501 and 601 Compton Boulevard Development Project

Project Location: 501-601 E. Compton Blvd., Compton, CA 90221

Council District: 4 – Emma Sharif

Project Description:

The 501 and 601 Compton Boulevard Development Project (project) is a 93,046 square-foot site comprised of eleven parcels in Compton, California in Los Angeles County. The proposed project is a seven-story, 266,792 square-foot mixed-use development comprised of 7,734 square feet of retail/commercial uses, up to 300 residential units (including 20 percent affordable units), a pedestrian plaza (Willow Plaza), the Compton Innovation Hub and Creative Studios, and two parking garages with up to 407 spaces. The building would have a maximum height of 85 feet along Compton Boulevard and lower heights on the north side of the project.

In addition, the project includes the creation of a public pedestrian plaza by closing Willow Avenue to non-emergency vehicular traffic and reconfiguration of E. Compton Boulevard between Alameda Street East and Santa Fe Avenue, from two lanes in each direction to one lane in each direction. The project also includes streetscape improvements and bicycle parking on-site to encourage pedestrian and bicycle travel. The anticipated floor area ratio (FAR) is 2.86.

The project site currently contains four one-story structures that are vacant and partially demolished. All structures on the site would be demolished proposed as part of the proposed project. The project site also includes vacant land and surface parking.

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I. INTRODUCTION

The subject of this Initial Study and Mitigated Negative Declaration (IS/MND) is the construction of a seven-story, 266,792 square-foot mixed-use development comprised of 7,734 square feet of retail and commercial uses, up to 300 residential units (including 20 percent affordable units), a pedestrian plaza (Willow Plaza), the Compton Innovation Hub and Creative Studios, and two parking garages with up to 407 spaces, in the City of Compton, California. The project applicant is KBK Enterprises. A full description of the project is contained in Section 2 (Project Description). The City of Compton is the Lead Agency under the California Environmental Quality Act (CEQA).

Project Information

Project Title:	501 and 601 Compton Boulevard
Project Location:	501-601 E. Compton Boulevard Compton, CA 90221
Project Applicant:	KBK Enterprises 239 Fort Pitt Blvd Pittsburgh, PA 15222
Lead Agency:	City of Compton 205 S. Willowbrook Avenue Compton, CA 90220

Organization of Initial Study and Mitigated Negative Declaration

This document consists of both the IS for the project and the MND. This IS/MND is composed of four sections, as follows:

I. Introduction: This section provides introductory information such as the project title, the project applicant, the lead agency for the project, and a background on CEQA.

II. Project Description: This section provides a detailed description of the environmental setting and the project, including project characteristics and environmental review requirements.

III. Environmental Initial Study Checklist and Impact Analysis: This section contains the completed Appendix G Initial Study Checklist. Each environmental issue identified

in the Initial Study Checklist contains an assessment and discussion of impacts associated with each subject area.

IV. Preparers of the IS/MND: This section provides a listing of those involved in the preparation of this document and persons and agencies consulted.

Several technical appendices that contain the project site plans and technical resource reports related to air quality and greenhouse gas emissions, cultural resources, soils and geology, Phase I and II reports, noise and vibration, and transportation are also attached.

Purpose of an Initial Study

An application for the proposed project has been submitted to the City of Compton Community Development Department for discretionary review. The City of Compton, as Lead Agency, has determined that the project is subject to CEQA, and the preparation of an IS is required.

An IS is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the IS concludes that the project, with mitigation, may have a significant effect on the environment, an EIR should be prepared; otherwise, the Lead Agency may adopt a Negative Declaration or a MND.

This IS has been prepared in accordance with CEQA (Public Resources Code [PRC] §21000 et seq.) and the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.). This IS document evaluates potential environmental effects resulting from construction and operation of the proposed project.

The IS determined that the proposed project could cause some potentially significant impacts on the environment but, as shown in the environmental analysis contained in this document, all of the project's potentially significant impacts would be reduced to less than significant levels through the implementation of mitigation measures. Consequently, the analysis contained herein concludes that an MND is the appropriate CEQA clearance documentation for the proposed project.

II. PROJECT DESCRIPTION

1. PROJECT SUMMARY

The 501 and 601 Compton Boulevard Development Project (project) is a 93,046 square-foot site comprised of eleven parcels in Compton, California in Los Angeles County. The proposed project is a seven-story, 266,792 square-foot mixed-use development comprised of 7,734 square feet of retail/commercial uses, up to 300 residential units (including 20 percent affordable units), a pedestrian plaza (Willow Plaza), the Compton Innovation Hub and Creative Studios, and two parking garages with up to 407 spaces. The building would have a maximum height of 85 feet along Compton Boulevard and lower heights on the south side of the project.

In addition, the project includes the creation of a public pedestrian plaza by closing Willow Avenue to non-emergency vehicular traffic and reconfiguration of E. Compton Boulevard between Alameda Street East and Santa Fe Avenue, from two lanes in each direction to one lane in each direction. The project also includes streetscape improvements and bicycle parking on-site to encourage pedestrian and bicycle travel. The anticipated floor area ratio (FAR) is 2.86.

The project site currently contains four one-story structures that are vacant and partially demolished. All structures on the site would be demolished proposed as part of the proposed project. The project site also includes vacant land and surface parking.

2. ENVIRONMENTAL SETTING

Project Location

The site is located in Compton, California in Los Angeles County at 501, 515, 517, 535, 545, 601, 607, and 625 E. Compton Boulevard; 112 N. Willow Avenue; and 107 N. Santa Fe Avenue (see **Figure 1: Regional Location Map and Figure 2: Project Site Map**). The site is bound to the south by E. Compton Boulevard, to the west by N. Spring Avenue, to the north by low- and medium-density residential units, and to the east by N. Santa Fe Avenue. The site is identified by the Assessor's Parcel Numbers (APNs) 6166-022-900, 6166-022-901, 6166-022-902, 6166-022-903, 6166-022-904, 6166-022-905, 6166-023-900, 6166-023-901, 6166-023-902, 6166-023-903, and 6166-023-904.

Regional access to the project site is provided by State Route 91 (Artesia Freeway West) 1.8 miles to the south, Interstate 105 (Glenn Anderson Freeway East) 2.4 miles to the north, Interstate 110 (Harbor Freeway South) 3.9 miles to the west, and Interstate 710 (Long Beach Freeway South) 1.7 miles to the east.

Major arterials that provide access to the project site include E. Compton Boulevard directly to the south, Santa Fe Avenue directly east, and Alameda Street to the west.

Transit facilities operated by the Los Angeles County Metropolitan Transportation Authority (Metro) in the vicinity of the project site include the Compton & Willow bus stop for Metro Bus Lines 60, 125, 127, and 128 located 0.04 mile from the site. Along Compton Boulevard between Alameda Street and Santa Fe Avenue, there are three bus stops in the westbound direction and three bus stops in the eastbound direction. In addition, there is a bus stop in the northbound direction along Santa Fe Avenue north of Compton Boulevard. In addition to bus service, the project site is located approximately 0.42 miles from the Metro A Line (Blue) Compton Station, which provides light-rail service to Downtown Los Angeles and Downtown Long Beach.

Per Section 21099 (d)(1) and (a) of the State of California Public Resources Code (PRC), the site is within a designated Transit Priority Area (TPA). A TPA is defined as an area within one-half mile of a major transit stop that exists or is planned. Section 21064.3 of the PRC defines a "major transit stop" as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The proposed project meets the PRC §21099(a) definition of an 'Employment Center' project: a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. As such, the project is located within a TPA as defined by the Southern California Association of Government (SCAG), as part of SCAG's 2020 RTP SCS, adopted September 2020.

Existing Conditions

The 93,046 square-foot project site is comprised of eleven parcels, as described below in **Table 2.0-1, 500 and 600 Block Description of Existing Parcels.** The 501 block refers to the western block between Spring Avenue and Willow Avenue, and the 601 block refers to the eastern block between N. Willow Avenue and N. Santa Fe Avenue.

