

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

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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.

City of Compton
Compton Artesia Specific Plan

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</p> <p>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. 	
<p>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.</p>	<p>Mitigation is not required.</p>	<p>Less than significant impact without mitigation.</p>
<p>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.</p>	<p>Mitigation is not required.</p>	<p>Less than significant impact without mitigation.</p>
<p>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.</p>	<p>Mitigation is not required.</p>	<p>Less than significant impact without mitigation.</p>

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.	
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>CR-2(a) Archeological Resource Studies</p> <p>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>	Less than Significant.

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		
<p>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>	<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>	<p>Less than significant.</p>
Geology and Soils		
<p>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.</p>	<p>Mitigation is not required.</p>	<p>Less than significant impacts without mitigation.</p>
<p>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.</p>	<p>Mitigation is not required.</p>	<p>Less than significant impacts without mitigation.</p>

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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"> 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 	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>	

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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.

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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>

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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 offset 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>additional fire safety recommendations shall be implemented to the satisfaction of the Los Angeles County Fire Department.</p> <ul style="list-style-type: none"> ▪ 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: <ul style="list-style-type: none"> a. No portion of a lot's frontage shall be more than 200 feet via vehicular access from a properly spaced fire hydrant; b. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant; 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 Sherriff 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>	Mitigation is not required.	Less than significant impact without mitigation.
<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>	Mitigation is not required.	Less than significant impact without mitigation.
<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>	Impacts would remain significant and unavoidable.

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 data-bbox="737 657 1133 684">T-1 Study Intersection Mitigation</p> <p data-bbox="737 690 1133 800">The City shall, in coordination with applicable agencies, implement the following improvements recommended in the TIS:</p> <ul data-bbox="737 806 1133 1514" style="list-style-type: none"> <li data-bbox="737 806 1133 940">▪ Gateway Dr./ Tamarind Avenue & Greenleaf Blvd.: Replace existing northbound lane configuration with dual left-turn lanes and shared right-turn lane. <li data-bbox="737 947 1133 1056">▪ Alameda St. West/ Greenleaf Blvd.: Replace existing shared eastbound right-thru lane with thru-lane and new right-turn lane. <li data-bbox="737 1062 1133 1257">▪ 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. <li data-bbox="737 1264 1133 1348">▪ Acacia Court/ Walnut St.: Signalize intersection, with split phasing for east/west offset legs. <li data-bbox="737 1354 1133 1514">▪ 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 data-bbox="737 1520 1133 1854">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.

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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 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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