to determine compatibility with neighboring land uses.

Circulation Goal 3: Improve infrastructure for public transportation, bicycle, and pedestrian transportation modes.

- **Circulation Policy 3.1:** The City of Compton will maintain and promote the Martin Luther King Jr. (MLK) Transit Center as a multi-modal transit stop.
- **Circulation Policy 3.2:** The City of Compton will encourage new large-scale commercial and residential projects to incorporate bus bays, bus shelters, transit stops, bicycle racks, and other similar features that promote the use of alternative forms of transit into project design.
- **Circulation Policy 3.3:** The City of Compton will work with the Los Angeles County Metropolitan Transportation Authority to provide sheltered, clearly marked, and safely located bus stops.
- **Circulation Policy 3.4:** The City of Compton will encourage integrated, mixed use developments which locate retail and service commercial uses within easy walking distance of the residential neighborhoods they are intended to serve.
- **Circulation Policy 3.5:** The City of Compton will support the efforts of the Los Angeles County Metropolitan Transportation Authority to expand light rail service along the blue line route.
- **Circulation Policy 3.6:** The City of Compton will encourage private developments along major roads and secondary highways and collector streets to establish landscaping or similar buffers to better protect pedestrians from vehicular traffic.

Circulation Goal 4: Provide adequate, properly designed off-street parking facilities for all types of development.

- **Circulation Policy 4.1:** The City of Compton will require new development projects to provide parking facilities consistent with zoning code requirements that are convenient and safe.

- **Circulation Policy 4.2:** The City of Compton will promote joint-use or shared parking arrangements where it can be shown that such arrangements will not create on-street parking problems.

In addition, the City's General Plan identifies several existing or future programs related to transportation. These programs include:

- The City will continue to work with Caltrans and the Metropolitan Transportation Authority (MTA), as appropriate, and will request to be on all notification lists for future projects that may impact the City.
- Compliance with AB 1358: Accommodation of Users Based on Land Use Context. The City will periodically conduct traffic studies including counts of automobiles, bicycles, and pedestrians.
 - Residential Neighborhoods will be designed or improved when possible to accommodate bicyclists, children, motorists, commercial drivers, disabled persons, and senior citizens.
 - Commercial Districts and Mixed Use Districts will be designed or improved when possible to accommodate bicyclists, children, motorists, commercial drivers, disabled persons, and senior citizens.
 - Industrial Districts will be designed or improved when possible to accommodate motorists, commercial drivers, disabled persons, and senior citizens. The development standards define the parking, loading and unloading, turnaround requirements of new and renovated commercial and industrial development.
 - The City will implement the Metro Bicycle Transportation Strategic Plan and Bicycle Transportation Account compliance document. In addition, new bike paths are proposed along the remainder of Compton Creek as well as inside the Southern California Edison right-of-way when it is redeveloped into a greenbelt. The bike paths along Greenleaf Boulevard and Central Avenue will also be extended to the City boundaries. The City will prepare a Bicycle Master Plan to identify locations for additional bicycle lanes and routes and bicycle projects for inclusion in its Capital Improvement Plan.
 - Children will be accommodated through the development of safe routes to school in partnership with the Compton Unified School District through the provision of bike lanes, crosswalks, stop signs or signals based on traffic studies. The City will include plans for needed upgrades to existing infrastructure in its Capital Improvement Plan.
 - Motorists will be accommodated through Compton's existing roadway classification system that describes a hierarchy of roadway types. The categories of roadways included in this classification system differentiate the size, function, and capacity of each type of roadway and relate to the land use demands of the community.
- Transit Riders will be accommodated through the development of a Transit Roadway network that classifies roadways that can support local transit service. Regional transit access will be accommodated by the Metro Blue Line Light Rail Corridor and policies to improve access to the Compton and Acacia Blue Line Stations. The City's street standards will be updated to include improvements to access to and from transit stops in the City. The City's development standards will include provision for transit access and stops for new development located adjacent to a transit line. Measures used by the City to evaluate Level of Service at intersections along roadways will be updated to include an evaluation of the quality of transit service in a corridor, as well as the impact of roadway improvements on transit riders.

- Disabled persons will be accommodated through the City's parking requirements for handicapped parking and through the provision of curb cuts to facilitate wheelchair access. The City will require new developments that require installation of pedestrian crossing signals to include audible signals.
- Senior citizens will be accommodated through development of safe routes to shopping and services through the maintenance of sidewalks and the provision of crosswalks and stop signs or signals based on traffic studies. The City will include plans for needed upgrades to existing infrastructure in its Capital Improvement Plan.
- Intersections will be controlled if they exceed established standards for safe circulation of motorists, pedestrians, and bicyclists. Standards include eleven warrants such as a minimum vehicular volume over 600 per hour and pedestrian volume over 190 per hour.
- Pedestrian crossings will be required at controlled intersections as well as curbing at the midpoint for refuge by pedestrians when crossing the roadway when recommended by a traffic study. Standards will be adopted to ensure that adequate detection of pedestrians, ample crossing time in signal timing, and visual and audio displays of crossing time are provided at controlled intersections.
- The City's Capital Improvement Program (CIP) is a five-year plan that indicates the timing of major capital expenditures. Individual projects are reviewed and ranked on an annual basis, and may include streetscape upgrades, installation of traffic signals, slurry seal for streets, sidewalk repair, and sewer line upgrades. The City will continue to update, review, and implement its CIP to consider transportation-related improvements.
- The City will evaluate the need to modify routes, schedules, and fares of the Compton Renaissance Transit System and other local transit service to achieve circulation goals and policies (e.g., coordinate the local transit system with the regional transit system). The City will also continue to work with the MTA and other transit service agencies in adjacent communities to identify the most beneficial route and stops in Compton. The City will provide development plans to service providers for review for those projects that may affect public transit services.
- The City will strive to provide optimum signalization on major thoroughfares to maximize circulation efficiency, such as participation in a regional signalization program. City staff will outline both the need and strategy for improved signalization.
- Compton will work with other cities, public agencies, and stakeholders to establish a system of truck route plans for the sub-region.
- Transit centers consisting of bus turnouts and loading areas, weatherproof shelters, information centers, emergency phones, and in some areas park-n'-ride facilities, will be implemented as part of new development. The lead city agency to study the feasibility of developing "transit centers" will be designated by the City Manager.

City of Compton Bicycle Master Plan

The City of Compton Bicycle Master Plan, adopted in 2015, provides for a recommended citywide network of bicycle paths, lanes and routes, along with bicycle-related programs and support facilities, intended to promote bicycling as a more viable transportation option for people who live, work, and recreate in Compton. The Compton Bicycle Master Plan is consistent with the Compton General Plan and the Los Angeles County Bicycle Master Plan (2012).

City of Compton Municipal Code

The City of Compton Municipal Code contains ordinances relevant to transportation policies and management. It was last amended in 2018. Code 12-7.2, *Transportation Demand Management and Trip Reduction Measures*, contains measures for the City programs and policies to encourage carpooling, vanpooling, transit ridership and use of nonmotorized transportation.

Code 20-3.8, *Protection of Traffic*, instructs construction permittees to maintain safe crossings for two lanes of vehicle traffic at all street intersections where possible and safe crossings for pedestrians at intervals of not more than three hundred feet. If any excavation is made across any public street, alley, or sidewalk, adequate crossings shall be maintained for vehicles and for pedestrians. If the street is not wide enough to hold the excavated material without using part of the adjacent sidewalk, a passageway at least one-half of the sidewalk width shall be maintained along such sidewalk.

4.13.2 Impact Analysis

a. Standards of Significance

Consistent with the standards of significance outlined in the CEQA Guidelines, the following discussions address the Project's potential to:

- 1) Conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- 2) Conflict with CEQA Guidelines section 15064.3, subdivision (b);
- 3) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- 4) Result in inadequate emergency access.

b. Methodology

Traffic impacts occur if a proposed development would result in significant changes in traffic conditions at a study location. A significant impact is identified if project-related traffic would cause level of service (LOS) to deteriorate beyond a threshold limit specified by the reviewing agency. Roadway segment LOS standards and thresholds provide the basis for analysis of arterial roadway segment performance. The analysis of roadway segment LOS is based on the functional classification of the roadway, the maximum capacity, roadway geometrics, and existing or forecast average daily traffic (ADT) volumes. Impacts can also be significant if an intersection is already operating below the acceptable level of service and project traffic will cause a further decline in operations beyond the threshold.

The City of Compton accepts guidelines for traffic studies defined the County of Los Angeles Department of Public Works. Evaluation of traffic conditions on local streets involves analysis of intersection operations, as intersections represent the locations where the roadway capacity is most constrained. Intersection operations were evaluated with LOS calculations. LOS is a qualitative description of operations ranging from LOS A, when the roadway facility has excess capacity and vehicles experience little or no delay, to LOS F, where the volume of vehicles exceeds the capacity resulting in long queues and excessive delays. Typically, LOS E represents "at-capacity" conditions and LOS F represents "over-capacity" conditions. At signalized intersections operating at LOS F, for example, drivers may have to wait through multiple signal cycles.

Traffic impacts occur if a proposed development will result in significant changes in traffic conditions at an intersection location. A significant impact is typically identified if project-related traffic will cause LOS to deteriorate beyond a threshold limit specified by the reviewing agency. Impacts can also be significant if an intersection is already operating below the acceptable level of service and project traffic will cause a further decline in operations beyond the threshold. These standards are for signalized intersections and are based on increases in the volume-to-capacity ratio at LOS values of C through F.

Since the City of Compton accepts guidelines for traffic studies defined by the County of Los Angeles Department of Public Works, there would be a significant impact if the growth accommodated by the Specific Plan resulted in increased traffic volumes at study intersections, where the LOS for those intersections declined from B to C, C to D, D to E, or E to F. Impacts to study intersections were analyzed for Existing Year (2019) and Future Year (2040) conditions.

For analysis of LOS at signalized intersections, the Intersection Capacity Utilization (ICU) methodology was applied. The concept of roadway level of service under the ICU methodology is calculated as the volume of vehicles that pass through the facility divided by the capacity of that facility (volume-to-capacity, or V/C). A 10 percent adjustment to the clearance and loss time factor based on the critical phases of the signalized control was included in the traffic analysis. A facility is “at capacity” (ICU value of 1.00 or greater) when extreme congestion occurs. This value is a function of hourly volumes, signal phasing, and approach lane configuration on each leg of the intersection.

For intersections that are stop-controlled, LOS was analyzed based on the Highway Capacity Manual (HCM) unsignalized intersection methodology. The HCM method calculates roadway LOS based on intersection delay, defined as the worst-case approach delay experienced by users of the intersection who must stop or yield to free flow through traffic. The method uses a “gap acceptance” technique to predict driver delay. This method uses various intersection characteristics (such as traffic volumes, lane geometry, and signal phasing) to estimate the average control delay.

Table 4.13-1 shows the LOS and corresponding criteria for HCM and ICU methodologies.

Table 4.13-1 Significant Intersection Traffic Impact Thresholds

LOS	V/C Ratio	Maximum Traffic Volume (vphpl)	Traffic Conditions
A	0.28	252	Little or no congestion. Individual users are virtually unaffected by the presence of others in the traffic stream.
B	0.47	423	Stable flow, but the presence of others in the traffic stream begins to be noticeable.
C	0.66	594	Stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes affected by interaction with others in the traffic stream.
D	0.79	711	Represents high density, but stable flow.
E	1.00	900	Represents operating conditions at or near capacity.
F	>1.00	>900	Represents oversaturated stop-and-go conditions.

V/C = volume-to-capacity
Vphpl = vehicles per hour per lane
Source: Highway Capacity Manual

The TIS analyzed the conditions of four different traffic scenarios using applied methodologies, as shown in Table 4.13-2. To compare traffic congestion impacts for each scenario, the level of service (LOS) was determined for each traffic scenario.

Table 4.13-2 Traffic Scenarios and Analysis Methodology

Traffic Scenario	Analysis Methodology
Existing Year (2019) conditions	Traffic counts conducted at study intersections.
Existing Year (2019) conditions with Specific Plan implementation	Traffic counts plus projected traffic due to land use changes.
Future Year (2040) conditions with Specific Plan implementation	Future Year projected volumes plus projected traffic due to land use changes.

Trip Generation

To determine transportation impacts from implementation of the Specific Plan, trip generation, and trip distribution was calculated from the proposed land use changes. Specific Plan trip generation is based on proposed land use intensities and trip rates defined by Trip Generation, 10th Edition, published by the Institute of Transportation Engineers (ITE). Internal trip capture rates, estimated transit use credits, and pass-by credits for commercial uses were included in the calculations. Trip generation was calculated for proposed land uses for each of the seven Sub-Areas of the Plan Area. Existing and proposed land-uses for each Sub-Area were factored downward by applying the following adjustments:

- An internal capture trip reduction for trips that are estimated to take place between uses within the Plan Area and to not require use of the outside roadway network – defined by the National Cooperative Highway Research Program (NCHRP) document *Report 684 - Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*, and worksheets from the same source, incorporated by reference into the *Trip Generation Manual*.
- Transit use credits for trips that are estimated to be on public bus or rail transit lines – Defined by an average of survey data from TOD projects, including two in California, titled *Trip and Parking Generation at Transit-Oriented Developments: Five US Case Studies* (Ewing, et. al.) and published by the University of Utah.
- A shopping center use PM pass-by credit for trips estimated to already be on the area roadway network, including a new mid-point diversion to the Specific Plan commercial uses. A rate of 34 percent was applied, defined by an average rate from surveys conducted for the *Trip Generation Manual*. The diverted volumes were added back to the roadway network, for turns into and out of the Sub-Areas.

The land uses for the Specific Plan include residential, retail, office, and, cultural land uses. The Specific Plan provides for development through the year 2040. The calculations for the Specific Plan uses are provided in the worksheets included in Appendix F.

Trip distribution is the process of assigning the directions from which traffic will access the Plan Area. Trip distribution is dependent upon the land use characteristics of the Specific Plan, the local roadway network, and the general locations of other land uses to which trips would originate or terminate.

Study Intersections

The following intersections were identified in the TIS as the roadway facilities likely to experience impacts due to growth accommodated by the Specific Plan:

1. Gateway Drive-Tamarind Avenue/Greenleaf Boulevard
2. Alameda Street West/Greenleaf Boulevard
3. Wilmington Avenue/Walnut Street
4. Acacia Court/Walnut Street
5. Alameda Street/Town Center Drive
6. Alameda Street/Auto Drive South
7. Alameda Street/Artesia Boulevard
8. Acacia Court/Artesia Boulevard
9. Artesia Boulevard/Hotel Driveway
10. Artesia Connector & Alameda Street
11. SR-91 On/Off Ramps & Alameda Street

To analyze existing conditions, vehicle turning movement counts were collected in the Plan Area intersections on June 6, 2019 from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., which are considered peak traffic hour windows. Based on the intersection lane configurations and the existing traffic volumes, V/C ratios and average delay values and corresponding LOS were determined for each of the study intersections during the weekday morning and evening peak hours.

Table 4.13-3 summarizes the V/C ratios and LOS values for existing traffic conditions at each of the study intersections. Of the 11 study intersections, 10 currently operate at LOS D or better during the weekday morning and evening peak hours. The Acacia Court/Artesia Boulevard intersection operates at LOS E during the evening peak period.

Table 4.13-3 Study Intersection Existing Year (2019) Conditions

Study Intersections	AM Peak		PM Peak	
	V/C or Delay ₁	LOS ₂	V/C or Delay ₁	LOS ₂
Gateway Drive-Tamarind Avenue/Greenleaf Boulevard	0.534	A	0.797	C
Alameda Street West/Greenleaf Boulevard	0.566	A	0.730	C
Wilmington Avenue/Walnut Street	0.539	A	0.880	D
Acacia Court/Walnut Street*	14.1	B	23.8	C
Alameda Street/Town Center Drive	0.479	A	0.490	A
Alameda Street/Auto Drive South	0.605	B	0.682	B
Alameda Street/Artesia Boulevard	0.632	B	0.555	A
Acacia Court/Artesia Boulevard	0.599	A	0.943	E
Artesia Boulevard/Hotel Driveway	0.559	A	0.688	B
Artesia Connector & Alameda Street	0.519	A	0.764	C
SR-91 On/Off Ramps & Alameda Street	0.568	A	0.562	A

¹Volume-to-Capacity (V/C) criteria used with ICU methodology; delay criteria (seconds) used with HCM methodology

²Level of Service

*Two-way stop sign intersection, analysis based on HCM methodology. Values denote vehicle delay in seconds.

Source: KOA Corporation, August 2019. (see Appendix X for the full Traffic Impact Study)

4.13.3 Impact Analysis

Threshold: Would the project conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Impact T-1 IMPLEMENTATION OF THE SPECIFIC PLAN WOULD CAUSE FOUR STUDY INTERSECTIONS UNDER EXISTING YEAR (2019) CONDITIONS TO OPERATE AT AN UNACCEPTABLE LOS AND AT TWO ADDITIONAL STUDY INTERSECTIONS UNDER FUTURE YEAR (2040) CONDITIONS. THEREFORE, IMPLEMENTATION OF THE SPECIFIC PLAN WOULD CONFLICT WITH APPLICABLE CITY STANDARDS. WITH INCORPORATION OF MITIGATION MEASURE T-1, TWO STUDY INTERSECTIONS WOULD OPERATE AT AN ACCEPTABLE LOS. IMPLEMENTATION OF MITIGATION MEASURE T-1 WOULD REQUIRE PROJECTS IN THE SPECIFIC PLAN AREA TO PAY A FAIR SHARE CONTRIBUTION TOWARD INTERSECTION IMPROVEMENTS.

Existing Year (2019) Conditions with Specific Plan Implementation

The trip generation and distribution calculations for the Specific Plan are provided in Table 6 of Appendix F. Vehicle trip generation for Existing Year (2019) conditions with the implementation of the Specific Plan is shown in Table 4.13-4. As shown below, Table 4.13-4 provides a simplified version

of the tables in the TIS and shows that growth under the Specific Plan would generate 11,894 more daily vehicle trips in the Plan Area than existing conditions, with approximately 1,064 new AM peak hour trips and 872 new PM peak hour trips.

Table 4.13-4 Trip Generation: Existing Year (2019) Conditions with Specific Plan Implementation

Sub-Area	Daily Total	AM Peak	PM Peak
Sub-Area 1			
Existing Conditions	183	22	14
With Specific Plan	2,917	212	244
Net Difference	2,734	190	230
Sub-Area 2			
Existing Conditions (not included in Existing Conditions) ¹	N/A	N/A	N/A
With Specific Plan	7,420	418	509
Net Difference	7,420	418	509
Sub-Area 3			
Existing Conditions	1,806	47	125
With Specific Plan	2,288	134	162
Net Difference	481	87	37
Sub-Area 4			
Existing Conditions	3,131	81	216
With Specific Plan	2,623	155	185
Net Difference	-508	74	-31
Sub-Area 5			
Existing Conditions	3,853	99	266
With Specific Plan	3,734	218	264
Net Difference	-120	119	-2
Sub-Area 6			
Existing Conditions	3,252	84	224
With Specific Plan	2,643	155	187
Net Difference	-608	71	-37
Sub-Area 7			
Existing Conditions	449	66	40
With Specific Plan	2,944	172	209
Net Difference	2,495	106	169
Sub-Area Totals			
Existing Conditions	11,785	399	-4
With Specific Plan	24,569	1,464	1,764
Net Total	11,894	1,064	872

¹Zone 2 is not included in Existing Conditions.