Table 2.0-1
500 and 600 Block Description of Existing Parcels

Parcel #	APN	Location	Existing Use Description	Size
500 Block				
1	6166-022-900	515 E. Compton Blvd.	"T" shaped parcel with a concrete foundation and slab of a former building located on the southern portion of the property. Asphalt parking is located on the northern portion of the property.	13,994 SF
2	6166-022-901	501 E. Compton Blvd.	Rectangular parcel with the foundation of a former building that covers much of the property. The property is lined in concrete along the northern side.	6,388 SF
3	6166-022-902	517 E. Compton Blvd.	Rectangular parcel of vacant land.	1,966 SF
4	6166-022-903	535 E. Compton Blvd.	Rectangular parcel of vacant land.	6,212 SF
5	6166-022-904	545 E. Compton Blvd.	Rectangular parcel which consists of a 4,500 square foot one-story commercial structure. The northeastern portion of the property is an asphalt driveway.	4,978 SF
6	6166-022-905	No Address	Rectangular parcel of vacant land.	9,186 SF
600 Block				
7	6166-023-900	112 N. Willow Ave.	Rectangular parcel consisting of an asphalt parking lot.	8,740 SF
8	6166-023-901	601 E. Compton Blvd.	Rectangular parcel with a 3,000 square foot single story commercial structure on the southern portion of the property and asphalt parking on the north portion of the property.	5,783 SF
9	6166-023-902	607 E. Compton Blvd.	Rectangular parcel with a 2,700 square foot single story commercial structure on the southern portion of the property and asphalt parking on the north portion of the property.	5,806 SF
10	6166-023-903	107 N. Santa Fe Ave.	Parcel with the foundation of a former structure on the south mid portion of the property with asphalt parking along the north and south portions of the property.	20,473 SF
11	6166-023-904	625 E. Compton Blvd.	Rectangular parcel with an approximately 1,800 square foot commercial structure located on the southwest portion of the property and asphalt parking on the north and east portions of the property.	9,520 SF
			Total	**93,046 SF**

Source: Los Angeles County Assessor Portal 2020
APN = Assessor Parcel Number; SF = square feet

The project site consists of four partially demolished one-story commercial structures interspersed with highly disturbed vacant land primarily covered by concrete and asphalt parking (see **Figure 3: Photographs of Existing Site Conditions**). Previously, the project site was developed with commercial

structures and associated surface parking. Currently, the buildings on the site are vacant and not in use. Vegetation on the project site is limited to ruderal (weedy) undergrowth and three street trees along E. Compton Boulevard. The three trees are common, ornamental/non-native species (Indian Laurel Fig, *Ficus microcarpa 'Nitida' sp.*) and are not protected species.

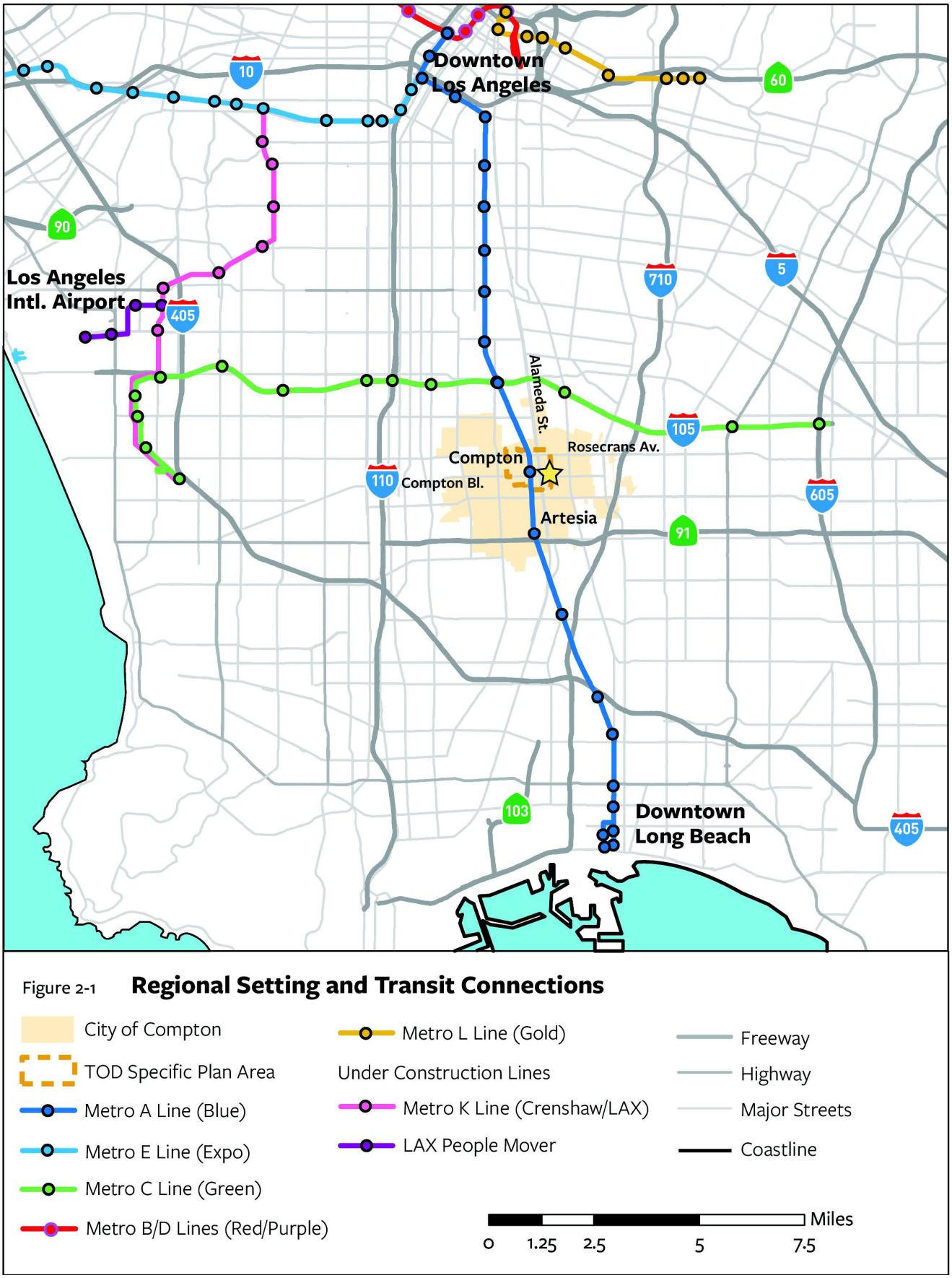
Per the City of Compton 2030 General Plan Map, the site falls under the General Commercial Land Use Designation. Per the City of Compton Zoning Map, the site is zoned as CL Zone – Limited Commercial. This use provides for general retail and service commercial uses. However, with approval of the project's entitlements, which includes a General Plan Amendment and Zone Change, the site will be zoned consist with the General Plan Amendment that will be adopted at the time of approval of this project.

The City of Compton is preparing a Transit Oriented Development Specific Plan to transform the Compton Transit Station area into a vibrant mixed-use village with access to enhanced public spaces. The Specific Plan proposes to designate this site as being located within the Historic Core (between Alameda and Santa Fe). This project, if approved, is expected to serve as a major destination and centerpiece within Downtown Compton.

Surrounding Land Uses

The project site is surrounded predominantly by urban commercial; parking; and low, medium, and high-density residential land uses (see **Figure 4, Aerial View Map and Surrounding Land Uses**). Specifically, surrounding land uses include:

- **North:** Directly north of the project site are low to medium density residential land uses and parking.
- **South:** The area directly across Compton Boulevard is designated General Commercial followed by low to medium density residential uses further south. Commercial facilities exist to the south including a funeral home, fast food restaurant, medical office, and telecommunications facility. The Lifeline Education Charter School is located approximately 600 feet south of the project site.
- **East:** East of the project site are primarily General Commercial designations along Compton Boulevard behind which low to medium density residential uses occur. The Kingdom Hall of Jehovah's Witnesses and the Salvation Army Social Services Building are located east of the project site along Santa Fe Avenue.
- **West:** West of the project site are primarily General Commercial designations along Compton Boulevard behind which low to medium density residential uses occur. There is an open space/park area two blocks west (Wilson Park – Compton Skate Park). The Compton Renaissance and Towne Center shopping center are located approximately 1,200 feet west of the project site and include big box retailers and restaurants.



SOURCE: City of Compton, 2020

FIGURE **1**

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Regional Location Map

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SOURCE: Google Earth, 2020

FIGURE **2**

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Project Site Map



500 Block Compton Blvd.: Corner of E. Compton Blvd. and N. Spring Ave.



500 Block Compton Blvd.: Image between N. Spring Ave. and N. Willow Ave.



500 Block Compton Blvd.: Corner of N. Willow Ave. and E. Compton Blvd.

SOURCE: Impact Sciences, 2020

FIGURE **3a**

IMPACT SCIENCES

Photographs of Existing Site Conditions

1335.002•12/20



600 Block Compton Blvd.: Corner of N. Willow Ave. and E. Compton Blvd.



600 Block Compton Blvd.: Image between N. Willow Ave. and N. Santa Fe Ave.



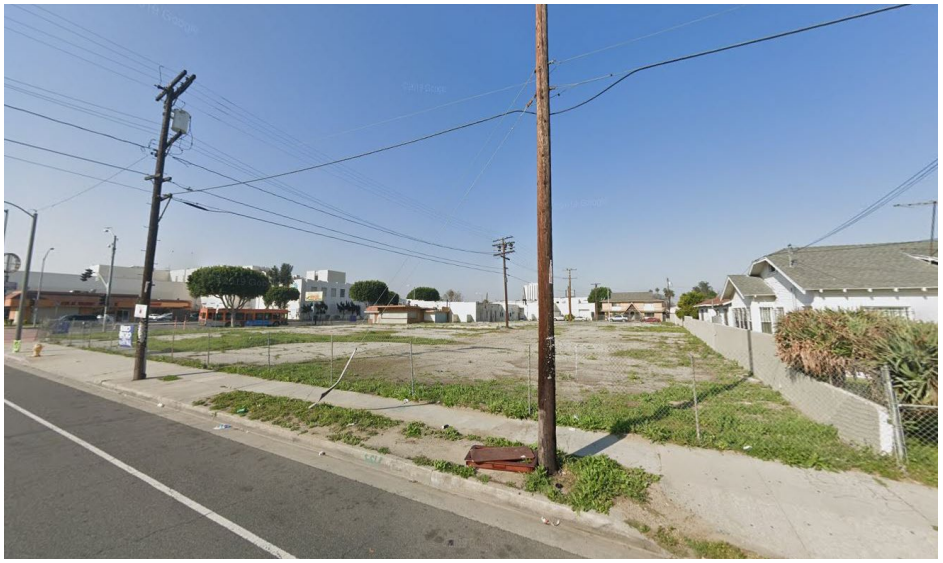
600 Block Compton Blvd.: Corner of N. Santa Fe Ave. and E. Compton Blvd.

SOURCE: Impact Sciences, 2020

FIGURE **3b**

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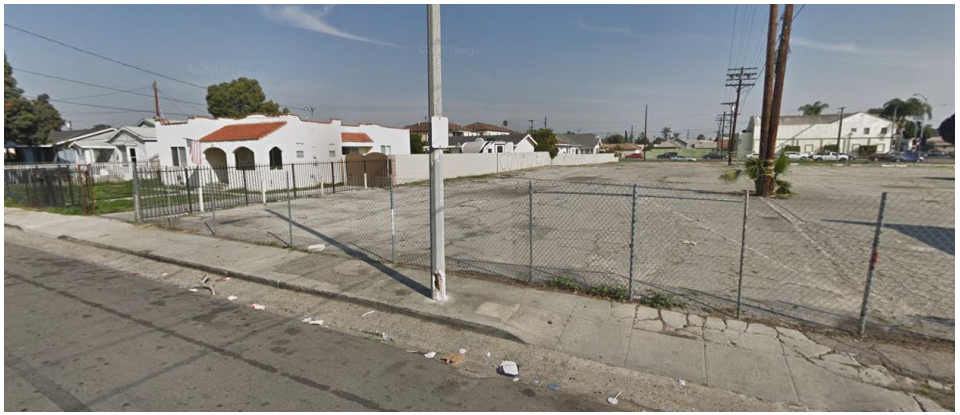
Photographs of Existing Site Conditions



N. Santa Fe Ave.: Project Property Boundary and Transition into residential neighborhood.



N. Willow Ave.: Project Property Boundary and Transition into residential neighborhood on 500 Block.



N. Willow Ave.: Project Property Boundary and Transition into residential neighborhood on 600 Block.



N. Spring Ave.: Project Property Boundary and Transition into neighborhood on 500 Block.

SOURCE: Impact Sciences, 2020

FIGURE 3c

IMPACT SCIENCES

Photographs of Existing Site Conditions

1335.002•12/20



SOURCE: ESRI, 2020

FIGURE **4**

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Aerial View Map and Surrounding Land Uses

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SOURCE: GGLO, 2020

FIGURE 5

IMPACT SCIENCES

Architectural Rendering - View of Project from E. Compton Boulevard

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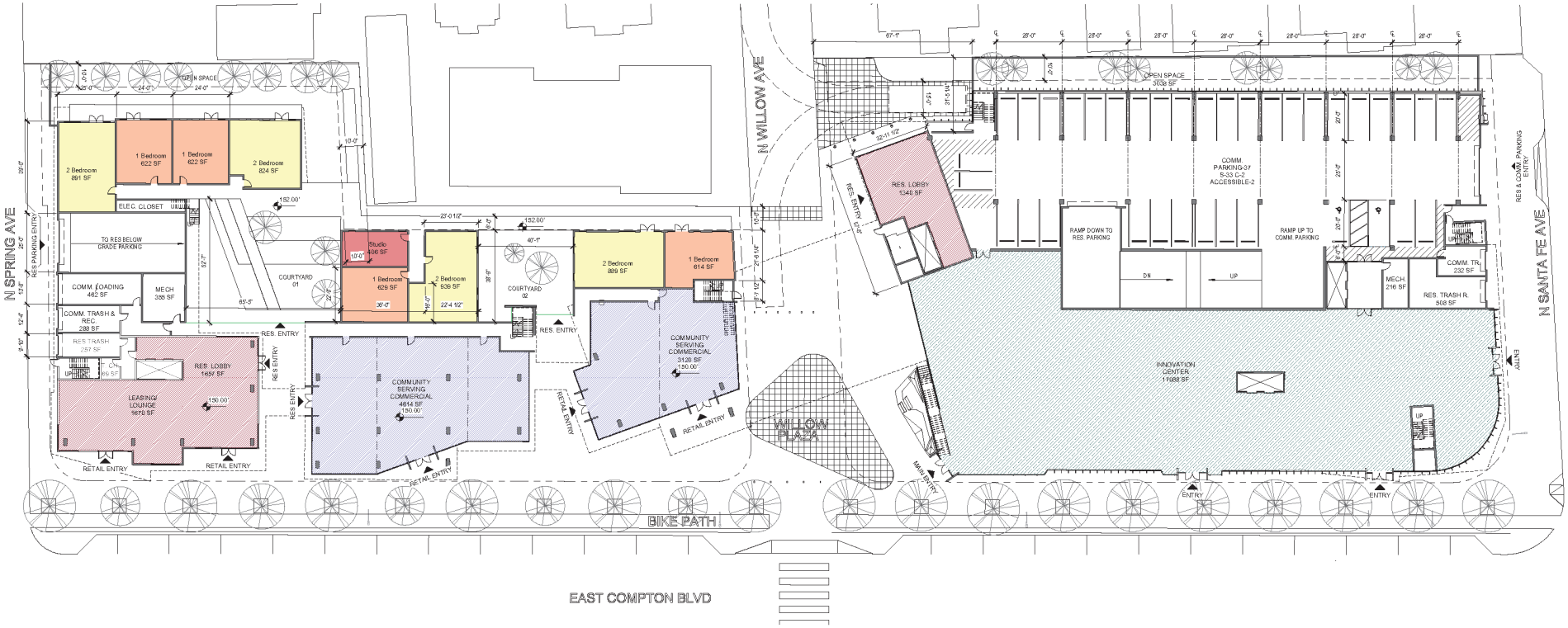
SOURCE: GGLO, 2020

FIGURE 6

IMPACT SCIENCES

Architectural Rendering of Proposed Project

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SOURCE: GGLO, 2020

FIGURE 7

Site Plan - First Floor

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3. DESCRIPTION OF PROJECT

The project consists of the development of a seven-story, 266,792-square-foot mixed-use development comprised of 7,734 square feet of retail uses, up to 300 residential units, a pedestrian plaza (Willow Plaza), and the Compton Innovation Hub and Creative Studios (see **Figure 5: Architectural Rendering – View of Project from E. Compton Boulevard** and **Figure 6: Architectural Rending of Proposed Project**). The building would have a maximum height of 85 feet along Compton Boulevard and lower heights on the south side of the project.