Table 4.13-5 summarizes the resulting V/C (or Vehicle Delay) and LOS values at the study intersections, comparing the Existing Year (2019) conditions to conditions with implementation of the Specific Plan. The traffic analysis worksheets are provided in Appendix D of Appendix F.

Table 4.13-5 Determination of Impacts: Existing Year (2019) Conditions with Specific Plan Implementation

Study Intersections	Peak Hour	Existing Conditions (2019)		Existing Conditions With Specific Plan (2019)		Change in V/C	Significant Impact?
		V/C or Delay ¹	LOS ²	V/C or Delay	LOS		
Gateway Dr/Tamarind Ave and Greenleaf Blvd	AM	0.534	A	0.561	A	0.027	No
	PM	0.797	C	0.832	D	0.035	No
Alameda St West/Greenleaf Blvd	AM	0.566	A	0.612	B	0.046	No
	PM	0.730	C	0.762	C	0.032	No
Wilmington Ave/Walnut St	AM	0.539	A	0.551	A	0.012	No
	PM	0.880	D	0.902	E	0.022	Yes
Acacia Court/Walnut St	AM	14.1	B	19.4	C	5.3	No
	PM	23.8	C	54.0	F	30.2	Yes
Alameda St/Town Center Dr	AM	0.479	A	0.540	A	0.061	No
	PM	0.490	A	0.550	A	0.060	No
Alameda St/Auto Dr South	AM	0.605	B	0.736	C	0.131	No
	PM	0.682	B	0.793	C	0.111	No
Alameda St/Artesia Blvd Connector	AM	0.632	B	0.706	C	0.074	No
	PM	0.555	A	0.610	B	0.055	No
Acacia Court/Artesia Blvd	AM	0.599	A	0.664	B	0.065	No
	PM	0.943	E	1.013	F	0.070	Yes
Artesia Blvd/Hotel Dwy	AM	0.599	A	0.640	B	0.081	No
	PM	0.688	B	0.729	C	0.041	No
Artesia Blvd Connector/ Alameda St	AM	0.519	A	0.625	B	0.106	No
	PM	0.764	C	0.792	C	0.028	No
SR-91 On/Off Ramps/Alameda St	AM	0.568	A	0.587	A	0.019	No
	PM	0.562	A	0.596	A	0.034	No

¹V/C is Volume-to-Capacity Ratio

²LOS is Level of Service

Source: Table 13 in Appendix F

Based on the significant traffic impact criteria (as defined in Table 4.13-1), the Specific Plan would create significant traffic impacts at three study intersections under existing conditions:

- Wilmington Avenue/Walnut Street
- Acacia Court/Walnut Street
- Acacia Court/Artesia Boulevard

Future Year (2040) With Specific Plan Implementation

Future traffic conditions in the Plan Area were analyzed in the TIS in Appendix F, using a horizon/buildout year of 2040. Table 4.13-6 provides a summary of impacts under future conditions with implementation of the Specific Plan. Traffic impacts were determined by comparing Existing Year (2019) conditions to the Future Year (2040) conditions with implementation of the Specific Plan. This provides a cumulative impact analysis, where the effects on both area cumulative growth and growth accommodated by the Specific Plan are analyzed together.

In order to acknowledge regional population and employment growth outside of the study area, an ambient traffic growth rate was applied to the existing traffic counts. In order to assess future traffic conditions, roadway segment output volumes from the SCAG *Regional Travel Demand Model* were used to compare traffic on Plan Area roadways during the baseline year and the forecast year. SCAG model-assigned traffic decreased between the model years, with an average decline across the area roadways equal to 13.4 percent of existing baseline traffic volumes. The model incorporates future land use changes, planned transit improvements, and changes in mode choice.

The Regional Growth Forecast developed by SCAG is used as a major input for estimated in regional plans and for strategies mandated by federal and state governments such as the RTP/SCS. The population of Compton is estimated to increase by 3.7 percent between the SCAG-analyzed base year of 2012 and the future year of 2030, and the local employment population is estimated to increase within the same timeframe by 11.0 percent.

The higher growth between the two land use types was applied, and as the City of Compton has a large jobs base within its commercial and industrial areas, this was considered a realistic source for future growth. The applied use of this higher growth rate between residential population growth and employment growth for Compton, for the purposes of defining cumulative volumes, is considered a conservative analysis. The compounded growth rate for the timeframe between 2019 (when traffic counts were conducted for this analysis) and 2040 (the analyzed buildout year) was calculated to be 8.2 percent.

The cumulative growth was calculated by applying the defined factor to the existing analyzed volumes. Traffic associated with growth accommodated by the Specific Plan was then added to these volumes to define total cumulative volumes. The traffic analysis worksheets for this scenario are provided in Appendix D of Appendix F.

Table 4.13-6 Determination of Impacts: Future Year (2040) Conditions with Specific Plan Implementation

Study Intersections	Peak Hour	Existing (2019) without Specific Plan Implementation		Future Year (2040) with Specific Plan Implementation		Change in V/C	Significant Impact?
		V/C or Delay ¹	LOS ²	V/C or Delay	LOS		
Gateway Dr/Tamarind Ave and Greenleaf Blvd	AM	0.534	A	0.596	A	0.062	No
	PM	0.797	C	0.888	D	0.091	Yes
Alameda St West/Greenleaf Blvd	AM	0.566	A	0.649	B	0.083	No
	PM	0.730	C	0.813	D	0.083	Yes
Wilmington Ave/Walnut St	AM	0.539	A	0.587	A	0.048	No
	PM	0.880	D	0.965	E	0.085	Yes
Acacia Court/Walnut St	AM	14.1	B	21.5	C	11.0	No
	PM	23.8	C	98.6	F	79.4	Yes
Alameda St/Town Center Dr	AM	0.479	A	0.570	A	0.091	No
	PM	0.490	A	0.582	A	0.092	No
Alameda St/Auto Dr South	AM	0.605	B	0.776	C	0.171	No
	PM	0.682	B	0.840	D	0.158	No
Alameda St/Artesia Blvd Connector	AM	0.632	B	0.750	C	0.118	No
	PM	0.555	A	0.646	B	0.091	No
Acacia Court/Artesia Blvd	AM	0.599	A	0.750	C	0.106	No
	PM	0.943	E	1.081	F	0.138	Yes
Artesia Blvd/Hotel Dwy	AM	0.599	A	0.677	B	0.118	No
	PM	0.688	B	0.776	C	0.088	No
Artesia Blvd Connector/Alameda St	AM	0.519	A	0.658	B	0.139	No
	PM	0.764	C	0.845	D	0.081	Yes
SR-91 On/Off Ramps/Alameda St	AM	0.568	A	0.625	B	0.057	No
	PM	0.562	A	0.633	B	0.071	No

¹V/C is Volume-to-Capacity Ratio

²LOS is Level of Service

Source: Table 15 in Appendix F

With growth accommodated by the Specific Plan, five of the 11 study intersections would continue to operate at LOS D or better during the weekday morning and evening peak hours. The following six study intersections would be significantly impacted with growth accommodated by the Specific Plan in a Future Year (2040) conditions scenario:

- Gateway Dr./Tamarind Avenue & Greenleaf Blvd.
- Alameda St. West/Greenleaf Blvd.
- Wilmington Ave./Walnut St.
- Acacia Court/Walnut St.
- Acacia Court/Artesia Boulevard
- Artesia Blvd. Connector/Alameda St.

Impact Summary

Implementation of the Specific Plan would conflict with the LOS standards adopted by the City of Compton since it would cause the following three study intersections to change to unacceptable levels under existing conditions:

- Wilmington Ave./Walnut St.
- Acacia Court/Walnut St.
- Acacia Court/Artesia Blvd.

Implementation of the Specific Plan would conflict with the LOS standards adopted by the City of Compton since it would cause three additional study intersections to change to unacceptable levels under Future Year (2040) conditions:

- Gateway Dr./Tamarind Avenue & Greenleaf Blvd.
- Alameda St. West/Greenleaf Blvd.
- Artesia Blvd. Connector/Alameda St.

Impact Sensitivity Analysis

A sensitivity analysis of study intersection impacts was conducted to determine when significant impacts would occur at study intersections, based on the number of projected PM peak-hour vehicle trips as the identified impacts would occur within that time period. Trip totals are based on net trips (the difference between trips occurring with the Specific Plan development conditions and trips occurring under existing conditions):

- Acacia Court/Artesia Boulevard: a significant impact would occur at 113 net added p.m. peak hour trips.
- Acacia Court/Walnut Street: a significant impact would occur at 523 net added p.m. peak hour trips.
- Wilmington Avenue/Walnut Street: a significant impact would occur at 793 net added p.m. peak hour trips.
- Gateway Drive/Tamarind Avenue-Greenleaf Blvd.: a significant impact would occur at 1,133 net added p.m. peak hour trips.
- Alameda Street West/Greenleaf Blvd.: a significant impact would occur at 1,142 net added p.m. peak hour trips.

Mitigation Measures

T-1 Study Intersection Mitigation

The City shall, in coordination with applicable agencies, implement the following improvements recommended in the TIS:

- Gateway Dr./Tamarind Avenue & Greenleaf Blvd.: Replace existing northbound lane configuration with dual left-turn lanes and shared right-thru lane.
- Alameda St. West/Greenleaf Blvd.: Replace existing shared eastbound right-thru lane with thru-lane and new right-turn lane.
- Wilmington Ave./Walnut St.: Provide added northbound right-turn lane. Replace shared westbound right-thru lane with thru-lane and provide new westbound right-turn lane. Roadway widening and potential acquisition of right-of-way would be necessary.
- Acacia Court/Walnut St.: Signalize intersection, with split phasing for east/west offset legs.
- Acacia Court/Artesia Blvd.: Replace existing shared northbound left-thru lane with left-turn lane and thru-lane. Replace existing shared westbound right-thru lane with thru-lane and right-turn.

Prior to the issuance of permits for building construction pursuant to the Specific Plan, applicants shall conduct a fair-share percentage mitigation analysis for the identified impacted intersections and provide required funding for the listed intersection improvements. Each project applicant shall pay all requisite fees, offsetting the proportional contributions to cumulative traffic impacts projected to occur under Future Year (2040) conditions, thereby fulfilling the applicant mitigation responsibilities. Each development shall be subject to City traffic study waivers if small enough in size.

Listed improvements for intersections Alameda St. West/Greenleaf Blvd., Wilmington Ave./Walnut St., and Acacia Court/Artesia Blvd. would be feasible and would partially mitigate traffic impacts. However, traffic impacts would remain significant after mitigation at these intersections.

Mitigation measures at the Artesia Boulevard Connector/Alameda Street intersection for future (Year 2040) conditions were determined to be infeasible based on the configuration of the intersection and its location adjacent to the Alameda Corridor railroad trench. The intersection currently has two lanes in each direction on Alameda Street for north-south travel. The approach of the Artesia Boulevard connector ramp at the west leg of the intersection has a channelized right turn lane and two left-turn lanes. The provision of additional Artesia Boulevard connector approach lanes at the west leg of the intersection would not be feasible, as lanes cannot be added on Alameda Street due to space restrictions from the Alameda Corridor railroad trench. The addition of another left-turn lane to the northbound approach of the intersection would require reconstruction of the entire connector ramp structure to provide for additional receiving lanes.

Significance After Mitigation

1. With implementation of Mitigation Measure T-1, impacts to two study intersections would be less than significant as determined in the TIS in Appendix F:
 - Gateway Dr./Tamarind Avenue & Greenleaf Blvd.
 - Acacia Court/Walnut St.

Impact T-2 IMPLEMENTATION OF THE SPECIFIC PLAN WOULD BE CONSISTENT WITH THE CITY OF COMPTON GENERAL PLAN AND THE CITY OF COMPTON BICYCLE MASTER PLAN. THERE WOULD BE NO IMPACT AND NO MITIGATION IS REQUIRED.

As detailed in Section 2, *Project Description*, of this EIR, goals and policies of the Specific Plan serve to provide transit-oriented development in the Plan Area and improve the appearance and safety of the public realm, introducing new activity, complete streets, open spaces, and closing existing gaps in the bicycle and pedestrian network. These goals and policies align with the direction of the City of Compton General Plan and City of Compton Bicycle Master Plan. Development under the Specific Plan would be focused in the TOD Core Area, providing the framework for the dense, mixed-use development that promotes transit-ridership and discourages use of the automobile through the availability of public transportation and shared ridership services.

City of Compton General Plan

Consistent with the goals and policies of the General Plan, some of the main objectives of the Specific Plan such as Policies 1.2 and 1.6 through 1.9 which would improve the appearance and safety of the public realm, introducing new activity, complete streets, open spaces, and closing existing gaps in the bicycle and pedestrian network through the redevelopment of multiple opportunity sites near the Artesia Station. Specifically, the Specific Plan policies state the following:

Goal 1: Provide access to employment, retail services, healthy food, parks, and other daily needs via walking, biking, and public transit.

- Policy 1.2: Improve access to goods and services via walking, biking and transit.
- Policy 1.6: Plan, design, build, maintain, and operate the transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use.
- Policy 1.7: Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.
- Policy 1.8: Increase the frequency, speed, and reliability of the public transit system in order to increase ridership and support new housing and jobs.
- Policy 1.9: Position Compton to benefit from upcoming changes to vehicle ownership models while supporting a shared use mobility network.

Table 4.13-7 provides a consistency analysis of the Specific Plan with the City of Compton General Plan. Overall, the Specific Plan would be consistent with the General Plan. Therefore, the Specific Plan would be consistent with the City of General Plan, and there would be no impact.

City of Compton Bicycle Master Plan

The City of Compton Bicycle Master Plan includes goals and policies designed to provide a safe, beautiful, and connected system of bikeways. The Bicycle Master Plan focuses on providing bicycle networks between existing transit facilities, including the Artesia Blue Line Station. The Bicycle Master Plan also recommends the creation of several Class I-Class IV bicycle paths within the Specific Plan Area. Implementation of the Specific Plan would facilitate bicycle pathways along streets that connect the Artesia station with adjacent amenities such as retail, recreation, and public spaces, particularly in the TOD Overlay area. A focal point for bicycle infrastructure in the Specific Plan is the extension of the Compton Creek Bike Trail, a five-mile bikeway that would connect two existing separated trail segments along Alameda Street, linking northern neighborhoods and the

TOD Core Area. Therefore, the Specific Plan is consistent with the City of Compton Bicycle Master Plan and there would be no impact.

Table 4.13-7 Specific Plan Consistency with the City of Compton General Plan

General Plan Policy	Discussion
Circulation Element	
<i>Goal 1.0 Provide a street system that meets current and future City needs and that facilitates the safe and efficient movement of people and goods through Compton.</i>	
Policy 1.3 Adhere to established development standards and street cross section standards for all roadway improvements.	<u>Potentially Consistent</u> : All future development in the Specific Plan Area would be required to be approved by the City of Compton's Building and Safety and/or Community Development Department in order to receive permits for construction and operation. The development review process would ensure that established development standards and street cross section standards would be complied with if created within the Specific Plan.
Policy 1.4: Require developers to provide full public road improvements or bond for the required improvements at the time of new project construction. Condition the issuance of occupancy permits on the completion of required improvements. Establish bonding policies, which require cash bonds and allow bonding only for limited, small-scale improvements.	<u>Potentially Consistent</u> : All future development in the Specific Plan Area would be required to be approved by the City of Compton in order to receive permits for construction and operation. The development review process would ensure that any required public road improvements would be met prior to the issuance of occupancy permits.
Policy 1.8 Provide a street system that allows for the safe and efficient movement of traffic.	<u>Potentially Consistent</u> : The Specific Plan would provide additional circulation and transportation resources, see Section 4.13 for more information.
Policy 1.2 Support the construction of the Alameda Corridor as a multi-modal transit route.	<u>Potentially Consistent</u> : The Specific Plan would support the construction of Alameda Corridor as a multi-modal transit route. The Specific Plan outlines 10 priority projects, including a project to "Extend and enhance bike infrastructure along Alameda Street to provide greater transportation options to the project area. In accordance with the City's Bicycle Masterplan, prioritize this designated project along Alameda Street to provide greater access to the Gateway Towne Center and the Blue Line Artesia Station. This infrastructure can further support other micromobility and shared mobility as they launch within Compton."
Policy 1.4 Minimize the impact of Major and Secondary street "spill over" traffic on residential neighborhoods by installing traffic diverters, restrictive channelizations, additional signals, and other features which will discourage through traffic.	<u>Potentially Consistent</u> : The Specific Plan facilitates on-street, metered parking on both sides of primary streets to provide short-term parking options for visitors and patrons of local retail/public amenities, as well as a flex lane on secondary streets that may be used for on-street parking. Additionally, the Specific Plan would expand infrastructure for non-vehicle circulation, which would reduce the need for vehicle parking.

General Plan Policy	Discussion
<i>Goal 4.0 Use Transportation Demand Management (TDM) strategies to minimize the number of average daily vehicle trips along City streets.</i>	
Policy 4.1 Support the South Coast Air Quality Management District's (SCAQMD) TDM program requirements.	<u>Potentially Consistent</u> : Development in the Specific Plan area would be subject to City of Compton General Plan Circulation Policy 2.3: The City of Compton will promote Transportation Demand Management strategies to minimize the number of average daily vehicle trips along City streets.
Policy 4.6 Allow for integrated, mixed use developments which locate retail and service commercial uses within easy walking distance of the residential neighborhoods they are intended to serve.	<u>Potentially Consistent</u> : The Specific Plan would facilitate the creation of a transit-oriented community that situates retail, services, and other commercial uses within walking distance of residential uses in mixed-use developments within the proposed Transit Village Overlay. The Specific Plan would also facilitate new pedestrian and bicycle connections throughout the Plan Area to increase circulation and access for these types of users.
<i>Goal 6.0 Encourage bicycle and pedestrian travel as an alternative to motorized transportation.</i>	
Policy 6.1 Provide safe bicycle and pedestrian routes between residential neighborhoods and the schools, local commercial areas, and other uses serving the immediate neighborhood.	<u>Potentially Consistent</u> : The Specific Plan would facilitate the creation of new pedestrian and bicycle connections throughout the Plan Area, including a new connection between the Metro Blue Line Artesia Station and Compton College. These connections would establish linkages between new residential uses proposed within the mixed-use multi-family and commercial buildings of the Transit Village Overlay. The Specific Plan would facilitate bike lanes or sharrows in both directions, per City of Compton requirements or NACTO standards, on all primary (public) and secondary (private) streets.
Policy 6.2 Allow for mixed-use developments which integrate residential and compatible non-residential uses, and ensure such developments incorporate features which facilitate bike use and pedestrian travel.	<u>Potentially Consistent</u> : The Specific Plan would facilitate the creation of mixed-use developments that integrate residential and commercial uses within the Transit Village Overlay. New commercial uses within the Overlay would consist of retail and office uses which are compatible with residential uses.
Policy 6.3 Provide bicycle racks and storage areas at public buildings and encourage private developments to do the same.	<u>Potentially Consistent</u> : The Specific Plan would facilitate bicycle parking within all new development per NACTO standards. New development within the TOD Overlay area would to adhere to minimum bicycle parking requirements set forth in the Specific Plan.
Policy 6.4 Establish landscaping or similar buffers along major road/commercial corridors to better protect pedestrians from vehicle traffic.	<u>Potentially Consistent</u> : The Specific Plan would facilitate landscape and street furnishing (LSF) zones immediately adjacent to sidewalk curbs which contain landscape material, street trees, bicycle racks, bus stops, or other furnishings to provide a buffer between pedestrian zones and streets.

General Plan Policy	Discussion
<i>Goal 8.0 Provide adequate, properly designed off-street parking facilities for all types of development.</i>	
Policy 8.1 Require new development projects to provide parking facilities consistent with zoning code requirements.	Potentially Consistent: All future projects within the Specific Plan be required to be approved by the City of Compton in order to receive permits for construction and operation. The development review process would ensure that any required parking facilities would be consistent with zoning code requirements.
Policy 8.2 Support joint use parking arrangements where it can be shown that such arrangements will not create on-street parking problems.	Potentially Consistent: The Specific Plan facilitates shared parking arrangements for off-street parking, where multiple uses on multiple sites may establish joint use of one parking facility dependent upon the reliant use and peak hours determinants.
Policy 8.3 Allow businesses to meet zoning code parking requirements with off-site parking facilities, provided such facilities are convenient and safe for the persons using them.	<p>Potentially Consistent: All future projects within the Specific Plan would be required to be approved by the City of Compton in order to receive permits for construction and operation. The development review process would ensure that any required parking facilities would be consistent with zoning code requirements. The Specific Plan would require 70 percent of parking to be in structure, with some supplemental street parking and limited surface parking.</p> <p>In the TOD Overlay area, there would be no minimum parking requirements, and new development projects would not be required to provide on-site or off-site parking. The Specific Plan would require a parking management plan for new development to establish employee, resident, and public parking at on-site and/or off-site parking locations and how those spaces are managed.</p>
Conservation/Open Space/Parks and Recreation Element	
<i>Goal 1.0 Reduce air pollution through land use, transportation, and energy use planning.</i>	
Policy 1.2 Locate multi-family development close to commercial areas to encourage pedestrian rather than vehicular travel.	<u>Potentially Consistent</u> : The Specific Plan would facilitate the development of multi-family projects in mixed-use buildings with commercial uses on the ground floor, thereby placing new dense residential uses near commercial to encourage alternative transportation. Additionally, new residential uses in the proposed Transit Village Overlay would be located adjacent and within walking distance to the existing Gateway Towne Center commercial area.
Policy 1.5 Provide commercial areas that are conducive to pedestrian and bicycle circulation.	<u>Potentially Consistent</u> : Pedestrian and bicycle circulation would be enhanced with implementation of the Specific Plan, which encourages the creation of the Alameda Complete Street, pedestrian connector, and new sidewalks and circulation within the Gateway Towne Center Overlay and Industrial District Overlay.

General Plan Policy	Discussion
Policy 1.6 Encourage bike paths and lanes to reduce vehicular travel and air pollution. On-street bike lanes are encouraged in accordance with national standards and uniform practices. Cooperate and coordinate such efforts with the property owners and responsible jurisdictions.	<u>Potentially Consistent:</u> The Specific Plan identifies several priority bicycle projects, including the Alameda Complete Street, bike paths on Greenleaf Blvd, and Compton Creek Trail to reduce vehicular travel within the immediate Plan Area. Bicycle paths and lanes would be coordinated with property owners, responsible jurisdictions, and the public as applicable.
Policy 1.7 Encourage the use and improvement of existing and the development of new, shuttle, and transit systems to reduce vehicular trips and air pollution.	<u>Potentially Consistent:</u> By placing residential uses within 0.5 miles of the Metro Blue Line Artesia Station, the Specific Plan would encourage the use of existing transit systems in the City. Additionally, the Specific Plan encourages new linkages between the Blue Line, Compton College, Gateway Towne Center, and adjacent industrial areas to encourage individuals to use alternative modes of transportation, thereby reducing vehicle trips and air pollution.

Mitigation Measures

No impact would occur without mitigation.

Impact T-3 IMPLEMENTATION OF THE SPECIFIC PLAN WOULD RESULT IN RESULT IN A SIGNIFICANT INCREASE IN TRAFFIC VOLUMES TO FREEWAY MAINLINE SEGMENTS ON SR 91 AND THEREFORE CONFLICT WITH THE CMP. THERE IS NO FEASIBLE MITIGATION UNDER THE CITY'S JURISDICTION AND IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

A Caltrans facility impact analysis was conducted to determine whether the proposed Specific Plan would be in conformance with the procedures mandated by the Congestion Management Program (CMP). An analysis was also conducted of potential freeway impacts per Caltrans impact standards. The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. The following is a summary of impact methodology and analysis, derived from the TIS in Appendix F.

A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted when the following conditions apply:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project will add 50 or more vehicle trips during either a.m. or p.m. weekday peak hours.
- At CMP mainline freeway-monitoring locations, where the project will add 150 or more trips, in either direction, during the either the a.m. or p.m. weekday peak hours.

CMP Arterial Impacts

The closest CMP arterial monitoring intersection on Alameda is CM ID 13 – Alameda Street and SR 91 Eastbound Ramps, approximately 1,000 feet southeast of the Plan Area. The trip assignment analysis indicated that, with growth accommodated by the Specific Plan, 221 trips would be added to the intersection in the A.M. peak hour and 345 trips would be added in the P.M. peak hour. Therefore, the arterial monitoring station required additional impact analysis. The LOS analysis

determined that implementation of the Specific Plan would not conflict with the CMP guidelines for impact analysis because the intersection would operate at a LOS higher than level F.

Freeway Mainline Impacts

A freeway mainline LOS calculation for the Future Year (2040) traffic volumes with growth accommodated by the Specific Plan was conducted using the Highway Capacity Manual methodology. The calculations were performed at three segments of SR 91 in the Plan Area vicinity. Per Caltrans definitions for data collection and analysis, back volumes are further south or west on the facility and ahead volumes are further north or east on the facility (in relation to the overall facility direction of travel within the region). Table 4.13-8 shows the locations of each segment, Future Year (2040) conditions without Specific Plan implementation, and Future Year (2040) conditions with Specific Plan implementation.

Segments A and B would operate at LOS F under all scenarios. Segment C (ahead of Alameda Street/Santa Fe Avenue) would operate at LOS E under Future Year conditions with or without Specific Plan implementation. As growth accommodated by the Specific Plan would contribute additional volumes to these LOS E and LOS F conditions, impacts on these segments would be significant.

Table 4.13-8 Mainline LOS Impacts

Mainline Segment	Peak Hour	Future (2040)	
		Without Specific Plan LOS	With Specific Plan LOS
A. Gateway Dr/Tamarind Ave and Greenleaf Blvd	AM	F	F
	PM	F	F
B. Alameda St West/Greenleaf Blvd	AM	F	F
	PM	F	F
C. Wilmington Ave/Walnut St	AM	F	F
	PM	E	E

Source: Table 23 in Appendix F

Off-Ramp Queuing Analysis

Lengthy vehicle queues at off-ramps cause traffic to back up onto the freeway mainline, potentially affecting freeway operations. Therefore, queues were analyzed at the SR 91 off-ramps at Acacia Avenue and Alameda Street under Future Year (2040) conditions with and without implementation of the Specific Plan, to assess whether the growth accommodated by the Specific Plan would significantly affect queuing. These off-ramps/roadway intersections are those nearest to the Plan Area that have traffic controls. Other access ramps in the Plan Area are not controlled by stop signs or traffic signals. Caltrans determines significant queuing impacts where a queue exceeds 85 percent of the length of the off-ramp. The analysis in the TIS (Appendix F) concludes that for Future Year (2040), trips associated with growth under the Specific Plan would not significantly impact the off-ramp queues at Acacia Avenue and Alameda Street.

Mitigation Measures

There is no feasible mitigation to reduce impacts to freeway mainline segments that would fall under the City's jurisdiction. As freeway improvements are the responsibility of Caltrans, the City does not hold the ability to mitigate impacts. Therefore, no mitigation measures are proposed.

Significance After Mitigation

Future Caltrans improvements for these segments are not known at this time. Therefore, future mitigation for impacts cannot be determined at this time.

Threshold:	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
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Impact T-4 IMPLEMENTATION OF THE SPECIFIC PLAN WOULD NOT RESULT IN A CONFLICT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B) AND THERE WOULD BE NO IMPACT. NO MITIGATION IS REQUIRED.

By July 1, 2020, local agencies will be required to adopt vehicle miles traveled (VMT) as a criterion in determining transportation impacts under CEQA. This adoption was required by Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the CEQA Guidelines. It is anticipated that this EIR will be certified prior to July 1, 2020, but VMT metrics have been provided for informational purposes. The Regional Travel Demand Model maintained by SCAG was used to compute VMT values. Please refer to the TIS, Table 5 for VMT per service population. The VMT per service population (combination of both employees and residents in the regional model) would be 22.5 with growth accommodated by the Specific Plan.

One of the goals of the Specific Plan is to provide transit-oriented development within the Plan Area by providing alternative and active transportation amenities, improving the public realm, and directing public access to transit service, all of which are designed to reduce per capita VMT. These improvements would be implemented alongside enforcement of City of Compton Municipal Code Section 12-7.2, where TDM and trip reduction measures are required as for issuance of building permits. Therefore, impacts would be less than significant and no mitigation is required.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold:	Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?
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Impact T-5 DEVELOPMENT IN THE PLAN AREA WOULD BE SUBJECT TO APPLICABLE FEDERAL, STATE, AND CITY REGULATIONS AND WOULD NOT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OF INCOMPATIBLE USE. IMPACTS WOULD BE LESS THAN SIGNIFICANT. NO MITIGATION IS REQUIRED.

With implementation of the Specific Plan, no streets would be permanently closed, rerouted, or substantially altered. Some streets would be redesigned or altered to incorporate active transportation routes (bicycle and pedestrian pathways) and flexible on-street parking. All street design would be subject to the permits authorized by the City of Compton and applicable state and Federal regulations, including the ADA. Construction in public right-of-way, which may increase the potential for hazards to public safety, would be subject to the City of Compton Municipal Code 20-2.13. The Code states that when there are street improvements that may create a condition

hazardous to traffic or to the public, permittees must provide adequate warning to the public of any dangerous conditions to be encountered and provide fences, barricades, lights, signs and other devices as are necessary to prevent accidents and avoid damage or injury to the public. Additionally, as developments are proposed, potential temporary hazardous impacts from construction would be reviewed at the project-level and a traffic construction management plan would be prepared to ensure safe vehicular travel and pedestrian, bicycle and vehicular interface.

Additionally, the City of Compton General Plan includes policies and programs regarding street design and improvements to ensure the safety of motorists, pedestrians, and bicyclists:

- Intersections will be controlled if they exceed established standards for safe circulation of motorists, pedestrians, and bicyclists. Standards include eleven warrants such as a minimum vehicular volume over 600 vehicles per hour and pedestrian volume over 190 per hour.
- Circulation Policy 2.1. The City of Compton will maintain the street system in accordance with the Circulation Element Roadway Classifications and Standards.
- Circulation Policy 2.2. The City of Compton will adhere to established development standards and street cross section standards for all roadway improvements.
- Circulation Policy 2.3. The City of Compton will promote Transportation Demand Management strategies to minimize the number of average daily vehicle trips along City streets.
- Circulation Policy 2.4. The City of Compton will discourage “spillover” traffic on residential neighborhoods.
- Circulation Policy 2.5. The City of Compton will enforce the ordinance limiting truck traffic to designated truck routes.
- Circulation Policy 2.6. The City of Compton will review circulation plans for industrial developments seeking permits to determine compatibility with neighboring land uses.

On a programmatic level, existing city, state, and federal regulations would cause potential impacts from street design to be less than significant. Mitigation is not required.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold: Would the project result in inadequate emergency access?
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As discussed in Section 4.7, *Hazards and Hazardous Materials*, implementation of the Specific Plan would not involve the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (Compton 1991). No streets would be permanently closed, rerouted, or substantially altered. Temporary street closures due to project construction would be determined on a project-specific level. Additionally, as individual developments are proposed under the Specific Plan, applicants will be required to create a traffic construction management plan which would be reviewed and approved by public works, planning, etc. The construction management plan would be created to

ensure construction traffic and interference with nearby residents and businesses would be reduced by creating clear construction traffic routes, etc. Therefore, no impact would occur.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

No impact would occur without mitigation.

4.14 Utilities and Service Systems

This section analyzes the environmental effects related to utilities and service systems associated with implementation of the proposed Specific Plan. It discusses water and wastewater infrastructure as well as solid waste facilities. Issues related to water quality, drainage and infiltration patterns, and flood hazards are discussed in Section 4.8, *Hydrology and Water Quality*.

4.14.1 Setting

Water Supply

Water supply to the Plan Area is provided by the City of Compton Water Utility District (CWUD), which obtains its water from groundwater pumped via local municipal wells in the adjudicated Central Groundwater Basin (Central Basin), and from imported surface water contracted by the City through the Metropolitan Water District of Southern California (Metropolitan).

The CWUD is responsible for implementing the City's utility services and billing programs. The CWUD constructs, inspects, maintains and repairs water mains, gate valves, fire hydrants, and water services to provide adequate potable water to the citizens and businesses of Compton. Its core services include customer service, water delivery, operations and maintenance of the water system, meter reading, and utility billing. The CWUD delivers water services to more than 15,000 service connections through approximately 156 miles of water mains. The distribution system consists of a pipeline system, five water tanks with a total storage capacity of 12.75 million gallons, one pressure zone, and nine ground water wells.

The Central Basin from which the City extracts groundwater is one of five adjudicated groundwater sub-basins in the Los Angeles Basin. As an adjudicated groundwater basin, the courts have assigned specific water rights to water users within the Central Basin via an Adjudication Judgement, which likewise compels the cooperation of groundwater users who might otherwise refuse to limit their pumping. Adjudication is in place for 22 groundwater basins in California, where development pressures have overwhelmed limited aquifers and Adjudication Judgements are imposed to achieve and maintain groundwater sustainability. Adjudicated groundwater basins are exempt from the requirements of Senate Bill (SB) 610, as discussed below under State regulations, because the Adjudication Judgement essentially achieves the same goals as a Water Supply Assessment.

The Central Basin is located in central Los Angeles County and spans an area that underlies the entire City of Compton and beyond. The Central Basin has a surface area of 277 square miles of mostly flat to hilly terrain. Water-bearing deposits of the Central Basin include unconsolidated marine and alluvial sediments deposited over time. Percolation from precipitation, subsurface inflows from the San Gabriel Basin through the Whittier Narrows, and surface flows from local rivers and streams naturally replenish groundwater. The Central Basin is mostly urbanized and soil surfaces have been paved, limiting percolation to a small portion of the basin's soils. However, the Central Basin receives additional replenishment from the San Gabriel and Rio Hondo Spreading Basins, which receive a blend of imported water and recycled water.

The Central Basin was adjudicated in 1965 and the California Department of Water Resources (DWR) was appointed Watermaster. The City has court adjudicated water rights to pump approximately 70 percent of the City's water demand. The City uses nine groundwater wells to pump potable water. Every month, each individual pumper reports monthly extractions so the Watermaster may regulate the water rights of the Subbasin.

The total allotted pumping right from the Central Basin from all wells is 233,894 acre-feet per year (AFY), while the total allotted pumping rights for the City of Compton is 5,780 AFY. However, in accordance with the Adjudication Judgement for the Central Subbasin, the City may exceed its total allotment if, in the previous year, it did not pump the total 5,780 AFY. In this case, up to 20 percent of the allotment may be carried over to the following year. Alternatively, the City may exceed its water pumping rights if another water retailer chooses to lease water pumping rights to the City. Cities that do not pump their fully allotted rights may supplement the water supply to the City of Compton and prevent the need to increase imported water from Metropolitan in any given year. The latter option has been utilized by the City of Compton to reduce its dependence on Metropolitan imported water.

Table 4.14-1 shows the actual and projected water demand for CWUD through 2030.

Table 4.14-1 Compton Water Utility Division Water Demand and Supply

	2015	2020 (Projected)	2025 (Projected)	2030 (Projected)	2035 ¹ (Projected)
Water Demand (AFY)	7,288	7,954	8,065	8,177	8,290
Water Supply (AFY) ²	8,845 ³	9,407	9,407	9,407	9,407
Surplus (Supply – Demand) (AFY)	1,557	1,453	1,342	1,230	1,117

AFY: acre-feet per year

¹The 2015 UWMP provides demand projections up to the year 2035; further projections will be available when the UWMP is updated.

²Water Supply includes supply from groundwater, imported water, and water transfers through lease agreements.

³Actual 2015 supply volume totaled 7,859.2 AF. However, the CWUD had additional allowable pumping allocation leases bringing total supply availability to 8,845 AF.

Source: CWUD 2016 Table 4.1.8, 6.1.1, 6.1.2

Total projected water demand for areas served by CWUD is approximately 8,177 AFY in 2030 and 8,290 AFY in 2035. Table 4.14-1 shows that the City projects sufficient water supply available to meet future demands.

As mentioned above, the City also receives imported surface water supply via Metropolitan. Table 4.14-2, below, shows the City's annual projected water demand and supply available through 2030.

Table 4.14-2 Compton's Demand and Projections for Metropolitan Water District of Southern California (MWD)

	2020 (Projected)	2025 (Projected)	2030 (Projected)	2035 ² (Projected)
Water Demand ¹ (AFY)	0	526	638	750
Water Supply (AFY)	1,867	1,867	1,867	1,867
Surplus (Supply – Demand) (AFY)	1,867	1,341	1,229	1,117

AFY: acre-feet per year

¹Demand projections based on those provided to Metropolitan for incorporation into Metropolitan's Urban Water Management Plan for average year conditions.

²The UWMP provides demand projections up to the year 2035; further projections will be available when the UWMP is updated.

Source: CWUD 2015 Table 4.2.1, 6.1.2

Table 4.14-2 also shows that there is sufficient water projected to be available through Metropolitan to meet projected demands for the City. As described in the 2015 UWMP, the City has relied less on imported water supplied by Metropolitan in recent years due to an increase in its allowable groundwater pumping allocation obtained through leases. However, the 2015 UWMP notes that purchased water from Metropolitan remains a reliable supplement to the City's groundwater supply through 2035 (CWUD 2016).

Water demand associated with the existing industrial and commercial uses in the TOD Core Area are shown in Table 4.14-3, which provides the water demand based on the California Emissions Estimator Model (CalEEMod) results provided in Appendix B.

Table 4.14-3 Estimated Annual Water Demand in TOD Core Area from Existing Uses

Land Use	Indoor		Outdoor		Total	
	Gallons	AFY	Gallons	AFY	Gallons	AFY
General Light Industry	42,913,100	132	0	0	42,913,100	132
Other Asphalt Surfaces	0	0	0	0	0	0
Church	365,454	1	571,608	2	937,062	3
Regional Shopping Center	37,184,400	114	22,970,400	70	60,154,800	184
Total	80,462,954	247	23,542,008	72	104,004,962	319

AFY = acre-feet per year

Note: CalEEMod estimates project-specific annual water use based on rates derived from statewide water consumption by sector in 2000, as reported by the Pacific Institute's *Waste Not, Want Not: The Potential for Urban Water Conservation in California* report (Gleick et al. 2003).

Source: CalEEMod outputs (Appendix B)

As shown above, existing development in the proposed TOD Core Area currently requires approximately 104,005,000 gallons of water per year, or 319 AFY of water.

Wastewater

The Los Angeles County Sanitation District (LACSD) is a public agency created under State law to manage wastewater and solid waste on a regional scale. LACSD consists of 24 independent special districts across the County of Los Angeles. Compton is located primarily in LACSD Districts No. 1 and No. 8, with small portions of the eastern and southeastern parts of the City in Districts No. 2 and No. 3.