In addition, the project includes the creation of a public pedestrian plaza by closing Willow Avenue to non-emergency vehicular traffic and reconfiguration of E. Compton Boulevard between Alameda Street East and Santa Fe Avenue, from two lanes in each direction to one lane in each direction (see **Figure 7: Site Plan – First Floor)**. The project also includes streetscape improvements and bicycle parking on-site to encourage pedestrian and bicycle travel. The anticipated FAR is 2.86.

The project site currently contains four one-story structures that are vacant and partially demolished. All structures on the site would be demolished proposed as part of the proposed project. The project site also includes vacant land and surface parking. The overall building area is presented in **Table 2.0-2** below.

Table 2.0-2
Proposed Project Building Area

Program Type	Building Area
Residential	206,960 sf
Residential Amenities/Services	6,126 sf
Community Serving Commercial	7,734 sf
Innovation Hub and Creative Studios/Commercial	44,787 sf
Commercial Service Spaces	1,185 sf
Total Building	**266,792 sf**
Total Site Area	**93,046 sf**

Project Components, Design, and Architectural Features

Compton Innovation Hub and Creative Studios

The Compton Innovation Hub (Hub) and Creative Studios will provide learning labs, co-working and product development labs, studios, and recreational space for artists, writers, musicians, designers, and

technology developers. The Hub would be approximately 44,787 square feet, located on four floors on the southeast portion of the site. The primary entrance would be from Willow Plaza at the current corner of Willow Avenue and Compton Boulevard. The design features tall open spaces with mezzanines and partial upper floors, following industry standard coworking space designs.

Building program elements on each floor are envisioned to include:

- **Ground Floor:** The ground floor would serve as a flex space and provide technology components that enable networking events, presentations, small screenings, live performances, collaborative discussions, and informal meetings. The area would also include an informational/check-in booth and may include the Hub's cafeteria.

- **Second Floor:** The second floor would feature learning laboratories, audio and visual production and control facilities, cinema stage, conference/ collaboration rooms, quiet space/ flex working room, recreational/co-working flex area, green rooms, entrepreneurial product development laboratories, compact commercial kitchen space, and coffee bar.

- **Third Floor:** The third floor would feature an exterior deck, exterior working area, flex space equipped for event activations, screenings, networking, and wellness activities. The area would also provide space for ancillary storage and technology units.

- **Fourth Floor:** A small top floor is also connected to an exterior deck and may house the Hub's cafeteria.

The exterior of the Hub would be a unique collection of outdoor spaces connected with a series of staircases and trees planted on each level. A mixture of softscape and hardscape would balance space for people with space for vegetation providing shade, urban heat island reduction, and reduction of runoff and provide spaces for outdoor working, meetings, and socializing.

Willow Plaza

A public pedestrian plaza would be created by vacating Willow Avenue to non-emergency vehicular traffic. As proposed, the building would serve as a bridge over the central/northern section of Willow Plaza, linking residents on both sides of the Willow Avenue with amenities on the opposite side and dividing the more active front side of the building from the residential north side. Vehicles using Willow Avenue will be provided with a hammerhead turnaround at the northern edge of the property, and the portion that is under the bridge would be well lit to provide a safe pathway for residents. The building would be approximately 25 to 30 feet above the plaza. The floor of the plaza may include public art or small performances. The western portion of the plaza would include retail-adjacent areas for outdoor dining, tree planting, and public art.

Public pedestrian access would be available through the plaza at all times of the day but there would be no public vehicular access. Removable bollards would be installed to permit vehicles to enter or go through the plaza for temporary or emergency uses.

Retail Uses

Two spaces for commercial retail uses are proposed, both fronting on the western side of Willow Plaza, facing Compton Boulevard on the block between Spring Avenue and Willow Avenue. These spaces total 7,734 square feet and may be used for a variety of commercial retail uses, including food services. Spaces apt for outdoor dining are provisioned between the retail uses and the public sidewalk.

Residential Uses

The project includes up to 300 residential units, including 60 (20 percent) affordable units to low-income families making 80% of the area median income. The income level of the affordable units is not yet determined, and the project applicant and City of Compton are exploring funding sources to be able to provide deeper affordability for those units. **Table 2.0-3** illustrates the residential unit distribution of the project.

Table 2.0-3
Residential Unit Distribution

Unit Size	Share of Total Units	Total Units	Average Size	Total
Studio	21%	64	430 sf	27,520 sf
1 bedroom	33%	98	620 sf	60,760 sf
2 bedrooms	46%	138	860 sf	118,680 sf
Total	100%	300		206,960 sf

Open Space and Landscaping

The project would provide 13,000 square feet of public open space; 5,850 square feet of private open space; and 19,350 square feet of common residential open spaces, which is equivalent to 127 square feet per unit. Common residential open spaces include ground-floor courtyards on the western block, a pool area on the third floor, reading nooks and other intimate spaces on the third floor, a roof deck on the fifth floor in the northwest corner of the building, and a roof deck on the seventh floor. Overall, the project would provide 38,200 square feet of open space, including public, private, and common spaces.

Vegetative plantings would consist of screening, accent, and decorative trees, shrubs, vines, and grasses, including California Sagebrush, Cup of Gold Vine, Spider Plant, Artichoke Agave, Red Fountain Grass, Black Sage, Fruitless Olive Tree, and other accent trees, plants, underplanting, and grasses. Street tree plantings would include *Platanus acerifolia 'Columbia'* (London Plane Tree) due to its similarities to the California Sycamore. *Platanus acerifolia 'Columbia'* was also chosen due to its thick canopy, providing shade from spring to fall, and its deciduous nature allows sun in winter as well as color changing foliage in fall.

Access, Circulation, and Parking

The proposed project would reconfigure E. Compton Boulevard within the vicinity of the site to include reduced travel lanes along E. Compton Boulevard between Alameda Street East and Santa Fe Avenue, from two lanes in each direction to one lane in each direction. In addition, this configuration includes curb extensions and two new mid-block crosswalks across Compton Boulevard. The project includes the creation of a public pedestrian plaza by closing Willow Avenue to non-emergency vehicular traffic.

Twenty-four-hour pedestrian public access would be available along all sidewalks, including the connection between Compton Boulevard and Willow Avenue. Willow Plaza would be restricted to public access at night for safety. The Innovation Hub, retail, and residential components of the development, however, would all be separated in regard to public access. Entrances into the residential area, apart from the lobbies, would have access controlled through gates or other mechanisms.

The project would provide space for up to 407 vehicles. Commercial parking (retail and Innovation Hub) would be located in a small above-grade garage on the first three levels of the building in the northern portion of the 601 block of E. Compton Boulevard. Assembly uses would not be approved without a variance or accommodation of additional parking. This garage includes 111 parking spaces and is accessed from Santa Fe Avenue. Residential parking is in a below-grade garage with room for 296 vehicles with use of parking lifts. The project will use a multilevel automatic puzzle lift system to accommodate the maximum number of cars within the garage. These types of systems are intended be self-operated by residents and/or employees of the building. The garage is located below Willow Plaza and covers both blocks in one level that will be approximately 15 feet deep. At a minimum, the project would provide 41 dual-port electric vehicle charging stations.