Wastewater is collected in Compton via an existing 143-mile-long system of sewer lines maintained by the City's Department of Public Works and Municipal Utilities' Street Maintenance Division. Wastewater collected from the City is conveyed to the LACSD's Joint Water Pollution Control Plant (JWPCP), located at 24501 S Figueroa Street in the City of Carson. The JWPCP provides both primary and secondary treatment for approximately 260 million gallons of wastewater per day (MGD) and has a total permitted capacity of 400 MGD. Treated effluent is then discharged from JWPCP through an ocean outfall.

Wastewater generation associated with the existing industrial and commercial uses in the TOD Core Area are shown in Table 4.14-4.

Table 4.14-4 Wastewater Flows Generated in TOD Core Area from Existing Uses

Use	Existing Development		Wastewater Generation Factor		Expected Wastewater Generation		
			Gallons/Day	Unit	Gallons/Day	Gallons/Year	Million Gallons/Day (MGD)
General Light Industry	1,243,638	sf	25	1,000 sf	31,091	11,348,197	0.031
Church	11,675	sf	50	1,000 sf	584	213,069	<0.001
Retail	502,000	sf	100	1,000 sf	50,200	18,323,000	0.050
Total					81,875	29,884,266	0.082

sf = square feet

Source: Los Angeles County Sanitation District Generation Factor (<http://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=3531>).

As shown above, existing development in the proposed TOD Core Area currently generates an estimated 29,884,000 gallons of wastewater per year, or 0.082 MGD. Solid Waste

The City contracts with Republic Services, LLC for waste and recycling collection services for residential, commercial, and industrial accounts. Solid waste and recycle loads are taken to Republic's Compton Transfer Station for processing. From the transfer station, waste loads are loaded into transfer trailers and hauled to and disposed of at Sunshine Canyon Landfill in Sylmar (CalRecycle 2018). A portion of waste, approximately five percent in 2017, is taken to Southeast Resource Recovery Facility in Long Beach for transformation (CalRecycle 2018). Other disposal facilities that are utilized on an as-needed basis include El Sobrante Landfill in Corona, and Puente Hills Landfill in Industry (personal communication, June 7, 2019). Recyclable materials processed at the Compton Transfer Station are taken to Republic's CVT Material Recovery Facility in Anaheim for disposal (CalRecycle 2018). Solid waste currently generated by existing uses in the TOD Core Area are shown in Table 4.14-5.

Table 4.14-5 Proposed Project Projected Solid Waste Generation

Land Use	Proposed Project			Projected Wastewater Generation		
	Quantity	Unit	Generation Rate	Solid Waste (pounds per day)	Solid Waste (tons per day)	Solid Waste (cubic yards per day) ¹
General Light Industry	1,243,638	sf	0.006 pounds/sf/day	7,461.83	3.73	7.46
Church	11,675	sf	0.007 pounds/sf/day	81.73	0.04	0.08
Retail	502,000	sf	0.046 pounds/sf/day	23,092	10.05	23.09
Total				30,625.56	13.82	30.63

¹ Conversion factor assumed to be 1,000 pounds per cubic yard.

Source for generation rates: CalRecycle 2018

As shown above, existing development in the proposed TOD Core Area currently generates an estimated 30,626 pounds of solid waste per day, or approximately 14 tons per day.

Electrical Service

Electrical service to Compton and the Plan Area is provided by Southern California Edison Company. Southern California Edison Company maintains substations in Compton, including the Longdon and Compton substations, as well as electrical distribution and transmission lines. For more information about electricity service and use, refer to Section 4.6, *Greenhouse Gas Emissions and Energy*.

Natural Gas

SoCalGas provides natural gas service to approximately six million residential and business customers across 20,000 square miles of southern California, including Goleta (SoCalGas 2019). Compton, including the Plan Area, is located in SoCalGas' Los Angeles Basin Zone. For more information about natural gas service and consumption, refer to Section 4.6, *Greenhouse Gas Emissions and Energy*.

Regulatory Setting

Federal, State, and local regulations applicable to utilities and service systems are presented below. This setting addresses issue areas relevant to utilities and service systems, including: water supply, wastewater, and solid waste.

Federal

Federal laws and regulations applicable to water supply include the Clean Water Act (CWA) and the National Pollutant Discharge Elimination Systems (NPDES), which are described in Section 4.8.1, under the Regulatory Setting for *Hydrology and Water Quality*. There are no additional federal laws or regulations applicable to water supply.

State

Water Supply

State-level laws and regulations applicable to water supply are addressed in Section 4.8.1, for *Hydrology and Water Quality*, and include the following:

- Porter-Cologne Water Quality Control Act;
- California Toxics Rule;
- State Antidegradation Policy; and
- California Code of Regulations – Recycled Water Regulations (Titles 22 and 17).

Other State laws and regulations applicable to water supply are described below, as applicable to the assessment of utilities and service systems for the proposed Specific Plan.

URBAN WATER MANAGEMENT PLANNING ACT

In 1983 the California Legislature enacted the Urban Water Management Planning Act (Water Code Section 10610–10656). The Act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet (AF) annually, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The Act requires that urban water suppliers adopt an UWMP at least once every five years and submit it to the Department of

Water Resources. Noncompliant urban water suppliers are ineligible to receive funding pursuant to Division 24 or Division 26 of the California Water Code, or receive drought assistance from the State, until the UWMP is submitted and deemed complete pursuant to the Urban Water Management Planning Act. The City of Compton is an urban water supplier and therefore is required to prepare an Urban Water Management Plan (UWMP). Compton's latest UWMP was published in 2015.

SENATE BILL 610 AND SB 221

Senate Bill (SB) 610 (2002) amended California Water Code to require detailed analysis of water supply availability for certain types of development projects. The primary purpose of SB 610 is to improve the linkage between water and land use planning by ensuring greater communication between water providers and local planning agencies, and ensuring that land use decisions for certain types of development projects are fully informed as to whether sufficient water supplies are available to meet project demands. SB 610 requires the preparation of a Water Supply Assessment (WSA) for a project that is subject to CEQA and meets certain requirements, including residential developments of more than 500 dwelling units. Pursuant to SB 221, a water supply verification (WSV) would be required if the project includes a tentative map for more than 500 dwelling units. It is expected that future projects in the Specific Plan area may meet the threshold requirements for preparation of a WSA, and project-specific WSAs would be prepared for such projects. The Specific Plan itself does not propose construction of individual projects, but rather lays the blueprint for planning in the southern region of the City.

Wastewater

Standards for wastewater treatment plant effluent are established using state and federal water quality regulations. After treatment, wastewater effluent is either disposed of or reused as recycled water. The Regional Water Quality Control Boards (RWQCB) set the specific requirements for community and individual wastewater treatment and disposal and reuse facilities through the issuance of Waste Discharge Requirements (WDR), required for wastewater treatment facilities under the California Water Code Section 13260. The California Department of Public Health (CDPH) is also involved in permitting water reuse facilities. Requirements for disposal are set to protect present and potential beneficial uses of the water which receives the effluent. The CDPH sets specific requirements for treated effluent reuse, or recycled water, through Title 22 of the California Code of Regulations (mentioned above with regards to drinking water quality standards). These requirements are primarily set to protect public health.

CALIFORNIA CODE OF REGULATIONS TITLE 22

The California Code of Regulations Title 22, Division 4, Chapter 3, Sections 60301 through 60355 are used to regulate recycled wastewater and are administered jointly by the CDPH and the RWQCBs. Title 22 contains effluent requirements for four levels of wastewater treatment, from undisinfected secondary recycled water to disinfected tertiary recycled water. Higher levels of treatment have higher effluent standards, allowing for a greater number of uses under Title 22, including irrigation of freeway landscaping, pasture for milk animals, parks and playgrounds, and vineyards and orchards for disinfected tertiary recycled water.

Salt concentrations (such as chloride, nitrogen, sodium, etc.) in the effluent are regulated based on the Water Quality Control Plan (Basin Plan) for the Los Angeles Region, which also considers local groundwater quality (discussed in Section 3 of the Basin Plan, *Water Quality Objectives*). Recycled water quality goals for salts and other constituents would vary depending on the intended irrigation

recipients. The RWQCB will develop waste discharge requirements based on the Basin Plan, designed to protect beneficial uses of the State waters. The RWQCB Basin Plan contains an anti-degradation policy so that existing quality shall be maintained (California Regional Water Quality Control Board, 1994).

Solid Waste

ASSEMBLY BILL 939 AND SENATE BILL 1016

The California Integrated Waste Management Act of 1989, or Assembly Bill (AB) 939, established the Integrated Waste Management Board (Board), required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of all solid waste generated (from 1990 levels), beginning January 1, 2000. In 2006, SB 1016 updated the requirements. The new per capita disposal and goal measurement system moves the emphasis from an estimated diversion measurement number to using an actual disposal measurement number as a factor, along with evaluating program implementation efforts. These two factors will help determine each jurisdiction's progress toward achieving its AB 939 diversion goals. The 75 percent diversion requirement is now measured in terms of per-capita disposal expressed as pounds per person per day.

ASSEMBLY BILL 341 AND SENATE BILL 1383

The purpose of AB 341 of 2011 (Chapter 476, Statutes of 2011) is to reduce greenhouse gas (GHG) emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in California. In addition to Mandatory Commercial Recycling, AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020.

SB 1383 of 2016 (Chapter 395, Statutes of 2016) established the following goals: a 50 percent reduction in the level of the statewide disposal of organic waste from 2014 levels by 2020, and a 75-percent reduction in the level of the statewide disposal of organic waste from 2014 levels by 2025. This bill also authorized CalRecycle to adopt regulations, to take effect on or after January 1, 2022, to achieve these targets.

ASSEMBLY BILL 1826

AB 1826 of 2014 (Chapter 727, Statutes of 2014) requires businesses that generate a specified amount of organic waste per week to arrange for recycling services for that waste, and for jurisdictions to implement a recycling program to divert organic waste from businesses subject to the law, as well as report to CalRecycle on their progress in implementing an organic waste recycling program. As of January 1, 2017, businesses that generate four cubic yards or more of organic waste per week shall arrange for organic waste recycling services.

Regional and Local

Water Supply

The Plan Area is in the City's Water Utility Division service area. The City's Conservation Ordinance (Ordinance No. 1851, adopted on March 12, 1991 and amended per Ordinance No. 1868), describes a phased water conservation program to be implemented in times of water scarcity. To meet the State Water Resources Control Board's (SWRCB) mandatory conservation requirements, the City

enacted a Phase I Water Shortage Plan on July 22, 2014 under the authority of the conservation ordinance (Section 23-1.32(e)(2) of the Compton Municipal Code). The Phase I Water Shortage Plan institutes various mandatory conservation measures, such as prohibiting the hose washing of sidewalks and walkways and restricting lawn and landscape irrigation. These measures remain in effect.

CITY OF COMPTON GENERAL PLAN

Applicable goals and policies from the Public Facilities Element of the Compton General Plan related to water are provided below:

Goal 4.0: Maintain a consistent level of quality water and sewer services.

- Policy 4.1:** Work closely with local water agencies in determining future area needs.
- Policy 4.2:** Identify and implement water conservation programs.
- Policy 4.4:** Encourage the use of drought-resistant landscaping to reduce overall City water use (Compton 1991).

URBAN WATER MANAGEMENT PLAN

The 2015 UWMP serves as a long-range planning document for the City of Compton service area. The UWMP contains the same types of water supply and demand projections that would be included in a WSA, and this document is therefore an appropriate resource to use in developing the impact analysis provided below. As described in Section 1, *Introduction*, this is a Program EIR that will be used in the future for tiering of project-level environmental review and CEQA documents; where appropriate, project-specific analyses will be accompanied by a WSA in accordance with SB 610 and may tier off the analysis provided in this Program EIR.

MUNICIPAL CODE

The City has mandatory conservation requirements that can be implemented at any time per Conservation Ordinance No. 1851 (1991); per Section 23-1.32(e)(2) of the Compton Municipal Code, Phase I Water Shortage Plan stipulates the following mandatory restrictions:

- There shall be no hose washing of sidewalks, walkways, driveways, parking areas or other paved surfaces, except as is required for sanitary purposes; Use a broom instead.
- Washing of motor vehicles, trailers, boats and other types of mobile equipment shall be done only with a handheld bucket or a hose equipped with a positive shutoff nozzle for quick rinses, except that washing may be done at the immediate premises of a commercial car wash or with reclaimed water.
- No water shall be used to clean, fill or maintain levels in decorative fountains, ponds, lakes or other similar aesthetic structures unless such water is part of a recycling system.
- No restaurant, hotel, cafe, cafeteria or other public place where food is sold, served or offered for sale, shall serve drinking water to any customer unless expressly requested.
- All customers of the Compton Water Utility Division shall promptly repair all leaks from indoor or outdoor plumbing fixtures.
- No lawn, landscape, or other turf area shall be watered more often than every other day. Specifically, all customers with an even address number shall water on even calendar dates of the month, and all customers with an odd address number shall water on odd calendar dates of

the month. On the thirty-first (31st) of the month, there shall be no watering, unless reclaimed water is used.

- No watering shall be done between the hours of 10:00 a.m. and 4:00 p.m.; except that the provision shall not apply to commercial nurseries, golf courses and other water-dependent industries.
- No customer of the Compton Water Utility Division shall cause or allow the water to run off landscape area into adjoining streets, sidewalks or other paved areas due to incorrectly directed or maintained sprinklers or excessive watering.

Wastewater

CITY OF COMPTON GENERAL PLAN

Applicable goals and policies of the Public Facilities Element of the Compton General Plan (1991) related to wastewater are provided below:

Goal 4.0: Maintain a consistent level of quality water and sewer services.

- Policy 4.3:** Utilize reclaimed wastewater irrigating public and private lands wherever possible.
- Policy 4.5:** Coordinate with local water agencies the replacement of water and sewer facilities with other City capital improvement projects.
- Policy 4.6:** Ensure that adequate water and sewer service is available as redevelopment occurs.

Goal 5.0 Provide necessary storm drainage control.

- Policy 5.1:** Coordinate flood control planning with Los Angeles County Flood Control District.

Solid Waste

COUNTY OF LOS ANGELES INTEGRATED WASTE MANAGEMENT PLAN

The County of Los Angeles Integrated Waste Management Plan (ColWMP) sets forth a regional approach for the management of solid waste through source reduction, recycling and composting, and environmentally safe transformation and disposal. The ColWMP ensures that the waste management practices of cities and other jurisdictions in the County are consistent with the solid waste diversion goals of AB 939 through source reduction, recycling and composting programs, household hazardous waste management programs, and public education awareness programs. The ColWMP calls for the establishment of 50 years of in-County permitted landfill capacity, as well as the County's support for the development of disposal facilities out of the County.

The County continually evaluates landfill needs and capacity through the preparation of the ColWMP annual reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed, in part, by determining the available landfill capacity. The most recent annual report is the 2017 report.

As part of the ColWMP, the County prepared the Countywide Siting Element, that identifies goals, policies, and strategies for the proper planning and siting of solid waste disposal and transformation facilities for the next 15 years. The latest Siting Element was approved by CalRecycle in April 2019.

4.14.2 Impact Analysis

a. Methodology and Significance Thresholds

Assessment of potential impacts to utilities and service systems is based on review of the proposed Specific Plan, and site conditions, analysis provided in the City of Compton's current UWMP and the Metropolitan's Regional Urban Water Management Plan, and City and County information regarding utility-related issues, including water supply and facilities, wastewater facilities, and solid waste. Proposed actions included under the proposed Specific Plan were compared to the existing environmental setting and the significance thresholds identified in Appendix G of the 2019 State CEQA Guidelines. As such, a significant impact associated with utilities would occur if implementation of the Specific Plan would result in one of the following circumstances:

1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
2. Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.
3. Result in a determination by the waste water treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
4. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
5. Non-compliance with federal, state, and local management and reduction statutes and regulations related to solid waste.

b. Impacts and Mitigation Measures

Threshold 1:	Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?
Threshold 2:	Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?
Threshold 3:	Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's demand in addition to the provider's existing commitments?

Impact U-1 REGIONAL WASTEWATER, STORMWATER DRAINAGE, ELECTRIC POWER, NATURAL GAS, AND TELECOMMUNICATION INFRASTRUCTURE IS ADEQUATE TO SERVE DEVELOPMENT UNDER THE PROPOSED SPECIFIC PLAN. POTENTIAL IMPACTS WOULD BE LESS THAN SIGNIFICANT. ADEQUATE WATER SUPPLIES ARE ALSO AVAILABLE TO MEET THE LONG-TERM DEMANDS ASSOCIATED WITH THE PROPOSED SPECIFIC PLAN. IN ADDITION, MITIGATION WOULD ENSURE THAT ADEQUATE LONG-TERM WATER SUPPLIES ARE AVAILABLE TO EACH PHASE OF DEVELOPMENT UNDER THE PROPOSED SPECIFIC PLAN. THEREFORE, UPON IMPLEMENTATION OF MITIGATION, POTENTIAL IMPACTS RELATED TO WATER SUPPLY WOULD ALSO BE LESS THAN SIGNIFICANT.

Water Supply

The Plan Area receives water supplies from the City of Compton, which provides water pumped from municipal groundwater wells in the adjudicated Central Basin and imported surface water purchased through Metropolitan. The local groundwater basin is adjudicated, meaning that all groundwater use is managed per a court-ordered Adjudication Judgement to ensure long-term groundwater supply sustainability. Similarly, imported surface water delivered to Compton via Metropolitan is managed per allotments of the State Water Project and Colorado River water.

The 2015 UWMP projects future water demand based on 2015 water consumption, anticipated population growth, and target water use reductions (CWUD 2016). Development under the proposed Specific Plan may be more intense than development anticipated for this area in the City current General Plan (1991) or existing land use in the Plan Area. However, the proposed Specific Plan is intended to be consistent with and implement the policies of the Compton General Plan (1991), including with respect to resource availability. In addition, as discussed below, the City relies primarily upon groundwater resources, which are regulated per an Adjudication Judgement, supplemented by imported surface water resources, which are delivered in agreement with Metropolitan.

Water demand associated with the proposed Specific Plan would result from residential, commercial, and office development, along with cultural facilities. Table 4.14-6 provides the water demand based on the California Emissions Estimator Model (CalEEMod) results provided in Appendix B.

Table 4.14-6 Estimated Annual Water Demand under the Proposed Specific Plan

Land Use	Indoor		Outdoor		Total	
	Gallons	AFY	Gallons	AFY	Gallons	AFY
Apartments (Mid-Rise)	250,348,000	768	197,285,000	605	447,633,000	1,373
City Park	0	0	25,426,200	78	25,426,200	78
General Office Building	31,166,000	96	23,877,200	73	55,043,200	169
Community Center	5,125,420	16	3,926,730	12	9,052,150	28
Museum	807,254	2	1,578,280	5	2,385,534	7
Other Asphalt Surfaces	0	0	0	0	0	0
Church	807,254	2	1,578,280	5	2,385,534	7
Regional Shopping Center	12,863,100	39	9,854,820	30	22,717,920	69
Total	301,117,028	923	263,526,510	808	564,643,538	1,731
Existing Uses ¹	80,462,954	247	23,542,008	72	104,004,962	319
Net Total	220,654,074	676	239,984,502	736	460,638,576	1,412

¹ See Table 4.13-3, which provides the water demand for existing uses in the proposed TOD Core Area.

AFY = acre-feet per year

Note: CalEEMod estimates project-specific annual water use based on rates derived from statewide water consumption by sector in 2000, as reported by the Pacific Institute's *Waste Not, Want Not: The Potential for Urban Water Conservation in California* report (Gleick et al. 2003).

Source: CalEEMod outputs (Appendix B)

As shown above, development under the proposed Specific Plan would require approximately 1,731 AFY of water. However, existing development in the proposed TOD Core Area currently requires an estimated 319 AFY of water. Therefore, development under the proposed Specific Plan would demand a net increase of 1,412 AFY of water. The City's water supply is obtained from the adjudicated Central Basin, of which the City has a yearly allocation of 5,723 acre-feet, and from Metropolitan, which determines its water year supply capability based on the hydrologic history of the State Water Project and the Colorado River Aqueduct regions.

The City's current 2015 UWMP assesses the reliability of identified water supplies during normal, single-dry, and multiple-dry water years. Because the majority of CWUD's supply is obtained via adjudicated groundwater rights, supply reliability is based largely on Metropolitan's reliability analysis to provide consistent water supply to the City. Table 4.14-7 shows the anticipated water demand of the Specific Plan relative to existing supplies.

Table 4.14-7 Specific Plan Water Demand Relative to Supply

	2020 (Projected)	2025 (Projected)	2030 (Projected)	2035 ¹ (Projected)
Normal Year				
Normal Year Water Supply (AFY) ²	9,407	9,407	9,407	9,407
UWMP Demand (AFY)	7,953	8,067	8,178	8,289
Specific Plan Water Demand (AFY)	2,098	2,098	2,098	2,098
Difference (Supply – Demand)	-644	-1,298	-869	-980
Single Dry Year				
Single Dry Year Supply (AFY) ³	5,618	5,636	5,636	5,636
UWMP Demand (AFY)	7,969	8,083	8,342	8,306
Specific Plan Water Demand (AFY)	2,098	2,098	2,098	2,098
Difference (Supply – Demand)	-4,449	-4,545	-4,804	-4,768
Multiple Dry Year				
Multiple Dry Year Supply (AFY) ⁴	6,115	6,115	6,115	6,115
UWMD Demand (AFY)	8,001	8,115	8,227	8,339
Specific Plan Water Demand (AFY)	2,098	2,098	2,098	2,098
Difference (Supply – Demand)	-3,984	-4,098	-4,210	-4,322

AFY: acre-feet per year

¹The 2015 UWMP provides demand projections up to the year 2035; further projections will be available when the UWMP is updated.

²Water Supply includes supply from groundwater, imported water, and water transfers through lease agreements.

³Single Dry Year Supply based on 1977 data and represents the lowest water supply available to the agency.

⁴Multiple Dry Year Supply based on 1990-1992 data and represents the lowest average water supply availability to CWUD for a consecutive multiple year period (three years or more).

Source: CWUD 2016 Table 7.3.1, 7.3.2, and 7.3.3

According to the 2015 UWMP, the City is forecast to experience water deficits of approximately 32 percent based on these supply numbers during single and multiple dry years. As demonstrated in Table 4.14-7, water demand solely under the Specific Plan would not exceed anticipated supply during normal, single dry year, or multiple dry year scenarios. However, in conjunction with the UWMP water demand forecast, total water demand would exceed anticipated supply during normal, single dry year, and multi dry year scenarios. Based on estimated total water demand, as shown in Table 4.14-7, implementation of the Specific Plan would increase this deficit to approximately 44 percent during a single dry year and 40 percent during multiple dry years. According to the 2015 UWMP, Metropolitan and the Central Basin Municipal Water District can provide additional surplus supplies to the City to meet demands, where necessary (CWUD 2016). Additionally, the 2015 UWMP notes that implementation of the City's Water Shortage Contingency Planning measures and the City's water conservation ordinances described in Section 4.14.1, *Setting*, would reduce City-wide demand, allowing the City to reduce the potential for water deficits.

Implementation of the proposed Specific Plan would occur over seven phases, as follows:

- Phases I and II: 2020 – 2023
- Phase III: 2023 – 2026

- Phase IV: 2026 – 2030
- Phase V: 2030 – 2033
- Phase VI: 2033 – 2036
- Phase VII: 2036 – 2039

Based on water supply forecasts provided in the 2015 UWMP for both local groundwater and imported surface water supplies, it is anticipated that sufficient water supplies would be available to meet the projected future water demand associated with Plan Area development, including under normal-year and dry-water year (drought) conditions. However, because the Specific Plan would intensify development in the Plan Area and because the City anticipates water deficits during dry-water year conditions that would be met through additional imported supplies, Mitigation Measure UTIL-1, *Water Supply Availability & Offset Program*, shall be implemented in order to ensure that sufficient long-term water supply is available. This measure requires that sufficient water supply availability is demonstrated for each phase of the Specific Plan prior to the onset of construction for each phase, and that both the Central Basin Watermaster and Metropolitan provide written confirmation of water supply availability for each phase of the proposed project, prior to the issuance of grading permits.

Wastewater

Wastewater in the Plan Area would be collected by the City's local system of sewer lines and conveyed through regional trunk lines operated by the Los Angeles County Sanitation District (LACSD). Site-specific sewer lines and supporting infrastructure would be designed and engineered for each of the project phases to accommodate wastewater flows. Therefore, the City's local sewer lines would be expanded or improved on an as-needed basis during implementation of each project phase and no major alterations to LACSD regional trunk lines are anticipated to be necessary as a result of implementation of the proposed project phases. Following the collection of wastewater, it is received for treatment at the Joint Water Pollution Control Plant (JWPCP) prior to discharge. The JWPCP has a design capacity of 400 MGD and processes an average daily flow (DWF) of 257 MGD (Sanitation Districts of Los Angeles 2017). Table 4.14-8 shows estimated wastewater flows generated by development under the Specific Plan, based on proposed land uses.

Table 4.14-8 Wastewater Flows Generated by Compton Specific Plan

Use	Development Under the Proposed Specific Plan		Wastewater Generation Factor		Expected Wastewater Generation		
			Gallons/Day	Unit	Gallons/Day	Gallons/Year	Million Gallons/Day (MGD)
Residential	4,803	units	156	Dwelling unit	749,268	273,482,820	0.749
Retail	217,073	sf	100	1,000 sf	21,707	7,923,055	0.022
Office	219,187	sf	200	1,000 sf	43,837	16,000,505	0.044
Cultural ¹	129,000	sf	100	1,000 sf	129,000	47,085,000	0.130
Total					943,812	344,491,380	0.944
Existing Uses ²					81,875	29,884,266	0.082
Net Total					861,937	314,607,114	0.862

sf = square feet

¹ Cultural facilities would be comprised of schools, arts, religious buildings, and other civic functions.

² See Table 4.13-4, which provides wastewater generation for existing uses in the proposed TOD Core Area. Source: Los Angeles County Sanitation District Generation Factor (<http://www.lacsd.org/civica3/filebank/blobdload.aspx?blobid=3531>).

As indicated above, development under the Specific Plan is expected to generate approximately 943,812 gallons per day (or 0.944 MGD). However, existing development in the proposed TOD Core Area currently generates an estimated 0.082 MGD of wastewater; therefore, development under the proposed Specific would generate a net total of 0.862 MGD. This amount accounts for approximately of 0.58 percent of JWPCP's remaining treatment capacity of 143 million gallons per day. Flow projections of the Joint Outfall System through the year 2050 determined that the capacity of the JWPCP would remain at 400 MGD average flow in the year 2050 with upstream Water Reclamation Plant expansions (County of Los Angeles 2012). The existing wastewater treatment capacity are therefore anticipated to be sufficient to accommodate projected development. With adherence to applicable regulations and General Plan policies, the proposed project would have adequate wastewater conveyance systems and impacts related to wastewater conveyance would be less than significant.

Stormwater Drainage

Impacts regarding stormwater drainage facilities are analyzed in Section 4.9, *Hydrology and Water Quality*, which found that potential impacts would be less than significant.

Electric Power

Electricity services in the Plan Area are provided by Southern California Edison (SCE). Development under the Plan Area may require site-specific modification to some existing electrical distribution systems. This service would be provided in accordance with the rules and regulations of SCE on file with and approved by California Public Utilities Commission (CPUC). It is not anticipated that existing transmission lines would need to be modified as a result of the development under the Specific Plan. Potential impacts associated with electric power demand are discussed in Section 4.6, *Greenhouse Gas Emissions and Energy*. Potential impacts would be less than significant.

Natural Gas

Natural gas services in the Plan Area are provided by the Southern California Gas Company (SoCalGas), which is regulated by the CPUC. Development under the Plan Area may include construction of new natural gas pipelines or expansion of existing pipelines, as needed to accommodate development in the Plan Area. When needed, construction of natural gas transmission pipelines would occur within developed areas, such as street corridors, that already contain underground utility infrastructure. Given the urbanized nature of the Plan Area, it is unlikely that construction of any natural gas system upgrades would result in significant environmental impacts.

Telecommunication Facilities

Implementation of the proposed Specific Plan requires provision of new and upgraded utility infrastructure to meet the needs of site residents and tenants. Improvements include telephone and cable lines, which are typically co-located with existing energy lines. Telephone and cable utility plans would be submitted concurrent with the final plans for each proposed project.

An overall goal of the Specific Plan is to improve and maintain basic infrastructure. Therefore, development under the proposed Specific Plan would be required to adhere to applicable Specific Plan goals, policies, and implementation actions related to utility infrastructure. When needed, construction of telecommunications lines would occur in the Plan Area to serve anticipated development. Given the urbanized nature of the Plan Area, it is unlikely that construction of any telecommunications infrastructure would result in significant environmental impacts.

Mitigation Measures

The following mitigation measure is required to address potential water supply availability associated with actions under the proposed Specific Plan.

UTIL-1 Water Supply Availability & Offset Program

Prior to the approval of any project or the issuance of grading permits the City shall require the applicant to submit an assessment of water supply availability verifying water supply reliability for individual development projects per phase. Each analysis shall include the following:

- Assessment of cumulative water uses in the Plan Area and how the water demands associated with other projects in the Plan Area may affect water supply availability on a project-specific level;
- Project-specific conservation measures to minimize water demands; and
- Potable water offset actions such as in-lieu storage and recovery programs to address potential water supply deficiencies identified project-specific water supply assessment.

To support this analysis, the City shall obtain written confirmation from the Central Basin Watermaster and from Metropolitan to verify that sufficient water supply is available for each project. Grading permits for each phase of the project shall not be issued until the City has obtained this documentation.

Significance After Mitigation

Potential impacts associated with wastewater, stormwater, electric power, natural gas, and telecommunication facilities under the proposed Specific Plan would be less than significant with no mitigation required. Potential impacts associated with water supply would be less than significant with implementation of Mitigation Measure UTIL-1.

Threshold 4: Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Threshold 5: Would the project comply with Federal, State, and local statutes and regulations related to solid waste?

Impact U-2 **THE PROPOSED SPECIFIC PLAN WOULD GENERATE AN INCREASE OF APPROXIMATELY 30 TONS OF SOLID WASTE PER DAY, OR 60 CUBIC YARDS PER DAY. LOCAL LANDFILLS, INCLUDING THE SUNSHINE CANYON LANDFILL IN SYLMAR, HAVE ADEQUATE CAPACITY TO MEET THIS DEMAND. IMPACTS RELATED TO SOLID WASTE FACILITIES WOULD BE LESS THAN SIGNIFICANT.**

Solid waste generated in the Plan Area would be transported to Sunshine Canyon Landfill in Sylmar for disposal. This landfill is operated under Solid Waste Facility Permit 19-AA-2000, issued to Sunshine Canyon City/County Landfill by CalRecycle, which allows the landfill to receive no more than 66,000 tons per week, or 9,429 tons per day of municipal solid waste for disposal. Currently, the landfill receives approximately 8,300 tons of municipal solid waste per day, or approximately 58,100 tons of municipal solid waste per week, leaving a remaining disposal capacity of approximately 7,900 tons of municipal solid waste per week.

Solid waste generation associated with forecast Plan Area development are identified in Table 4.14-9.

Table 4.14-9 Proposed Project Projected Solid Waste Generation

Land Use	Proposed Project			Projected Wastewater Generation		
	Quantity	Unit	Generation Rate	Solid Waste (pounds per day)	Solid Waste (tons per day)	Solid Waste (cubic yards per day) ¹
Residential	4,803	Dwelling units	12.23 pounds/dwelling unit/day	58,740.69	29.37	58.74
Retail	217,073	sf	0.046 pounds/sf/day	9,985.36	4.99	9.99
Office	219,187	sf	6 pounds/1,000 sf /day	1,315.12	0.66	1.32
Cultural ²	129,000	sf	0.046 pounds/sf/day	5,934	2.97	5.93
Total				75,975.17	37.99	75.98
Existing Uses ³				30,625.56	13.82	30.63
Net Total				45,349.61	24.17	45.35

sf = square feet

¹ Conversion factor assumed to be 1,000 pounds per cubic yard.

² Cultural facilities would be comprised of schools, arts, religious buildings, and other civic functions.

³ See Table 4.13-5, which provides solid waste generation for existing uses in the proposed TOD Core Area.

Source for generation rates: CalRecycle 2018

Development under the proposed Specific Plan would generate approximately 38 tons of solid waste per day, or approximately 76 cubic yards of solid waste, per day. However, as calculated in Table 4.13-5, existing development in the TOD Core Area currently generates an estimated 14 tons per day. Therefore, the proposed project would generate an estimated net total of 24 tons per day, which represents approximately 0.3 percent of Sunshine Canyon Landfill's remaining disposal capacity of 7,900 tons of municipal solid waste per day. Therefore, the solid waste generated under the proposed Specific Plan would not exceed the available capacity.

In addition, the City is required by AB 939 to divert 75 percent of solid waste from landfills, and the proposed project would be required to demonstrate compliance with all applicable regulations. Projected rates of solid waste disposal from the proposed Specific Plan would have a less than significant impact in regard to local solid waste infrastructure.

Mitigation Measures

No mitigation measures are required to address solid waste-related impacts.

c. Cumulative Impacts

The analysis provided under Impact U-1 is cumulative in nature and considers water demand associated with the development included under full buildout of the Specific Plan, as well as water demands associated with other developments (existing and projected) in the City of Compton's service area. As described above, projected water demands in the City's service area would exceed available supply (based on existing data) during certain drought years. However, it is anticipated that additional water supplies and water savings measures will be developed, and those future supplies/savings would contribute to long-term water supply reliability. Additionally, the Specific

Plan's water supply requirements reflect a full buildout scenario, when in actuality, the rate of buildout (and associated water requirements) is not presently known. Projects proposed as part of the Specific Plan buildout would be subject to project-level environmental review, including preparation of WSAs where applicable. There are multiple thresholds for WSA review, but all projects requiring a WSA-level evaluation have in common that they are subject to CEQA; must identify groundwater as a potential supply source; and would introduce a water demand equivalent to that associated with a 500-unit residential development. No future development project would be approved until the availability of sufficient water supply is confirmed (likely through the development of a project-level WSA, based on current information at the time of project proposal) and compliance with mitigation measure U-1 is verified. Therefore, the Specific Plan would not result in cumulatively considerable water supply impacts, and cumulative impacts would be less than significant.

Buildout of cumulative projects in the city will continue to increase demands on the existing wastewater treatment and conveyance facilities. The Los Angeles County Sanitation District (LACSD) Joint Water Pollution Control Plant would continue to provide service to its jurisdiction, including the Plan Area, in addition to serving a population of approximately 3.5 million people throughout Los Angeles. As described, current capacity of the JWPCP Wastewater Treatment Plant is sufficient to serve planned and pending development in its service area, and existing conveyance facilities in the Specific Plan area are sufficient to accommodate planned and pending development included under the Specific Plan. With respect to future growth in the JWPCP service area and associated increases in wastewater treatment demands, continued implementation of system improvements that follow the guidance of the City of Los Angeles Regional, Sanitary Sewer System Management Plan (SSMP) would ensure sufficient conveyance and treatment capacity to meet cumulative needs.

In addition, individual projects included in full buildout of the Specific Plan would be required to mitigate wastewater collection and conveyance system capacity impacts on a case-by-case basis, should existing facilities become insufficient. Funding for such increases is available through a combination of connection fees paid by developers, service districts, and general fund monies. Compliance with these requirements would reduce cumulative impacts to wastewater treatment and collection systems to a less than significant level and the Specific Plan's contribution to wastewater service impacts would not be cumulatively considerable.

Planned and pending development in the Specific Plan area would continue to increase solid waste generation. As discussed under Impact U-2, area landfills have capacity to accommodate additional solid waste, and potential impacts of full buildout of the Specific Plan would be less than significant. Cumulatively, other areas which utilize the same landfills as the proposed Specific Plan would likely also continue to experience growth and associated increases in solid waste generation. State-mandated solid waste diversion rates (for recycling) would continue to minimize the quantity of waste directed to area landfills, and compliance with General Plan and Specific Plan policies would maintain or improve upon existing solid waste diversion rates.

As described above, the Sunshine Canyon Landfill is expected to remain open with sufficient disposal capacity to accommodate its existing service territory. The Los Angeles Integrated Waste Management Plan includes strategies for meeting disposal capacity at both landfills, including increased waste diversion and potential expansion of landfill capacity. Solid waste disposal facilities and management approach would continue to adjust as needed to provide adequate disposal capacity throughout the county. Thus, cumulative impacts to solid waste facilities would be less than significant and the Specific Plan's contribution to solid waste impacts would not be cumulatively considerable.

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4.15 Impacts Found to Be Less Than Significant

The following analysis identifies issues where there is no substantial evidence that significant impacts would occur.

4.15.1 Agricultural Resources

Based on the Department of Conservation's Farmland Mapping and Monitoring Program and Williamson Act maps, neither the Plan Area nor adjacent properties are State-designated Farmland, enrolled in Williamson Act contracts, or support forest land or resources (California DOC, 2016a and 2016b). The Plan Area consists of a mix of industrial, commercial, and residential land uses. In particular, land uses include industrial, heavy manufacturing, commercial manufacturing, public/quasi-public, low- and medium-density residential, open space/parks, and mixed uses.

The northern portion of the Plan Area includes a zoning designation of Residential Agriculture (RA). This zone includes single-family residences and is bordered by N. Bennett Street to the north, W. Greenleaf Boulevard to the south, S. Wilmington Boulevard to the west and S. Acacia Street to the east. The RA zoning designation permits single-family homes on 10,000 square foot or larger lots and certain agricultural uses. The Specific Plan includes a Transit-Oriented Development (TOD) Core Area and TOD Supporting Areas (see Section 2, *Project Description*, for details) .

As shown in Figure 2-5 of the *Project Description*, the proposed Specific Plan would allow for urban agricultural opportunities along the south side of Greenleaf Boulevard, between Willowbrook Avenue and Wilmington Avenue. This area is currently zoned B (Buffer), and has a General Plan land use designation of Open Space/Parks. This area is occupied by overhead utility lines and a landscape nursery. Adoption of the Specific Plan would not result in a zone change in the area designated RA within the Specific Plan boundaries and would increase the potential for urban agricultural uses.

Based on the above, the Specific Plan would have no impact with respect to conversion of Farmland to non-agricultural use; conflict with existing agricultural zoning or Williamson Act contract; result in the loss of forest land or conversion of forest land to non-forest use; or other conversion of farmland to non-agricultural use.