The project would implement streetscape improvements and provide bicycle parking on-site to encourage pedestrian and bicycle travel. There would be 390 total long-term bicycle parking spaces and 15 short-term spaces provided within the two proposed parking garage structures and at street level. The bicycle lane would be moved from its current Class II configuration to a semi-raised Class IV cycle track

protected from traffic by parked vehicles and a buffer. The cycle track will be 5.5 feet wide and will be separated from the parking lane by a 3-foot buffer, leaving sufficient space for car passengers to comfortably exit the passenger side door without blocking the cycle track. The sidewalk width would increase from 8.5 feet to 16.5 feet on each side of the street. On-street parking will remain and be interspersed with intermittent loading zones. Bus stops would be consolidated into one at Alameda Street and one at Santa Fe Avenue in each direction, and these stops would be upgraded with shelters and seating.

Security and Lighting

The development would provide comprehensive, downward-directed lighting along all project edges and in all public spaces to ensure a safe environment while avoiding direct light pollution on neighboring properties. A six-foot solid masonry wall would divide the project from the northern neighboring properties, and trees would be planted on much of the project's property line.

Sustainability Features

CALGreen Building Code

The 2016 California Green Building Standards Code, referred to as CALGreen, became effective on January 1, 2017. CALGreen sets minimum standards that all new structures must meet to significantly minimize the state's overall carbon output. Local jurisdictions retain the administrative authority to exceed the new CALGreen standards. The CALGreen Standards are set forth in Part 11 of Title 24 of the California Code of Regulations.

CALGreen requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant emitting finish materials. CALGreen's mandatory measures establish a minimum for green construction practices and incorporate environmentally responsible buildings into the everyday fabric of California cities without significantly driving up construction costs.

CALGreen also has more stringent, voluntary provisions that have been placed in the appendix for optional use. Some key mandatory measures for commercial occupancies include specified parking for clean air vehicles, a 20 percent reduction of potable water use within buildings, a 50 percent construction waste diversion from landfills, use of building finish materials that emit low levels of volatile organic compounds, and commissioning for new, nonresidential buildings over 10,000 square feet.

Key optional measures are included in a two-tiered system designed to allow jurisdictions to adopt codes that go beyond the State mandatory provisions. The non-residential tiers include increased reduction in energy usage by 15 or 30 percent and increased reduction in potable water use, parking for clean air vehicles, cool roofs, construction waste diversion, use of recycled materials, and use of low-emitting resilient flooring and thermal insulation.

CALGreen addresses the critical issue of compliance verification by utilizing the existing building code enforcement infrastructure. The mandatory CALGreen measures would be inspected and verified by local building departments, in this case the City of Compton Department of Building and Safety, using special inspectors as they determine necessary.

The project would be designed to meet the latest in California/Uniform building codes, Title 24, and CALGreen. Each of the units would maximize the indoor environmental quality with the inclusion of ENERGY STAR(®) air conditioning with fresh air intake, natural cross ventilation, exhausting kitchen hood and fans, no VOC paints, natural flooring, and formaldehyde free cabinetry, counters, and shelving. All bathroom and plumbing fixtures would be water-conserving fixtures. Overall energy efficiency would be maximized with ENERGY STAR rated appliances, advanced lighting, dual glazed windows with low-e coating, and energy efficient thermal building envelope.

In accordance with new CALGreen requirements, the project would include the required 15 percent of the total roof areas as solar-ready, with thermal hot water panels and collectors as part of the base building design. In addition, the parking garage would include a minimum of 10 percent of the parking spaces with dual-port electric vehicle charging stations.

Anticipated Construction Schedule

Grading and construction of the proposed project is anticipated to begin in November 2022 with project completion estimated by January 2025; some construction activities would take place concurrently. A complete list of the construction machinery and equipment needed for demolition and construction is provided in Appendix B. Any required radar surveys, soil sampling, groundwater sampling, and PFAS testing would be conducted prior to proposed construction. The proposed construction sequence is anticipated as follows:

- Demolition: 1.5 months
- Grading and Site Preparation: 8.5 months
- Paving: 6 months

- General Construction: 13 months, including,
    - concrete footings
    - foundations
    - garage slab
    - wood framing
    - Sheathing, insulation, and flashing
    - Roofing
    - Windows and openings
    - Exterior finish materials
    - Interior utility distribution
    - Interior partitions
- Finishes, painting, fixtures, and casework: 4 months
- Site work and landscaping: 1 month

The project would require the net export of up 18,406 cubic yards of earthwork from the site. The project would require a haul route permit, subject to the approval of the City of Compton Department of Building and Safety. The likely haul route for the project would utilize E. Compton Boulevard to an approved truck route on either N. Alameda Street or N. Santa Fe Avenue. It is anticipated that construction worker parking and building material laydown during construction of the project would take place on the project site. Construction would occur Monday through Friday, between the hours of 7:00 AM and 4:00 PM.

4. REQUESTED PERMITS AND APPROVALS

Discretionary entitlements, reviews, and approvals required for implementation of the project would include, but would not necessarily be limited to, the following:

- **Site Plan Review**
- **Change of Zone**

- **General Plan Amendment**
- **Street Vacation**
- **Certification of an Initial Study / Mitigated Negative Declaration,** pursuant to the CEQA; and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, haul route permits, storm water discharge permits, excavation permits, grading permits, foundation permits, building permits, exterior approvals, permits for driveway curb cuts, installation and hookup approvals for public utilities, landscaping approvals, and sign permits.

III. ENVIRONMENTAL CHECKLIST & IMPACT ANALYSIS

INTRODUCTION

This section of the Initial Study/Mitigated Negative Declaration (IS/MND) contains an assessment and discussion of impacts associated with each environmental issue and subject area identified in the Initial Study Checklist. The thresholds of significance are based on Appendix G of the *State CEQA Guidelines*.

IMPACT ANALYSIS

1. AESTHETICS

Senate Bill (SB) 743 [Public Resources Code (PRC) § 21099(d)] sets forth guidelines for evaluating project transportation impacts under CEQA, as follows: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." This exemption was enacted as part of SB 743 "to further the Legislature's strategy of encouraging transit-oriented, infill development consistent with the goal of reducing greenhouse gases announced in [SB 375]."

PRC § 21099 defines a "transit priority area" as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC § 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." The site is located approximately 0.42 mile east of Metro's Compton Station and the Compton & Willow bus stop for Metro Bus Lines 60, 125, 127, and 128 are located 0.04 mile from the project.

PRC § 21099 defines an "employment center project" as "a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. PRC § 21099 defines an "infill site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

The proposed project is within a TPA and is considered an "employment center project." PRC § 21099 applies to the proposed project; therefore, the proposed project is exempt from aesthetic impacts. The analysis in this initial study is provided for informational purposes only and is not intended to result in a

determination of whether the proposed project would result in significant impacts to the environment. Any aesthetic impact analysis in this initial study is included to discuss what potential aesthetic impacts would occur from the proposed project if PRC § 21099(d) was not in effect. Nothing in the aesthetic impact discussion in this initial study shall trigger the need for any CEQA findings, CEQA analysis, or CEQA mitigation measures.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Impact Analysis:

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant. For purposes of CEQA, it is important to distinguish between public and private views. Private views are views seen from privately owned land and are typically viewed by individual viewers, including views from private residences.

Public views are those experienced by the collective public. These include views of significant landscape features such the Pacific Ocean or mountain ranges, as seen from public viewing spaces, not privately owned properties. The analysis below addresses public views and not private views since obstruction of private views is not generally regarded as a significant environmental impact. (See *Citizens for Responsible and Open Government v. City of Grand Terrace* [2008]; *Mira Mar Mobile Community v. City of Oceanside* [2004]). CEQA (§ 21000 *et seq.*) case law has established that protection of public views is generally emphasized.

The proposed project is in the City of Compton in an urbanized, commercial neighborhood. The aesthetic character of the site is generally non-uniform and defined predominantly by low-rise residential and commercial development interspersed with hardscaping and streetscaping (utility poles, streetlamps etc.).

The proposed mixed-use building would be approximately 85 feet in height (7-stories), which would represent an increase in building height at the project site, as well as compared to the surrounding structures which are generally 1 to 2-stories high. Scenic views are typically defined as those that provide expansive views of a highly valued landscape for the benefit of the public. Large sweeping scenic vistas are not available in the project vicinity largely due to the urbanized nature of the site and surrounding area. Further, the project site is currently developed with structures and as a result, does not offer views to any scenic vistas, nor would the change in use on the site impede any existing views, as none are currently available. Therefore, the proposed project would not impact a scenic vista. Additionally, pursuant to PRC § 21099(d), the project would result in no impact to aesthetics, including scenic vistas.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The State Scenic Highways Program is designed to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The project site is not located near any designated or eligible state scenic highways per the State of California Department of Transportation. [1]

Although the Compton General Plan[2] lists several scenic roadway corridors which were highlighted for improvement by the City through design guidelines and regulations, public investment, and private incentives under the 1998 Corridor Improvement Plan, none meet the definition of State Scenic Highways.