4.15.2 Mineral Resources

The Plan Area is located in an area classified by the California Geological Survey (CGS) as Mineral Resource Zone-1 (MRZ-1). This designation indicates that there is little likelihood that significant mineral resources are present in the area (Department of Conservation 1982). The Plan Area consists of a mix of industrial, commercial, and residential land. Because the Plan area is predominantly developed and is not planned for use as a mineral extraction area, the proposed Specific Plan would not have an adverse effect on mineral resources.

4.15.3 Wildfire

A significant impact could occur if a project is located in or near an State Responsibility Area (SRA) or lands classified as Very High FHSZ and would; substantially impair an adopted emergency response plan or emergency evacuation plan; exacerbate wildfire risks due to slope, prevailing winds, and other factors; require the installation or maintenance of associated infrastructure that may exacerbate fire risk; or would expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage

changes. The Plan Area is in an urban setting and is not located in or near a wildland fire hazard area as defined by the California Department of Forestry and Fire Protection (Cal Fire 2011). The Plan Area is not located in a SRA or High Fire Hazard Severity Zone (FHSZ) (Cal Fire 2019). The Plan Area and vicinity is urbanized. Therefore, the proposed Specific Plan would not exacerbate wildfire risk.

5 Other CEQA Required Discussions

This section addresses other topics required to be addressed under the State CEQA Guidelines that are not covered in other parts of this EIR, including growth inducing effects and significant irreversible changes.

5.1 Growth Inducement

Section 15126(d) of the State CEQA Guidelines requires a discussion of a proposed project's potential to foster economic or population growth, including ways in which a project could remove an obstacle to growth. Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. The proposed Specific Plan's growth inducing potential is therefore considered significant if project-induced growth could result in significant physical effects in one or more environmental issue areas.

5.1.1 Population and Employment Growth

As discussed in Section 2, *Project Description*, and Section 4.11, *Population and Housing*, the proposed Specific Plan includes the development of 4,803 residential units that would directly induce a population growth of approximately, 19,614 new residents based on the average households of 4.21 persons per household (California Department of Finance [DOF] 2019). As determined by the California DOF and Southern California Association of Governments (SCAG), the current (2019) population of Compton is projected to grow by 3,600 residents to a total of 100,900 by 2040 (California DOF 2019; SCAG 2016). The estimated population growth of 19,614 residents under the proposed Specific Plan is approximately 545 percent of the City's projected growth of 3,600 residents by 2040. The County of Los Angeles is projected to grow by 1,592,200 residents by 2040; the Specific Plan's growth would account for approximately 1.23 percent of the projected growth in the County. Although population and housing growth related to the Specific Plan would exceed SCAG projections for Compton, this growth would be consistent with SCAG's regional growth projections and the City's housing and land use elements goals and policies, which aim to stabilize and protect single-family housing resources in the community, and to provide a variety of types and an adequate supply of housing to meet the existing and future needs of City residents. As described in Section 4.9, *Land Use and Planning*, the Specific Plan would protect the older residential housing stock in the Plan Area since it does not involve changes to the existing neighborhoods north of Greenleaf Boulevard. At the same time, the Specific Plan would provide up to 4,803 units of high-density, multi-family housing to meet future population supply needs. Additionally, as described in *Regulatory Setting* of Section 4.11, *Population and Housing*, the SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) provides the framework for growth in the region. The Specific Plan would promote transit-oriented development and other policies that achieve the region's goals, as described in PH-1, *Impact Analysis* of Section 4.11. Additionally, consistency analyses between the Specific Plan and the 2016 RTP/SCS and the Compton General Plan are provided in Table 4.9-2 and Table 4.9-3 of LU-2 in Section 4.9, *Land Use and Planning*. All relevant policies from both planning documents are analyzed and found to be consistent. Therefore,

population growth associated would be consistent with regional projections, as well as local and regional goals.

As discussed in LU-2 of Section 4.9, *Land Use and Planning*, growth associated with the proposed Specific Plan would be required to adhere to the goals and policies contained in the Compton General Plan, Municipal Code, and Specific Plan development guidelines. The Compton General Plan and Municipal Code were developed to plan for growth and, accordingly, reduce the potential for uncontrolled growth and associated environmental impacts. By providing policies for growth that comply with the regional and local goals contained in the 2016 SCAG RTP/SCS and City of Compton's General Plan, the Specific Plan similarly would control growth and associated impacts upon its adoption and implementation.

The proposed Specific Plan would also include up to 217,073 square feet (sf) of commercial space, up to 219,187 sf of office space, and 129,000 sf of culture uses that would provide employment opportunities and support up to 1,784 new jobs. As discussed in Section 4.11, *Population and Housing*, the estimate for existing jobs in the TOD Core Area is 1,230. Therefore, discounting existing employment, as shown in Table 5-1, implementation of the Specific Plan would result in a net increase of 554 new jobs. Upon implementation of the Specific Plan, existing employment opportunities in the TOD Core Area would be incrementally replaced by new commercial uses and associated employment opportunities. Future employment in the Specific Plan, therefore, would likely be filled by existing residents and employees in the City or surrounding cities and would not directly induce population growth in the region.

Table 5-1 Estimated Onsite Employment Associated with the Proposed Project

Land Use	Build Out Square Footage	Square Feet per Employee ¹	Total New Employees
Retail	217,073	511	425
Office	219,187	299	733
Culture ²	129,000	206	626
Total			1,784
Existing Employment Opportunities			1,230
Net Total of New Employment Opportunities			554

¹Source: SCAG 2001 (Table 4B); the factor used for commercial space is the average of the factors for "Other Retail/Services" and "Low-Rise Office."

²SCAG land uses do not have a category comparable to the land uses under "Culture" category in the proposed Specific Plan. Therefore, the SCAG factor used for this category is Government Offices, which is the closest correlating SCAG land use category.

However, using a conservative methodology for the purposes of this analysis, assuming all new commercial uses would be staffed by new employees that relocate to the area, this would generate an additional population growth of approximately 554 employees (see Table 5-1). When added to the anticipated residential population increase, the overall population would be increased by 20,168. This combined increase would be approximately 1.27 percent of the SCAG projected growth of 1,592,200 persons to the County of Los Angeles by the year 2040. This growth would be accounted for in the region.

However, as discussed above, project-induced growth within the Plan Area could result in significant physical effects in one or more environmental issue areas. As described in Section 4.3, *Biological Resources*, the Specific Plan would create potential impacts to nesting birds and raptors associated with the Compton Creek, as well as potential impacts to jurisdictional waters. However, impacts to nesting birds and raptors and jurisdictional waters would be less than significant with mitigation.

Section 4.4, *Cultural and Tribal Resources*, explains that development facilitated by the Specific Plan has the potential to create significant and unavoidable impacts to historical resources as the Specific Plan does not have any programs or policies to reduce impacts to potential historic resources. Impacts to archaeological resources and tribal resources would be less than significant with mitigation. Therefore, any population growth associated with the project would not result in significant long-term physical environmental effects associated with archeological resources, but population growth could contribute to significant impacts to historic resources.

5.1.2 Economic Growth

In addition to employment growth discuss above, the proposed project would generate temporary employment opportunities during construction. Because construction workers would be expected to be drawn from the existing regional workforce, construction of the project would not be growth-inducing from a temporary employment standpoint. However, as shown in Table 5-1, the proposed project would also add approximately 554 long-term employment opportunities associated with the new retail, office, and cultural uses.

As shown in Table 4.11-2 under Section 4.11, *Population and Housing*, SCAG forecasts employment in the City to increase by 2,800 jobs by the year 2040 for a total of 28,200 jobs (SCAG, 2016). The 554 new jobs anticipated by the proposed commercial and office development would be approximately 19.8 percent of job growth projected for the City of Compton by 2040. Job growth would account for approximately 0.06 percent of growth in Los Angeles County. Employment creation by the Specific Plan would be within the projected forecasts for the City and County. Therefore, the Specific Plan would not be expected to induce substantial economic expansion to the extent that direct physical environmental effects would result.

5.1.3 Removal of Obstacles to Growth

As discussed above, approval of the proposed Specific Plan would accommodate an increase in development and population within the Plan Area. The project area is surrounded on all sides by urban development, and these areas are served by existing municipal services and utilities including roads, water, sewer, and other infrastructure.

As discussed under Section 4.12, *Public Services*, development accommodated by the proposed Specific Plan would increase the City's population and, therefore, increase demand for fire and police protection services that would create the need for new or expanded fire and police protection facilities. However, with implementation of Mitigation Measures PS-1 and PS-2, development of a project under the proposed Specific Plan would require review of projects by the Compton Fire Department and Los Angeles County Sheriff's Department, and compliance with all applicable regulations. Furthermore, as discussed under Section 4.14, *Utilities and Service Systems*, Mitigation Measure UTIL-1 implementation, would ensure that sufficient long-term water supply is available since the Specific Plan would intensify development in the Plan Area. This measure requires that sufficient water supply availability is demonstrated for each phase of the Specific Plan prior to the onset of construction for each phase, and that both the Central Basin Watermaster and Metropolitan provide written confirmation of water supply availability for each phase of the proposed project, prior to the issuance of grading permits. However, no substantial expansion of these facilities is proposed or would be necessary to accommodate buildout of the Specific Plan. Impacts to other municipal services and utilities would be less than significant (see Section 4.12, *Public Services*, and Section 4.14, *Utilities and Service Systems*). The proposed Specific Plan would

therefore not require or induce extension of utilities or other services into undeveloped areas within or around the project area that would induce growth that would not otherwise occur. The proposed Specific Plan would not have any significant effect from removing obstacles to growth outside of the Plan Area.

5.2 Irreversible Environmental Effects

The State CEQA Guidelines require that EIRs contain a discussion of significant irreversible environmental changes. This section addresses non-renewable resources, the commitment of future generations to the proposed uses, and irreversible impacts associated with the Specific Plan.

Construction of development projects accommodated under the proposed Specific Plan would involve use of building materials and energy, some of which are non-renewable resources such as petroleum. Consumption of these resources would occur with any development in the region and would not be unique to the Specific Plan.

Development of projects accommodated under the proposed Specific Plan would also irreversibly increase local demand for non-renewable energy resources such as petroleum products and natural gas. However, increasingly efficient building design would offset this demand to some degree by reducing energy demands of the project. As discussed in Section 4.6, *Greenhouse Gas Emissions and Energy*, forecast development under the Specific Plan would be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6, of the California Code of Regulations, *California's Energy Efficiency Standards for Residential and Nonresidential Buildings*) and the California Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations). The California Energy Code provides energy conservation standards for all new and renovated commercial and residential buildings constructed in California, and the Green Building Standards Code requires solar access, natural ventilation, and stormwater capture. Consequently, development under the Specific Plan would not use unusual amounts of energy or construction materials and impacts related to consumption of non-renewable and slowly renewable resources would be less than significant.

As discussed in Section 4.10, *Noise*, increased noise levels from traffic noise associated with the project would not expose sensitive receivers to noise levels exceeding applicable standards, and this impact would be less than significant. Other operational noise impacts from on-site noise sources (e.g., HVAC equipment, delivery and trash hauling trucks, light recreation) would also be less than significant with adherence to the City's Noise Ordinance, which would regulate noise emanating from these sources. Section 7.12-22 of the CMC would also restrict construction activities to the hours between 7:00 A.M. and 8:00 P.M. on weekdays and Saturday. Furthermore, implementation of suggested noise reduction techniques (i.e., mufflers, use of electrical power, equipment staging and idling, workers' radios, smart back-up alarms, disturbance coordinator, and temporary sound barriers) would further reduce construction noise levels at noise-sensitive receivers. Noise and vibration from construction would be less than significant.

Additional vehicle trips associated with the proposed project would incrementally increase local traffic and regional air pollutant and GHG emissions. However, as discussed in Section 4.6, *Greenhouse Gas Emissions and Energy*, with implementation of Mitigation Measures GHG-1a through GHG-1c, development and operation of the project would not generate GHG emissions that would result in a significant impact. Additionally, as discussed in Section 4.13, *Transportation and Traffic*, most long-term impacts associated with the proposed project would either be less than significant or reduced to a less than significant level with implementation of mitigation measures.

The Specific Plan would also require a commitment of fire protection, law enforcement, water supply, wastewater treatment, and solid waste disposal services. As discussed under Section 4.12, *Public Services*, with implementation of Mitigation Measures PS-1 and PS-2, development of a project under the proposed Specific Plan would require review of projects by the Compton Fire Department and Los Angeles County Sheriff's Department, and compliance with all applicable regulations. To reduce impacts to these municipal services to less than significant levels.

Furthermore, as discussed under Section 4.14, *Utilities and Service Systems*, Mitigation Measure UTIL-1 would be implemented to ensure that sufficient long-term water supply is available since the Specific Plan would intensify development in the Plan Area. Impacts to other municipal services and utilities would be less than significant (see Section 4.12, *Public Services*, and Section 4.14, *Utilities and Service Systems*).

CEQA requires decision makers to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve a project. The analysis contained in this EIR concludes that the proposed project would result in a significant and unavoidable impact to air quality (operational emissions), cultural resources, and public services (parks). Operation of the Specific Plan would exceed SCAQMD thresholds of significance for ROG and NO_x criteria pollutants. However, without the knowledge of specific techniques and the extent of such techniques, at this stage of planning it cannot be determined if the impact would be reduced below a level of significance even with implementation of mitigation. In addition, since the Specific Plan does not include any implementation programs to reduce impacts to potential historic resources, it cannot be guaranteed that historical cultural resources would be protected upon implementation of the Specific Plan. Furthermore, growth associated with the Specific Plan would also increase the demand for parks and regional facilities and would exacerbate existing open space deficiencies. Although the proposed project would implement mitigation, as discussed in Section 4.1, *Air Quality*, Section 4.4, *Cultural Resources*, and 4.12, *Public Services*, impacts would remain significant and unavoidable due to these irreversible losses.

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6 Alternatives

Section 15126.6 of the *CEQA Guidelines* requires an EIR analyze a range of reasonable Alternatives. This EIR examines a range of reasonable alternatives to the Specific Plan that would attain most of the basic project objectives (stated in Section 2, *Project Description*) but would avoid or substantially lessen the significant adverse impacts.

As discussed in Section 2, *Project Description*, the objectives for the proposed project, are as follows:

Goal 1: Provide access to employment, retail services, healthy food, parks, and other daily needs via walking, biking, and public transit.

- Policy 1.1:** Support employment growth especially medical, educational and cultural institutions.
- Policy 1.2:** Improve access to goods and services via walking, biking and transit.
- Policy 1.3:** Support institutions that contribute to the vitality of commercial districts and corridors, such as local business associations, arts venues, and cultural organizations.
- Policy 1.4:** Support food-related businesses to improve access to healthy food and advance economic development.
- Policy 1.5:** Build new parks to ensure that all residents live within a 10-minute walk of a park.
- Policy 1.6:** Plan, design, build, maintain, and operate the transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use.
- Policy 1.7:** Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.
- Policy 1.8:** Increase the frequency, speed, and reliability of the public transit system in order to increase ridership and support new housing and jobs.
- Policy 1.9:** Position Compton to benefit from upcoming changes to vehicle ownership models while supporting a shared use mobility network.

Goal 2: Provide affordable and accessible housing.

- Policy 2.1:** Increase supply of housing.
- Policy 2.2:** Produce housing units that meet the changing needs of Compton residents in terms of unit sizes, housing types, levels of affordability using targeted strategies.
- Policy 2.3:** Encourage innovative housing types and creative housing programs to help meet existing and future housing needs.
- Policy 2.4:** Promote mixed-income development.
- Policy 2.5:** Improve access to homeownership, especially among low- income residents and people of color.

Goal 3: Ensure that all communities fully thrive regardless of race, ethnicity, gender, country of origin, religion in order to eliminate deep-rooted disparities in wealth, opportunity, safety and health.

- Policy 3.1:** Increase equitable access to educational and economic opportunities.
- Policy 3.2:** Ensure residents have the technology tools and skills needed to fully participate in the economy and civic life.
- Policy 3.3:** Promote and support business creation, innovation, entrepreneurship, and expansion.
- Policy 3.4:** Expand and maintain areas for production, processing, and distribution of products, services, and ideas.

Goal 4: Provide create, cultural, and natural amenities.

- Policy 4.1:** Ensure growth and sustainability in the creative sector economy by providing artists, creative workers, and cultural organizations with the resources and support they need to create and thrive.
- Policy 4.2:** Support the creative economy, cultural organizations, and the city's quality of life by raising awareness of and promoting the value of local arts and culture.
- Policy 4.3:** Engage artists and creative workers in the City enterprise and support their capacity to earn revenue.
- Policy 4.4:** Perpetuate a high quality of life for Compton residents that includes safe, open and welcoming cultural and social institutions, as well as natural and built infrastructure.
- Policy 4.5:** Improve the tree canopy and urban forest.
- Policy 4.6:** Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainability, while minimizing the adverse impacts of climate change.

This section includes the analyses for two alternatives, which includes the CEQA-required "no project" alternative that involve changes to the project that may reduce the project-related environmental impacts as identified in this EIR. Alternatives have been developed to provide a reasonable range of options to consider that would help decision-makers and the public understand the general implications of revising or eliminating certain components of the proposed Specific Plan.

The following alternatives are evaluated in this EIR:

- **Alternative 1: No Project.** Alternative 1 assumes the Plan Area (approximately 762 acres) would remain as is, and any additional development under the proposed Specific Plan would not be constructed. The Plan Area would maintain the mostly industrial and commercial land uses, with the small portions of residential and open space land uses in the north. Alternative 1 assumes the continuation of existing conditions as well as development of the assumed growth rates for cumulative projects in the vicinity. The potential environmental impacts associated with this Alternative are described below under Section 6.1 compared to the potential environmental impacts associated with the proposed Specific Plan.
- **Alternative 2: Market Analysis.** Alternative 2 would be limited to development within the TOD Core Area in the center of the Plan Area around Metro's Artesia Blue Line Station, limited commercial and limited office space and up to 129,000 sf of cultural facilities. The most

intensive changes to land use and activity would concentrate in this portion of the Plan Area. The TOD Core Area under Alternative 2 would also support dense, mixed-use development that promotes transit-ridership and discourages use of the automobile. Alternative 2 would provide a framework for future projects that would consist of ground-floor commercial uses with residential uses located above. Compared to the Specific Plan, Alternative 2 would decrease the intensity of development in comparison to the proposed Specific Plan. Up to 826 units of high-density multi-family residential development would be allowed in this area within walking distance (<0.5 mile) of the Artesia Station. Alternative 2 would allow up to 74,348 square feet (sf) of ground-floor retail and 76,462 sf of ground-floor office in these residential buildings. Additionally, Alternative 2 would allow for the creation of up to 129,000 sf of cultural facilities, which would include a community center with the potential for a performance space, meeting area, plaza, or community resource. Similar to the proposed Specific Plan, Alternative 2 would also provide the framework for revitalizing the Compton Creek by setting aside space for parkland, recreation, and open space. Figure 6-1 depicts the proposed land use distribution under Alternative 2.

A summary of buildout characteristics for each alternative is included in Table 6-1, while detailed descriptions are included in the environmental impact analysis for each alternative under Sections 6.1 and 6.2.

Table 6-1 Comparison of Project Alternatives' Buildout Characteristics

Feature	Proposed Specific Plan	Alternative 1: No Project	Alternative 2: Market Analysis
Residential	4,803 du (4,802,826 sf)	0	826 du (826,076 sf)
Retail/Restaurant	217,073 sf	502,000	74,348 sf
Office	219,187 sf	0	76,462 sf
Cultural	129,000 sf	11,675	129,000 sf
Industrial	20,908,800 sf	185,571 ¹	20,908,800 sf

¹This accounts for existing industrial development just in the TOD Core Area.

Du = dwelling unit; sf = square feet

6.1 Alternative 1: No Project Alternative

6.1.1 Description

This alternative assumes that the Specific Plan is not approved and that the Plan Area would retain its existing uses and no additional development would occur in the TOD Core Area. The TOD Core Area currently consists of 502,000 square feet of existing retail, restaurant, and industrial uses. The Plan Area is predominantly characterized by industrial and commercial land uses, though there are small portions of residential and open space land uses in the north. Industrial areas are located in the southern, central, and western portions of the Plan Area. The Gateway Towne Center serves as a regional-commercial shopping center. Industrial and commercial uses also dominate the easternmost portion of the Plan Area. There are small areas of low- and medium-density residential uses in the northern portion of the Plan Area. Additional low-density residential development with

limited agricultural and animal-keeping rights are located in the western portion of the residential area. A few industrial uses are found north of Greenleaf Boulevard, east of South Tamarind Avenue, and between the Plan Area boundaries. Immediately south of Greenleaf Boulevard is open space, also referred to as a buffer area, which provides physical separation between the industrial and commercial land to the south and the residential uses to the north. This area generally consists of overhead power lines and towers as well as nurseries.

6.1.2 Impact Analysis

The No Project Alternative would involve no changes to the existing regulatory controls and land use policies for the Plan Area. The circulation and infrastructure improvements would not occur under the proposed Specific Plan, but as discussed in Section 3, *Environmental Setting*, cumulative development in the vicinity of the Plan Area is represented by a 8.2 percent growth rate from existing conditions. So, this alternative does assume development of the cumulative projects.

Under this Alternative, visual impacts (improvements) associated with development within the Specific Plan area would not occur. Rather, the visual quality of the Plan Area and the vicinity would generally remain as depicted in Figures 2.4a through 2.4d and the predominantly industrial nature of the area would remain. Therefore, visual impacts associated development of the proposed Specific Plan are beneficial to the Plan Area and Alternative 1 would not implement these visual benefits.

Impacts associated with air quality, greenhouse gas emissions and energy for construction activities would be similar to existing conditions, although slightly increased upon development of the cumulative projects. Moreover, the site would retain the existing uses and long-term impacts associated with current conditions would remain. Operation emissions under the proposed Specific Plan would be significant and unavoidable. Therefore, with substantially less development under Alternative 1, potential air quality impacts would be less in comparison to the proposed Specific Plan.

The vegetated portion of Compton Creek in the Plan Area currently provides limited value or benefit to wildlife in the area, and other habitats existing in the Plan Area do not afford any high value associated with the creek due to the high level of disturbance. The Specific Plan proposes to enhance and restore the wetland and riparian habitat and add a public walkway and bikeway that would connect to the Los Angeles River bike path in accordance with the Compton Creek Regional Garden Park Master Plan (2006). These enhancements would result in long-term benefits to biological resources. Nonetheless, development under the Specific Plan has the potential to result in direct and indirect adverse impacts to nesting birds, and construction activities would also include ground disturbance and removal of trees that could potentially result in impacts to riparian vegetation. Under Alternative 1, construction impacts associated with presumed growth under the cumulative projects may result in impacts to nesting birds. However, construction would be limited to the cumulative projects associated with projected growth for the Plan Area, which would also result in temporary impacts to biological resources that would ultimately be less than significant. In addition, no improvements would be made to the Compton Creek under Alternative 1, which would enhance biological resources in the Plan Area. Therefore, temporary construction impacts under Alternative 1 would be less in comparison to the Specific Plan; however, no long-term enhancements to Compton Creek would occur under Alternative 1. Overall, adverse impacts to biological resources would be greater under Alternative 1 in comparison to the proposed Specific Plan.

The cumulative projects associated with projected growth for the Plan Area under Alternative 1 would include ground-disturbing or demolition activities that could result in impacts associated with cultural resources and geological hazards. However, Alternative 1 would result in no development within the 762-acre Plan Area. In addition, under Alternative 1, existing buildings would remain in their current condition, which may not be built to the most recent Title 24 standards. However, the majority of the existing development in the Plan Area would remain industrial and commercial in nature under Alternative 1, which are not sensitive land uses. Therefore, potential impacts associated with cultural resources and geological hazards would be less under Alternative 1 in comparison the proposed Specific Plan.

Under Alternative 1, cumulative projects associated with projected growth for the Plan Area would occur, which would result in potential impacts associated with hazards and hazardous materials and impacts to hydrology and water quality during construction of the cumulative project. However, implementation of applicable regulations during construction would minimize potential impacts associated with hazards and hydrology. In addition, hydrological conditions would remain in their existing state and improvements to the Plan Area associated with Compton Creek trail and the Los Angeles River trail would not occur under Alternative 1. Thus, the long-term hydrology impacts associated with Alternative 1 would be less than significant but would also not include some project improvement so potentially beneficial impacts associated with the Specific Plan would not occur. Nonetheless, because there would be less ground disturbance associated with Alternative 1, overall impacts would be less in comparison to the proposed Specific Plan.

Alternative 1 would maintain the existing land uses and land use patterns in the Plan Area. Although Alternative 1 would be consistent with the existing General Plan which is almost 30 years old, development would not be focused on alternative transportation modes and development to support transit-oriented land-uses, and therefore, would not be consistent with the overall goals of the 2016 RTP/SCS. The proposed Specific Plan would establish new land use designations, design guidelines, development standards, and implementation strategies that support the overall objective of facilitating transit-oriented development. Therefore, potential land use impacts associated with Alternative 1 would be greater than the proposed Specific Plan, because Alternative 1 would not provide a roadmap for future development that would support alternative transportation modes and development to support transit-oriented land-uses.

Alternative 1 would retain the existing land uses in the Plan Area, therefore there would be no new construction associated with the proposed Specific Plan and short-term construction related noise impacts would not occur. Moreover, without new Specific Plan development introduced to the Plan Area, no new noise sources associated with the introduction of new land uses would occur and noise within the Plan Area would remain the same. Thus, with Alternative 1 would have less noise impacts than the proposed Specific Plan.

Alternative 1 would retain the existing land uses in the Plan Area but would support the development of the cumulative projects associated with projected growth for the Plan Area. This projected growth would not result in a substantial increase in housing in the Plan Area, which in turn would not promote residential development and encourage a jobs balance in the Plan Area. Overall, Alternative 1 would not result in an increase in impacts associated with population and housing. Development of the Specific Plan would be consistent with the RTP/SCS goals and policies and would promote a balance of new jobs and housing and would result in less than significant impacts associated with population and housing. Implementation of the Specific Plan is also consistent with the City's most recent Housing Element because it encourages sustainable development and transit-oriented design. Nonetheless, the number of housing units and square

footage of commercial development under the Specific Plan would be substantially more than Alternative 1. Therefore, potential impacts to population and housing would be less under Alternative 1 in comparison to the proposed Specific Plan.

Implementation of the Specific Plan would cause an increase in demand for public services and recreational resources related to the increase in development in the Plan Area. Potential impacts to emergency fire services and parks would be significant and unavoidable, while potential impacts to police services, schools and libraries would be less than significant. Implementation of Alternative 1 would not develop the proposed Specific Plan but development of cumulative projects in the Plan Area would still occur. Overall, impacts associated with the need for increased public services would be less in comparison to the proposed Specific Plan, and this Alternative would not result in significant and unavoidable impacts to fire services and parks. However, under the proposed Specific Plan, the earth-bottom portion of Compton Creek would be restored and development activities would include an urban recreation and educational area for the proposed transit village and the adjacent Gateway Towne Center. The proposed park would continue to expand north along Compton Creek and in association with the extension of the Compton Creek Trail to the Los Angeles River. Restoration of Compton Creek and the parks would not occur under the Alternative 1. Nonetheless, because significant and unavoidable impacts would not occur, impacts under Alternative 1 would be less compared to the proposed Specific Plan.

Implementation of Alternative 1 would not develop the proposed Specific Plan but would include development of the projected cumulative projects, which would not result in a substantial increase in the use of utilities and service systems in the Plan Area. Development of the Specific Plan would increase the use of utilities and service systems, but potential impacts would be less than significant. Overall, the number of housing units and square footage of commercial development under the Specific Plan would be substantially more than Alternative 1, which would increase the demand for utilities and services in comparison. Therefore, potential impacts to utilities and service systems would be less under Alternative 1.

Overall, potential impacts with respect to aesthetics, air quality, cultural resources, geology, greenhouse gas (GHG) emissions, hazards and hazardous materials, hydrology, land use, population and housing, public services, or utilities and service systems would be less than significant and would decrease in comparison to the proposed Specific Plan. This alternative would also avoid the significant and unavoidable impacts with respect to air quality, public services, and recreational resources under the proposed Specific Plan. However, impacts associated with biological resources would be greater under Alternative 1 because no improvements to Compton Creek would occur. No mitigation measures would be required for the No Project Alternative. This alternative would not preclude development in the Plan Area, but this alternative assumes that this pattern would continue and that limited transit-oriented development would occur in the Plan Area. Overall, impacts would be lower than those of the proposed project since no change to environmental conditions would occur. The beneficial effects associated with the Specific Plan (i.e., pedestrian facility, bicycle facility, intersection, and streetscape improvements) would not occur. In addition, the No Project alternative would not meet any of the objectives of the Specific Plan, which is designed to promote transit-oriented development and create the TOD Core Area around Metro's Artesia Blue Line Station.

6.2 Alternative 2: Market Analysis

6.2.1 Description

Alternative 2 would include the TOD Core Area in the center of the Plan Area around Metro's Artesia Blue Line Station. The most intensive changes to land use and activity in comparison to the existing conditions would be concentrated in this portion of the Plan Area. The TOD Core Area under Alternative 2 would also support dense, mixed-use development that promotes transit-ridership and discourages use of the automobile. Similar to the proposed Specific Plan, Alternative 2 would provide a framework for future projects that would consist of ground-floor commercial uses with residential uses located above. However, Alternative 2 would decrease the intensity of development in comparison to the proposed Specific Plan. As shown in Table 6-1, up to 826 units of high-density multi-family residential development would be allowed in this area within walking distance (<0.5 miles) of the Artesia Station. Alternative 2 would allow up to 74,348 sf of ground-floor retail and 76,462 sf of ground-floor office in these residential buildings. Additionally, Alternative 2 would also allow for the creation of up to 129,000 sf of cultural facilities, which would include a community center with the potential for a performance space, meeting area, plaza, or community resource. Similar to the Specific Plan, Alternative 2 would also provide the framework for revitalizing the Compton Creek by setting aside space for parkland, recreation, and open space. Figure 6-1 depicts the proposed land use distribution under Alternative 2.

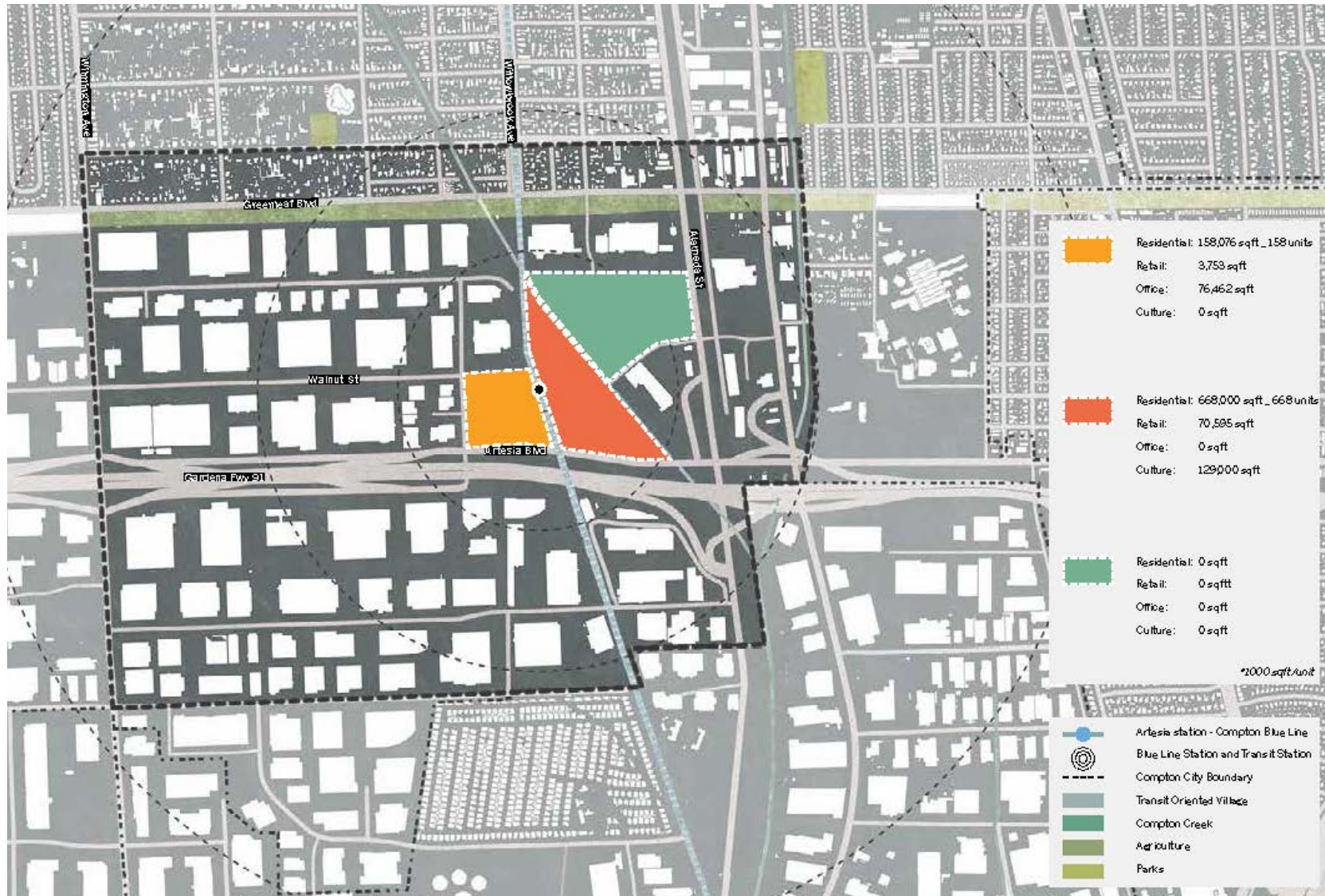
Like the proposed Specific Plan, the TOD Supporting Area under Alternative 2 would largely preserve the existing industrial uses in the western portion of the Plan Area. Overall, Alternative 2 would maintain a greater amount of the existing industrial land use area as compared to the proposed Specific Plan. Also, under Alternative 2, an expansion of industrial uses would be encouraged to support the projected demand for an additional one million square feet of industrial space in the City. The portions of the industrial land uses to the west include new commercial-industrial mixed-use opportunities to provide a transitional land use area to the adjacent TOD Core Area.

6.2.2 Impact Analysis

Aesthetics

The proposed Specific Plan would expand commercial development add mixed-uses and high-density multi-family residences around Metro's Artesia Blue Line Station. Alternative 2 would decrease the allowable intensity of development in comparison to the proposed Specific Plan. Alternative 2 proposes 3,977 fewer multi-family residential units as compared to the proposed Specific Plan. In addition, Alternative 2 would maintain a greater amount of the existing industrial land use area as compared to the proposed Specific Plan. Thus, highly visible multi-story buildings would be more prominent, because the development would be limited to a smaller area of the Plan Area. However, the City's visual character, and light and glare would be less than that of the proposed Specific Plan because the reduction in developed area would yield less visible changes. Overall, implementation of the Alternative 2 would be consistent with the goals, policies and objectives of the proposed Specific Plan as it relates to the enhanced visual character of the Plan Area. Alternative 2 would also not pose any conflicts with existing regulations or policies governing scenic quality. Like the proposed Specific Plan, all future projects facilitated by Alternative 2 would be required to comply with applicable development standards and guidelines. Similar to the Specific Plan, implementing the City's procedural review process would ensure that any future projects would comply with the adopted Specific Plan and Municipal Code, and undergo any review through

Figure 6-1 Alternative Market Analysis Land Use Distribution



Source: Skidmore, Owings & Merrill, June 2019.

the Architectural Review Board, the Building and Safety, and Planning Division of the Community Development Department, and further CEQA analysis as applicable. For these reasons, the aesthetic impact of this alternative would be similar to the proposed Specific Plan, but would be less in comparison due to the decrease in the allowable intensity in comparison. Potential impacts would remain less than significant.

Air Quality

As with the proposed Specific Plan, Alternative 2 would direct new growth through re-use and infill primarily to the City's main commercial corridors and in proximity to transit oriented districts. The overall reduction in vehicle miles traveled (VMT) expected to occur as a result of the development pattern proposed in the Specific Plan likely would also occur under this alternative. However, Alternative 2 would decrease the intensity of development in comparison to the proposed Specific Plan. Alternative 2 proposes 3,977 fewer multi-family residential units as compared to the proposed Specific Plan. The promotion of more compact, mixed-use urban forms, which are conducive to biking and walking, combined with improvements in the active transportation network and increases in accessibility to sustainable modes of transport, would be similar but greatly reduced under Alternative 2. In addition, the planned regional increase in the amount of alternative transportation options available to Compton residents coupled with the increase in public acceptance of active forms of transportation as feasible forms of travel, would both facilitate more compact development and focus on providing access to transit and encouraging bicycling and walking, thus reducing vehicles travelling on the local roadways. Therefore, long-term air quality impacts would be somewhat lower under this alternative due to lower growth projections, and exceedance of air pollutant emissions forecasts in the AQMP would not be anticipated. Air quality impacts would be less than significant under Alternative 2, which would avoid the long-term significant and unavoidable impacts under the proposed Specific Plan.

Biological Resources

Alternative 2 would decrease the intensity of residential development in comparison to the proposed Specific Plan. Alternative 2 proposes 3,977 fewer multi-family residential units as compared to the proposed Specific Plan. In addition, Alternative 2 would maintain a greater amount of the existing industrial land use as compared to the proposed Specific Plan. For these reasons, potential impacts to biological resources under Alternative 2 would be similar to the proposed Specific Plan. Similar to the Specific Plan, Alternative 2 would also provide the framework for revitalizing the Compton Creek by setting aside space for parkland, recreation, and open space. Therefore, the Compton Creek revitalization would also result in an overall biological value to the Plan Area. Impacts associated with development of Alternative 2 would be similar to the proposed Specific Plan and less than significant; although, the short-term impacts associated construction activities would be less due to the decrease in the allowable development intensity. Overall, impacts to biological resources would be less under Alternative 2.

Cultural Resources

Although the majority of the Plan Area is already developed, Alternative 2 proposes 3,956 fewer multi-family residential units as compared to the proposed Specific Plan. Alternative 2 would maintain a greater amount of the existing industrial land use as compared to the proposed Specific Plan. Because Alternative 2 would develop 3,977 fewer units, there would be less buildings removed or ground disturbance from reduced development, mitigation measures would remain the same,

thus impacts to cultural resources under Alternative 2 would be reduced than those identified under the proposed Specific Plan. Nonetheless, like the proposed Specific Plan, cultural resources impacts would remain less than significant.