As the proposed project is not within the vicinity of any state scenic highways, the project would not substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway, as none of these resources exist on or near the

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1 California Department of Transportation. *State Scenic Highway Program 2020*. Available online at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways

2 City of Compton 2030 General Plan. Available online at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=24243

project site. Pursuant to PRC §21099(d), the proposed project would result in no impact on aesthetics, including scenic highways.

c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant. As the proposed project is in an urbanized area, the analysis focuses on whether the project would conflict with applicable zoning and other regulations governing scenic quality.

Policies in the Compton 2030 General Plan have been adopted for the purpose of avoiding or mitigating aesthetic impacts from development projects. Development projects in the City of Compton, including this project, would be subject to the aesthetic policies in the General Plan Urban Design Element. Specifically, the proposed project would implement Urban Design Element Policy 2.1 to develop specific plans with design and development guidelines that create pedestrian-oriented developments. Furthermore, the proposed project would implement Urban Design Element Policy 3.3 by adopting new plans to facilitate revitalization. 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 and all projects referred by the City Planning Commission.

In addition, this project will be consistent with the proposed TOD Specific Plan that will include extensive design guidelines and standards. Per the City of Compton Zoning Map, the site is zoned as CL Zone – Limited Commercial.[3] This use provides for general retail and service commercial uses. However, with approval of the project's entitlements, which includes a General Plan Amendment and Zone Change associated with the TOD Specific Plan, the site will be zoned consistent with the General Plan Amendment that will be adopted at the time of approval of this project.

As noted above, although the proposed project would represent a substantial increase in building height and massing at the project site, the project would introduce elements that would enhance the overall visual quality of the project site and surrounding area, thereby making the project site more aesthetically cohesive to residents, employees, and visitors of the area.

[3] City of Compton Community Development Department. City of Compton Zoning Map. Available online at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=26132

In summary, the project area is generally aesthetically non-uniform under existing conditions with no pervading architectural design between surrounding buildings and the neighborhood in general. The visual quality of the project site and surrounding area is generally poor with aging, often dilapidated structures and hardscaping serving as the primary elements of the viewshed. The proposed project would represent a change in the existing height and massing at the project site and the surrounding area; however, the improvements associated with the project would enhance the visual quality of the project area and would encourage pedestrian interaction with the project site and with the neighborhood in general. Upon approval of the General Plan Amendment and Zone Change, the proposed project would not conflict with the applicable zoning or other regulations regarding scenic quality. Consequently, impacts would be less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant. The two main causes of light pollution are light trespass and glare. Light trespass is caused by light being cast on areas outside those intended to be lit. Glare occurs when a reflective material or bright object casts uncontrolled brightness on sensitive receptors (i.e., residential neighborhoods) or nearby land uses. Glare may occur in many instances including from oncoming vehicle headlights, an unshielded light bulb, or sunlight reflecting off building materials such as glass and steel.

The project site is in an urban setting and is fully developed. Given the nature of the existing development surrounding the project site (i.e., one to two story structures), daytime light and glare at the project site is not an existing source of nuisance. However, existing and surrounding land uses may generate some nighttime light from security, parking lot lights, and exterior building lights.

Sources of daytime light and glare under the proposed project would differ from those under existing conditions; however, the sources would be typical of highly developed, urban environments (e.g., sunlight reflecting off building materials and glass windows). Non-reflective materials would be recommended, including the use of non-reflective, matte finishes for new proposed buildings and windows. 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. However, the project would be designed, arranged, directed, or shielded in accordance with existing state and local regulations and guidelines, including the International Dark-Sky Association, the Illuminating Engineering Society

Model Lighting Ordinance, and Chapter 30- 19.5 of the CMC that contains lighting standards for new development.

2. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Impact Analysis:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The City of Compton is primarily an urban environment with no agricultural land under commercial cultivation. However, there are two areas of the City adjacent to Greenleaf Avenue that are zoned as residential agricultural. The area, 1.7 miles south of the project site, bounded by E. Greenleaf Boulevard, Compton College, and S. Tarter Lane is designated as a residential agricultural area. The second area, 1.5 miles southwest of the project site, zoned as a residential agricultural area is located north of W. Greenleaf Boulevard between S. Oleander Avenue and S. Wilmington Avenue, and both sides of Raymond Street on the north.

The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of

"Important Farmland." The project site is located within an urbanized area of the City of Compton and is surrounded by residential and commercial uses. The project site is not listed as Important Farmland by the California Department of Conservation.[4] Implementation of the proposed project would not convert farmland to non-agricultural use, and no impacts would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. The General Plan land use designation for the project site currently is General Commercial.[5] Therefore, the project site is not zoned for agricultural uses nor do agricultural uses occur on the project site. Only land located within an agricultural preserve is eligible for enrollment under a Williamson Act contract. Accordingly, the project site does not contain any lands covered by a Williamson Act contract. Therefore, implementation of the proposed project would not conflict with existing agricultural zoning or a Williamson Act Contract, and no impacts would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The project site is currently designated as General Commercial and is in an urban area.[5] CEQA requires the evaluation of forest and timber resources where they are present. The site does not contain any forest land as defined in PRC § 12220(g), timberland as defined by PRC § 4526, or property zoned for Timberland Production as defined by Government Code § 51104(g). Implementation of the proposed project would not conflict with existing zoning or cause rezoning of forest land or timberland. No impacts would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. See response to **Section 2.c**, above.

Additionally, forest land is defined as: "…land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."[6] Timberland is defined as: "land…which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and

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4 California Department of Conservation. California Important Farmland Finder. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/.

5 City of Compton Community Development Department. City of Compton General Plan Map. Available online at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=24965

6 California Public Resources Code Section 12220[g].

other forest products, including Christmas trees."[7] There is no forest land or timberland on-site or in the project vicinity and project development would not cause a loss of forest land or timberland. No impacts would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. See responses to **Sections 2.a - d**, above. The site is located in an urbanized area, and there are no agricultural uses or related uses on the project site. The proposed project would not result in the conversion of farmland to other uses, and no impacts would occur.

7 California Public Resources Code Section 4526.

3. AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Violate any air quality standard or result in a cumulatively considerable net increase in an existing or projected air quality violation?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people?	☐	☐	☒	☐

Impact Analysis:

The following analysis is based on the Air Quality and Greenhouse Gas Impact Assessment Report prepared for the project by Impact Sciences in November 2020 and contained herein as Appendix A and Construction Calculations found in Appendix B.

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant. As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the project site is located within the SCAB, which is under the jurisdiction of the SCAQMD (South Coast Air Quality Management District). The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. In order to reduce such emissions, the SCAQMD drafted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving California and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD,

CARB, SCAG, and the U.S. EPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) The project is subject to the SCAQMD's AQMP.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's 1993 CEQA Air Quality Handbook, and include the following:

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of an existing air quality violation, 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.

- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP or increments based on the years of the project build-out phase.

The violations to which Consistency Criterion No. 1 refers are the CAAQS and the NAAQS. As evaluated under Impacts 2 and 3 below, the project would not exceed the short-term construction standards or long-term operational standards and in so doing would not violate any air quality standards (see Table 3.0-1 and Table 3.0-2). Thus, no impact is expected, and the project would be consistent with first criterion.

Concerning Consistency Criterion No. 2, the 2016 AQMP contains air pollutant reduction strategies based on SCAG's growth forecasts from the 2016 RTP/SCS, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The proposed project would increase local population by approximately 858 persons and create 240 jobs and is consistent with the General Plan Amendment that will be adopted at the time of approval of the project and therefore would not exceed the population or job growth projections used by the SCAMQD to develop the 2016 AQMP., no impact would occur, as the project is also consistent with the second criterion.

b) Violate any air quality standard or result in a cumulatively considerable net increase in an existing or projected air quality violation?