Geology and Soils

In comparison to the proposed Specific Plan, Alternative 2 would decrease the intensity of residential, but would maintain a greater amount of the existing industrial land use as compared to the proposed Specific Plan. Development under this alternative, therefore, would expose fewer residential structures to geologic hazards, including groundshaking, liquefaction, and expansion. Also, development under this alternative would still be subject to the Alquist-Priolo Earthquake Fault Zone Act, California Building Code (CBC) provisions, and policies contained in the City of Compton General Plan. Therefore, similar to the proposed Specific Plan, impacts related to groundshaking and soil instability would remain less than significant with adherence to existing regulations.

Greenhouse Gas Emissions

In comparison to the Specific Plan, this alternative would accommodate 3,977 fewer residential units but would maintain a greater area of the existing industrial uses. The service population (sum of population and employees) for this alternative would be 3,878 (3,477 residents plus 401 employees), which is approximately a fifth of the Specific Plan's service population of 20,168. Therefore, GHG emissions per service population under Alternative 2 would be substantially less in comparison to the proposed Specific Plan and would be less than significant.

Hazards and Hazardous Materials

This alternative would decrease the amount of allowable residential development in the Plan Area in comparison to the proposed Specific Plan but would still result in the development of residential or commercial land uses that may involve the use, storage, disposal or transportation of hazardous materials. Alternative 2 may also involve demolition or redevelopment of structures that could contain asbestos or lead based paints. Impacts related to lead and asbestos hazards would be similar to those of the proposed Specific Plan and would be less than significant with adherence to existing regulations.

There are many properties in the Specific Plan Area where past uses could have produced localized containment or concentrations of hazardous substances. This alternative would decrease the amount and intensity of residential development (but encourages more industrial development) as compared to the Specific Plan. Therefore, this alternative could decrease the number of workers or residents exposed to residual contaminants in the soils. As with the Specific Plan, new development would be subject to existing policies regarding development in contaminated areas. Overall, the decrease in residential development but an increase in industrial development, under this alternative would result in similar impacts associated with hazards and hazardous materials in comparison to the Specific Plan; impacts would remain less than significant.

Hydrology and Water Quality

Alternative 2 would decrease the intensity and amount of residential development compared to the Specific Plan. Construction-related and operational erosion and sedimentation, and pollutant discharges would therefore decrease under this alternative. Compliance with NPDES Permit requirements and County ordinances would ensure that temporary construction-related water

quality impacts would be similar to the proposed Specific Plan. In addition, this alternative would include the benefits associated with the improvements to the earth-bottom portion of Compton Creek as an urban recreation and educational area. The proposed park would continue to expand north along Compton Creek and in association with the extension of the Compton Creek Trail to the Los Angeles River. Thus, impacts associated with Alternative 2 would be less in comparison to the proposed Specific Plan and impacts would remain less than significant.

Land Use and Planning

This alternative would include the same goals and objectives of the proposed Specific Plan, but at a smaller scale of development. As such, this alternative would be consistent with most regional land use plans and policies, including those of SCAG's RTP/SCS. Like the proposed Specific Plan, Alternative 2 would facilitate development of a more compact urban form and provide for growth through infill and redevelopment of existing properties and conversion of land uses based on market demands. Therefore, impacts related to land use and planning would be similar under this alternative in comparison to the proposed Specific Plan and would be less than significant.

Noise

Alternative 2 would decrease the allowable intensity of development in comparison to the proposed Specific Plan. General construction activities would occur largely in the same proximity to existing sensitive receptors. But, due to the lesser number of overall units, commercial retail uses, and office space, the construction schedule would be incrementally shorter. Similar to the proposed Specific Plan, development of Alternative 2 would also comply with Section 7.12-22 of the CMC, which restricts construction activities to the hours between 7:00 A.M. and 8:00 P.M. on weekdays and Saturday. While vibration from construction activities could be perceptible at sensitive receivers near construction sites during daytime hours, would not disturb residences during sensitive nighttime hours of sleep. Impacts associated with construction vibration would be less than significant. However, construction noise levels would still exceed low ambient noise levels at single-family residences located 250 feet north of the TOD Core Area. Therefore, as with the proposed Specific Plan, implementation of suggested noise reduction techniques (i.e., mufflers, use of electrical power, equipment staging and idling, workers' radios, smart back-up alarms, disturbance coordinator, and temporary sound barriers) would further reduce construction noise levels in the TOD Core Area at noise-sensitive receivers.

Similar to the proposed Specific Plan, this alternative would involve construction of multi-family residential units, retail and commercial uses, and office uses. However, Alternative 2 would decrease the intensity of development in comparison to the proposed Specific Plan. Although the proposed Specific Plan would not have a significant traffic noise impact, traffic noise increases associated with this alternative would be incrementally lower than those of the proposed project due to the 3,877 unit decrease in residences and associated reduction in motor vehicle trips. Therefore, on-site and off-site operational noise under this alternative would be incrementally less than of the proposed project.

Although Alternative 2 would decrease the allowable intensity of development in comparison to the proposed Specific Plan, these uses would be exposed to similar noise levels in excess of the City's land use compatibility standards when compared to development under the proposed Specific Plan. Therefore, as with the proposed Specific Plan, implementation of Mitigation Measures N-4a (Noise Insulation) and N-4b (Post-Construction Noise Study) would reduce exterior noise levels to acceptable interior levels.

Operation of Alternative 2 would also expose forecast residential development to infrequent passing trains associated with the Alameda Rail Corridor located east of TOD Core Area and the Metro Blue Line, which traverses TOD Core Area, and temporary and intermittent noise from aircraft overflights. However, as with the proposed Specific Plan, passing trains and airplanes in and near the TOD Core Area would not expose residential development to distinctly perceptible or excessive noise or vibration levels.

Population and Housing

Implementation of Alternative 2 would result in a net increase of 3,477 residents, or 97 percent of the projected population growth in the City. Alternative 2 would accommodate 826 new multi-family units, or 92 percent of the projected housing growth in the City. Alternative 2 would result in an increase of 401 jobs, or 14.3 percent of the projected job growth in the City. Development of Alternative 2 would result in similar commercial and industrial land use build-outs. Therefore, the increases in population, housing and employment would be consistent with regional development projections as proposed by SCAG and impacts would be less than significant.

The proposed Specific Plan would accommodate 19,614 new residents and 554 new jobs. Although, the increases in population and housing would exceed regional development projections as proposed by SCAG, population and employment growth associated with development under the Specific Plan are within a range of with the SCAG growth projections for the regional and impacts would be less than significant.

The growth that would occur under both the Specific Plan and Alternative 2 would be consistent with the goals and policies of the 2016 RTP/SCS and the City's General Plan's Housing Element by encouraging sustainable development and transit-oriented design. Potential impacts would be less than significant under both scenarios. However, Alternative 2 would result in a substantial decrease in overall impacts related to population and housing as compared to the Specific Plan.

Public Services and Recreation

Alternative 2 would result in 3,977 fewer residential units compared to the proposed Specific Plan. Consequently, demand for public services and recreational resources would decrease in comparison to the proposed Specific Plan. However, as discussed in Section 4.12, *Public Services and Recreation*, response times are slightly above national averages due to a recent reduction in staffing and increase in new housing and warehouse developments in the City (McCombs 2019). Growth under Alternative 2 would increase demand for fire protection services substantially and require resources similar to the Specific Plan, such as an additional fire station, paramedic squad, and a fire engine. Similarly, the increase in the City's population would also result in the need for new or expanded park and recreational facilities; the construction of which may result in potentially significant adverse impacts. Therefore, although demand for public services would decrease in comparison to the proposed Specific Plan, under Alternative 2, potential impacts to fire services and recreational resources would be significant.

Transportation and Circulation

Like the Specific Plan implementation of Alternative 2 increase vehicle traffic volumes on roadways and freeways; however, overall transportation impacts would be less than the Specific Plan. According to the TIS located in Appendix F of this EIR, Alternative 2 would not create significant traffic impacts at any of the study intersections under Existing Year (2019) conditions, compared with three intersections with implementation of the Specific Plan, as shown in Table 6-2.

Table 6-2 Determination of Impacts: Existing Year (2019) Conditions with Alternative 2 Implementation

Study Intersections	Peak Hour	Existing Conditions (2019)		Existing Conditions With Alternative 2 (2019)		Change in V/C	Significant Impact?
		V/C or Delay ¹	LOS ²	V/C or Delay	LOS		
Gateway Dr/Tamarind Ave and Greenleaf Blvd	AM	0.534	A	0.544	A	0.010	No
	PM	0.797	C	0.799	C	0.002	No
Alameda St/West Greenleaf Blvd	AM	0.566	A	0.577	A	0.011	No
	PM	0.730	C	0.732	C	0.002	No
Wilmington Ave/Walnut St	AM	0.539	A	0.539	A	0.000	No
	PM	0.880	D	0.881	D	0.001	No
Acacia Court/Walnut St	AM	14.1	B	14.1	B	0.000	No
	PM	23.8	C	24.8	C	1.0	No
Alameda St Town Center Dr	AM	0.479	A	0.492	A	0.013	No
	PM	0.490	A	0.493	A	0.003	No
Alameda St/Auto Dr South	AM	0.605	B	0.637	B	0.032	No
	PM	0.682	B	0.689	B	0.007	No
Alameda St/Artesia Blvd Connector	AM	0.632	B	0.650	B	0.018	No
	PM	0.555	A	0.556	A	0.001	No
Acacia Court/Artesia Blvd	AM	0.599	A	0.606	B	0.007	No
	PM	0.943	E	0.946	E	0.003	No
Artesia Blvd/Hotel Dwy	AM	0.599	A	0.574	A	0.015	No
	PM	0.688	B	0.692	B	0.004	No
Artesia Blvd/Connector Alameda St	AM	0.519	A	0.537	A	0.018	No
	PM	0.764	C	0.765	C	0.001	No
SR-91 On/Off Ramps Alameda St	AM	0.568	A	0.574	A	0.006	No
	PM	0.562	A	0.562	A	0.000	No

¹V/C is Volume-to-Capacity Ratio

²LOS is Level of Service

Source: Table 14 in Appendix F

As shown in Table 6-3, Alternative 2 would create significant impacts to five study intersections during Future Year (2040) conditions, one fewer than with implementation of the Specific Plan.

Table 6-3 Determination of Impacts: Future Year (2040) Conditions with Alternative 2 Implementation

Study Intersections	Peak Hour	Existing (2019) without Specific Plan Implementation		Future Year (2040) with Specific Plan Implementation		Change in V/C	Significant Impact?
		V/C or Delay ¹	LOS ²	V/C or Delay	LOS		
Gateway Dr/Tamarind Ave and Greenleaf Blvd	AM	0.534	A	0.579	A	0.045	No
	PM	0.797	C	0.855	D	0.058	Yes
Alameda St West/ Greenleaf Blvd	AM	0.566	A	0.614	B	0.048	No
	PM	0.730	C	0.783	C	0.053	Yes
Wilmington Ave/ Walnut St	AM	0.539	A	0.574	A	0.035	No
	PM	0.880	D	0.944	E	0.064	Yes
Acacia Court/Walnut St	AM	14.1	B	14.9	B	0.8	No
	PM	23.8	C	30.9	D	7.1	No
Alameda St/Town Center Dr	AM	0.479	A	0.522	A	0.043	No
	PM	0.490	A	0.525	A	0.035	No
Alameda St/Auto Dr South	AM	0.605	B	0.677	B	0.072	No
	PM	0.682	B	0.735	C	0.053	No
Alameda St/Artesia Blvd Connector	AM	0.632	B	0.693	B	0.061	No
	PM	0.555	A	0.592	A	0.037	No
Acacia Court/Artesia Blvd	AM	0.599	A	0.646	B	0.047	No
	PM	0.943	E	1.014	F	0.071	Yes
Artesia Blvd/Hotel Dwy	AM	0.599	A	0.611	B	0.052	No
	PM	0.688	B	0.740	C	0.052	No
Artesia Blvd/Connector Alameda St	AM	0.519	A	0.570	A	0.051	No
	PM	0.764	C	0.819	D	0.055	Yes
SR-91 On/Off Ramps Alameda St	AM	0.568	A	0.611	B	0.043	No
	PM	0.562	A	0.599	A	0.037	No

Source: Table 16 in Appendix F

¹V/C is Volume-to-Capacity Ratio

²LOS is Level of Service

Alternative 2 would result in an increase of 12.9 VMT per service population from existing year (2019) conditions, compared to an increase of 22.5 VMT with implementation of the Specific Plan. As with the Specific Plan, freeway mainline segments would operate at unacceptable conditions; however, Alternative 2 conditions would not contribute to greater traffic volumes than predicted baseline Future Year (2040) conditions. Alternative 2 would also not significantly impact CMP arterials or freeway off-ramp queueing.

Utilities and Service Systems

Compared to the proposed Specific Plan, Alternative 2 would reduce residential growth by 3,977 units but would result in the same amount of retail and office space as the Specific Plan. Because the Alternative 2 would reduce the number of proposed residential units as compared to the

Specific Plan and as shown in Table 6-4, annual water demand would be reduced by approximately 91 percent under this alternative compared to the proposed Specific Plan (see Table 4.14-3 in Section 4.14, *Utilities and Service Systems*, for the annual water demand under the proposed Specific Plan). Impacts would be reduced compared to the proposed Specific Plan and would remain less than significant.

Table 6-4 Alternative 2 Water Demands

Use	Alternative 2	Water Demand Factor*		Expected Demand	
		Gallons/Day	Unit	Gallons/Day	Million Gallons/Day
Office	76,462 sf	210	1,000 sf	16,057	0.016
Retail	74,348 sf	341	1,000 sf	25,357	0.025
Residential	826 du	164	Du	135,464	0.135
Total Alternative 2				176,878	0.176

Sf = square feet; du = dwelling units

*Water usage based on 1.05 of wastewater generation factor.

Source: Los Angeles County Sanitation District (Los Angeles County 2019)

Similarly, as shown in Table 6-5, and based on the wastewater demand factors used in Section 4.14, *Utilities and Service Systems*, this alternative would generate an estimated 168,311 gallons per day or 0.17 million gallons per day. This represents a reduction of approximately 82 percent when compared to the proposed project. Therefore, impacts to wastewater infrastructure and treatment systems would be reduced compared to the proposed project and would remain less than significant.

Table 6-5 Alternative 2 Project-Generated Wastewater Flows

Use	Alternative 2	Wastewater Generation Factor		Expected Wastewater Generation	
		Gallons/Day	Unit	Gallons/Day	Million Gallons/Day
Office	76,462 sf	200	1,000 sf	15,292	0.015
Retail	74,348 sf	325	1,000 sf	24,163	0.024
Residential	826 du	156	Du	128,856	0.129
Total Alternative 2				168,311	0.168

Sf = square feet; du = dwelling units

Source: Los Angeles County Sanitation District (Los Angeles County 2019)

As shown on Table 6-6, and based on the solid waste generation rates used in the public services analysis for the proposed Specific Plan (see Section 4.15, *Utilities and Service Systems*), this alternative would generate approximately 7.16 tons of solid waste per day prior to the consideration of any waste reduction efforts. This represents a decrease of 23 tons per day (23 percent) when compared to buildout of the proposed Specific Plan. Landfills that serve the Plan Area would be able to accommodate this increase in solid waste. Similar to the Specific Plan impacts would to be less than significant.

Table 6-6 Alternative 2 Solid Waste Generation

Use	Alternative 2 Development	Solid Waste Generation Rate	Overall Solid Waste Generation (tpd)*
Residential	826 du	12.23 lbs/household/day	5.05
Non-Residential	401 employees	10.53 lbs/employee/day	2.11
Total			7.16

du = dwelling unit; lbs = pounds; tpd = tons per day

Source: (CalRecycle 2019)

6.3 Alternatives Considered But Rejected

Section 15126.6 (c) of the CEQA Guidelines requires that an EIR identify those alternatives that were considered, but rejected by the lead agency because they either did not meet the objectives of the project, were considered infeasible, or could not avoid or substantially lessen one or more significant effects of the proposed project. The following describes the other alternative considered by Compton but dismissed from further evaluation in this DEIR, and a brief description of the reasons for its rejection.

Off-Site Location

An alternative on a site other than the Plan Area has not been identified because the project is location specific. The purpose of this project is to redevelop the Artesia Station TOD area with a mix of uses consistent with the vision of the City leaders and the Specific Plan and develop housing and commercial uses in the TOD area to reduce vehicular traffic. The project proposes to increase development potential within this specific Plan Area, consistent with the Specific Plan to encourage redevelopment of this site with a mix of commercial, residential and/or live-work uses. The General Plan's designation reflects current allowable uses; however, the General Plan acknowledges that these areas may also transition to new uses in the long-term to accommodate growth. As such, the project site was identified as property that may be considered for a future General Plan Amendment to a more intense use with appropriate environmental review. Accordingly, no off-site alternative has been carried forward for detailed analysis.

6.4 Environmentally Superior Alternative

CEQA requires the identification of the environmentally superior alternative among the options studied. When the No Project alternative is determined to be environmentally superior, CEQA also requires identification of the environmentally superior alternative among the development options.

The Alternative 1 (No Project Alternative) would retain the Plan Area's existing land use designations in accordance with the existing City of Compton General Plan. The existing growth assumptions for the Plan Area would continue to apply. This alternative assumes that this pattern would continue and no future growth beyond mere the replacement of existing commercial, residential, and industrial uses would occur in the Plan Area. Table 6-7 depicts whether each alternative's environmental impact is greater than, less than, or similar to those of the proposed Specific Plan. Under Table 6-7, Alternative 1 would have less than significant impacts with respect to

aesthetics, air quality, biological resources, cultural resources, geology, greenhouse gas (GHG) emissions/energy, hazards and hazardous materials, hydrology, land use, noise, population and housing, public services, traffic, or utilities and service systems. However, because improvements would not occur to Compton Creek under Alternative 1, impacts to biological resources would be greater under Alternative 1 in comparison to the proposed Specific Plan. This alternative would avoid the proposed project's significant and unavoidable impacts with respect to air quality and public services.

Overall, Alternative 1 would not fulfill the Project Objectives, primarily because this alternative would not implement the City's planned TOD Core Area centered around the around Metro's Artesia Blue Line Station. Alternative would not support dense, mixed-use development that promotes transit-ridership and discourages use of the automobile.

Table 6-7 Impact Comparison of Alternatives

Issue	Proposed Specific Plan	Alternative 1: No Project	Alternative 2: Market Analysis
Aesthetics	Less Than Significant	–	–
Air Quality	Significant and Unavoidable	–	–
Biological Resources	Less Than Significant	+	–
Cultural and Tribal Cultural Resources	Less Than Significant	–	–
Geology and Soils	Less Than Significant	–	–
Greenhouse Gas Emissions and Energy	Less Than Significant	–	–
Hazards and Hazardous Materials	Less Than Significant	–	–
Hydrology and Water Quality	Less Than Significant	–	–
Land Use and Planning	Less Than Significant	–	–
Noise	Less Than Significant with Mitigation	=	=
Population and Housing	Less Than Significant	–	–
Public Services	Significant and Unavoidable	–	–
Transportation	–	–	–
Utilities and Service Systems	Less Than Significant	–	–
+ Superior to the proposed project (reduced level of impact) - Inferior to the proposed project (increased level of impact) = Similar level of impact to the proposed project			

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7.2 List of Preparers

This EIR was prepared by the City of Compton, with the assistance of Rincon Consultants, Inc. Consultant staff involved in the preparation of the EIR are listed below.

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