Less Than Significant. A project may have a significant impact if project-related emissions would exceed federal, State, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation. In order to determine

project significance, emissions were compared to the SCAQMD construction and operational air quality thresholds.

Construction Phase Air Quality Impacts on Regional Air Quality

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2016.3.2 model, detailed descriptions of the modeling inputs are included within the Air Quality and Greenhouse Gas Technical Study (see Appendix A). Predicted maximum daily construction-generated emissions for the proposed project are summarized in **Table 3.01, Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day**.

Table 3.0-1
Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day

Construction Year	ROG	NOx	CO	SO2	PM10	PM2.5
2022	5.99	61.22	38.83	0.10	6.69	2.77
2023	7.90	66.59	80.90	0.21	7.28	3.75
2024	19.76	37.44	41.48	0.13	5.14	2.25
2025	1.30	10.34	15.87	0.03	0.83	0.55
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed?	*No*	*No*	*No*	*No*	*No*	*No*

Source: Impact Sciences, CalEEMod modeling, 2020. See Appendix A.

Operation Phase Air Quality Impacts on Regional Air Quality

Project-generated emissions would be associated with motor vehicle use and area sources, such as the use of natural-gas-fired appliances, landscape maintenance equipment, and architectural coatings associated with the operation of a 300-unit apartment building, Innovation Hub, and retail center. Long-term operational emissions attributable to the proposed project are summarized in **Table 3.0-2, Long-Term Operational Emissions – Maximum Pounds per Day**.

Emissions associated with vehicle travel depend on the year of analysis as emission control technology requirements are phased in over time. Therefore, the earlier the year analyzed in the model, the higher the emission rates used by CalEEMod. The earliest year the project would possibly be constructed and fully occupied would be 2025. Emissions associated with buildout later than 2025 would be lower, as it is assumed newer vehicles would meet increasingly more stringent emissions standards, while older, more polluting vehicles are less utilized. Further, throughout the

lifetime of the proposed project, residents will likely purchase newer vehicles and fleet turnover will occur resulting in lower mobile-source emissions as time goes on.

As shown in Tables 1 and 2, neither the project's construction nor operational emissions would exceed the SCAMQD's thresholds for any criteria air pollutants. Therefore, regional construction and operational emissions would not result in a significant long-term regional air quality impact.

Table 3.0-2
Long-Term Operational Emissions – Maximum Pounds per Day

Source	ROG	NOx	CO	SO2	PM10	PM2.5
Area Source	14.60	5.71	100.1	0.27	12.47	12.47
Energy Use	0.13	1.14	0.54	0.01	0.09	0.09
Mobile Source	1.80	7.75	23.0	0.09	8.22	2.24
Total	16.54	14.61	123.6	0.37	20.78	14.81
Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed?	*No*	*No*	*No*	*No*	*No*	*No*

Source: Impact Sciences, CalEEMod modeling, 2020. See Appendix A.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant. The proposed project will not expose nearby sensitive receptors to substantial pollutant concentrations.

Localized Significance Thresholds

Localized Construction Significance Analysis

The nearest receptors to the project site are residents located immediately north of the project site along North Spring Avenue, North Willow Avenue, and North Santa Fe Avenue. To identify impacts to sensitive receptors, the SCAQMD recommends addressing Localized Significance Thresholds (LSTs) for construction.

LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAMQD provided the *Final Localized Significance Threshold Methodology* for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific analysis. The Site Receptor Area (SRA) for the LST is the South-Central LA County area (SRA 12) since this area includes the project site. LSTs apply to CO, NOx, PM10, and PM2.5. The SCAMQD produced look-up tables for projects that disturb areas less than or

equal to 5 acres in size. The project site is approximately 2.13-acres, therefore, the LST threshold for two acres was utilized for the construction LST analysis.

The SCAQMD's methodology clearly states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest sensitive receptors to the project site are the residents adjacent to the north and east. LST screening thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. According to SCAQMD methodology, "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." Therefore, LSTs for receptors located at 25 meters were utilized in this analysis.

Table 3.0-3, Localized Significance of Construction Emissions – Maximum Pounds per Day, presents the results of the localized emissions during construction activity of the proposed project. As shown in Table 3, the on-site air pollutant emissions on the peak day of construction would not exceed the applicable LST. Therefore, impacts would be less than significant.

Table 3.0-3
Localized Significance of Construction Emissions – Maximum Pounds per Day

Construction Year	NOx	CO	PM10	PM2.5
2022	57.67	36.11	4.57	2.67
2023	33.62	36.07	1.39	1.28
2024	32.1	30.47	1.32	1.21
2025	10.28	14.99	0.49	0.46
LST Screening Threshold	**65**	**346**	**7**	**4**
Exceed?	***No***	***No***	***No***	***No***

Source: Impact Sciences, CalEEMod modeling, 2020. See Appendix A.

Localized Operational Significance Analysis

According to the SCAQMD LST methodology, LSTs would apply to operational phase of a proposed project only if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The project is proposing a residential and commercial development and, therefore, does not include such land uses. Thus, due to the lack of queuing and idling emissions, no long-term localized significance threshold analysis is needed. Operational LST impacts would be less than significant in this regard.

As evaluated above, the project's air emissions would not exceed the SCAQMD's LST thresholds. Therefore, the project would not cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS for emissions of CO, NOx, PM10, or PM2.5. It should be noted that the ambient air quality standards are developed and represent levels at which the most susceptible persons are protected. In other words, the ambient air quality standards are purposely set in a stringent manner to protect children, elderly, and those with existing and respiratory problems. Thus, air quality health impacts would be less than significant in this regard.

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadways or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

The SCAB is designated as an attainment/maintenance area for the federal CO standards and attainment area for state standards. There has been a decline in CO emissions even though vehicle miles traveled (VMT) on U.S. urban and rural roads have increased nationwide estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions (EPA 2018). Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burner fuels, and motor vehicle inspection/maintenance programs.

According to the SCAQMD CEQA Air Quality Handbook, a potential CO hotspot may occur at any location where the background CO concentration already exceeds 9.0 ppm, the CAAQS for 8-hour ozone. The SCAQMD prepared a detailed CO analysis in the *Federal Attainment Plan for Carbon Monoxide* as part of the 2003 AQMP. The 2003 AQMP is the most recent AQMP that addresses CO concentrations. The CO analysis included microscale modeling of CO at the worst-case intersections in SCAB. Of these locations, the Wilshire Boulevard and Veteran Avenue intersection in Los Angeles experienced the highest CO concentration of 4.6 ppm. At the time of analysis, the Wilshire Boulevard and Veteran Avenue intersection was the most congested intersection in Los Angeles County with an average daily traffic volume of approximately 100,000 vehicles per day. As CO impacts at the Wilshire Boulevard and Veteran Avenue intersection did not exceed the 8-hour CAAQS, it can be inferred that the intersections near the project site would not create any CO hotspots. Furthermore, as previously discussed, the site is located in SRA 12, West San Gabriel Valley. Communities within SRAs are expected to have similar climatology and ambient air pollutant concentrations. The monitoring station representative of SRA 12 is the Compton – 700 North Buriss Road air quality

monitoring station located approximately 0.63 miles northeast of the site. According to data obtained from the EPA's AirData database for CO pollutants, the highest eight-hour concentration reported for the Compton station in 2019 was 3.2 ppm. As such, the background CO concentration in combination with the CO concentration at worst-case scenario intersection in SCAB do not exceed 9.0 ppm and a CO hotspot would not occur. Therefore, CO hotspot impacts would be less than significant in this regard.

Diesel Particulate Matter

Project Construction

Construction would result in the generation of diesel particulate matter (diesel PM) emissions from the use of off-road diesel equipment required for grading and excavation, paving, and other construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current methodology for conducting health risk assessments are associated with long term exposure periods (9, 30, and 70 years). Therefore, short-term construction activities would not generate a significant health risk.

Additionally, the project site is approximately 2.13-acres and, as a result, construction activities would occur in an area of less than 5 acres. CARB generally considers construction projects contained in a site of such size to represent less than significant health risk impacts due to limitations of the off-road diesel equipment able to operate and this a reduced amount of generated diesel particulate matter (DPM), the reduce amount of dust-generating ground-disturbance possible compared to larger construction sites, and the reduced duration of construction activities compared to the development of larger sites. Furthermore, construction would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than 5 minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. For these reasons, DPM generated by construction activities, in and of itself, would not be expected to expose sensitive receptors to substantial amounts of air toxics and the project would have a less than significant impact.

Project Operation

The greatest potential during long-term operations for exposure to TACs is from the use of heavy-duty diesel trucks and stationary generators that use diesel fuel. The proposed project is a 300-unit residential development and Innovation Hub with minor retail uses. Once operational, the majority of vehicle trips to the project site will be from residents, employees, and visitors and, as a result, the proposed project would attract very few diesel truck trips. Additionally, the project does not propose any stationary generators on-site. For these reasons, once operational, the proposed project would not be expected to expose nearby sensitive receptors to substantial amounts of air toxics and the project would have a less than significant impact.

d) Result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people?

Less Than Significant. The SCAQMD *CEQA Air Quality Handbook* (1993) identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The proposed project would not include any of the land uses that have been identified by the SCAQMD as odor sources.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would reduce the detectable odors from heavy-duty equipment exhaust. The project would also be required to comply with the SCAQMD Rule 1113 – Architectural Coating, which would minimize odor impacts from ROG emissions during architectural coating. Any odor impacts to existing adjacent land uses would be short-term and not substantial. As such, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant in this regard.

4. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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 Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. 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 Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c. 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?	☐	☐	☐	☒
d. 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?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Impact Analysis:

a) 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 regulation, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant. The City of Compton generally consists of predominantly urban land with previously disturbed soils, which has led to highly fragmented habitats within this area. Several

scattered urban parks and golf courses with landscaped vegetation exist within a five-mile radius of the project site. Both Chino Hills State Park (to the east) and the Santa Monica Mountains (to the north) are regional open space areas located approximately 20 miles from the project site. The Palos Verdes Peninsula, which contains a network of habitat reserves, is located over nine miles from the project site. Compton Creek, 9.5 miles southeast of the project site, 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.

A literature review and records search were conducted to determine the potential occurrence of special status plant and wildlife species in or in the immediate vicinity of the project site. This site is on Township 3 South, Range 12 West on the USGS South Gate, California 7.5-minute topographic quadrangle. Per the Information for Planning and Consultation (IPaC) Database, there is one listed species by the US Fish and Wildlife Service that has the potential to be affected by activities in this location: Coastal California Gnatcatcher (*Polioptila californica californica).*[8] There is limited vegetation on the site, consisting primarily of ruderal (weedy) undergrowth and three street trees along E. Compton Boulevard. The three trees are common, ornamental/non-native species (Indian Laurel Fig, *Ficus microcarpa 'Nitida' sp.*) and are not protected species. There are no critical habitats, national wildlife refuge lands, or wetlands identified at this location.[8] The project site is considered to have a low habitat and species diversity value, due to the heavily disturbed and developed nature of the site, isolation from native habitats, and high human activity levels surrounding the area. Consequently, no suitable habitat for special status species, including the Coastal California Gnatcatcher (*Polioptila californica californica),* is present on the project site. The project site is not located within or near any County of Los Angeles Significant Ecological Areas (SEAs).[9]

Given that the potential for any species identified as a candidate, sensitive, or special status species to occur is low at the project site, the proposed project would not 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. For these reasons, the project would have a less than significant impact.

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[8] United States Fish and Wildlife Service. Information for Planning and Consultation Database. Available online at: https://ecos.fws.gov/ipac/location/QLHOXH6TW5G3BJTTLULD275OHE/resources#endangered-species

[9] County of Los Angeles Department of Regional Planning. Significant Ecological Areas and Coastal Resource Areas Policy Map. February 2015. Available online at: https://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_9-3_significant_ecological_areas.pdf

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. As stated above, the project site is surrounded by urban development and highly disturbed under existing conditions, with little potential for any riparian habitat or other sensitive natural community to flourish. No riparian habitat or other sensitive natural community exists within the project site or in the surrounding area.[8] Implementation of the proposed project would not 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 US Fish and Wildlife Service. No impact would occur.

c) 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?

No Impact. As stated above, the site is highly disturbed under existing conditions, with no state or federally protected wetlands on site or in the general vicinity of the project. The site is surrounded by urban development., there are no wetlands or bodies of water within the project area or in the surrounding area.[10] Buildout of the proposed project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, no impact would occur.

d) 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?

Less Than Significant. No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located on the project site or in the surrounding area.[8] However, several mature trees are present within the project site that may provide suitable habitat for nesting birds protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code §§ 3500 - 5500. Birds may also nest on or within the vacant building on site. The MBTA of 1918 implements the United States' commitment to four treaties with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests.

The project site location, along a busy roadway and among commercial and residential uses, has a limited ability to support both native resident and migratory species. These disturbances decrease the project site's value as suitable breeding and foraging habitat, and also as a migration corridor

10 US Fish and Wildlife Service. *National Wetlands Inventory.* 2020. Accessed October 2020 online at: https://www.fws.gov/wetlands/data/mapper.html.

or overland dispersal habitat because the property is movement-constrained. The more factors that constrain species habitats and dispersal / movement corridors, the less likely individuals are to occur, or continue to occur within a specific locale. Furthermore, the project site does not connect large blocks of natural open space that are considered essential for long-term plant and wildlife viability in Los Angeles County. For these reasons, the project would have a less than significant impact.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant. As discussed above, there are three mature street trees located within the public right-of-way between the curb and the sidewalk along E. Compton Boulevard (Indian Laurel Fig, *Ficus microcarpa 'Nitida' sp.*). The City of Compton Municipal Code (§ 20-4 *Street Trees*) 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. Removal or planting of any tree in the public right-of-way requires approval by the City of Compton prior to the issuance of a Certificate of Occupancy. Implementation of the proposed project would not conflict with the provisions of the City of Compton Municipal Code. For these reasons, the project would have a less than significant impact.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The proposed project 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.

5. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Impact Analysis:

The following analysis is based on the Cultural Resource Assessment Report prepared for the project by ASM Affiliates in January 5, 2021 and contained herein as Appendix C.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less Than Significant. Section 15064.5 of the *State CEQA Guidelines* defines a historical resource as (1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in a historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record or manuscript that a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

A records search was conducted in November 2020 with the South-Central Coastal Information Center of the California Historical Resources Information System to identify previously recorded archaeological and historical architectural resources within a 0.5-mile radius of the project site. As shown in Appendix C, a total of 10 cultural resources have been previously recorded within the 0.5-mile records search radius. All are historic, consisting largely of public buildings, as well as some historical-period infrastructure elements. None of these resources are within or adjacent to the Project area, though several are within 200-300 feet.

A pedestrian survey of the project site was conducted on November 17, 2020. The archaeological pedestrian survey did not result in the identification of any prehistoric or historic archaeological sites that may be impacted by project implementation. Four structures are currently located on the project site. Two of the buildings, 607 and 625 E. Compton Boulevard, suffered extensive damage in a fire and could no longer be classified as buildings because they do not retain essential structural elements (i.e., roof, four walls, doors, and windows). The buildings at 545 and 601 E. Compton Boulevard cannot be classified as ruins as they are still standing buildings with relatively intact walls, roof, windows, and doors. However, given the evident alterations to the 545 and 601 E. Compton Boulevard buildings, it is unlikely that either building retains sufficient integrity to be eligible for the any local register or the California Register of Historical Resources, and therefore, are unlikely to meet the definition of a historical resource as defined by CEQA. Therefore, impacts to historical resources are less than significant.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

No Impact. The California Historical Resources Information System record search did not identify any archaeological resources at the project site. A pedestrian survey of the project site was conducted on November 17, 2020. The archaeological pedestrian survey did not result in the identification of any prehistoric or historic archaeological sites that may be impacted by project implementation. Therefore, no impacts to archeological resources would occur.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant. No prehistoric or historic burials were identified within the project site as a result of the California Historical Resources Information System search and the Sacred Lands File search. Although no surface evidence suggests, after a pedestrian survey of the project site was conducted on November 17, 2020, that any historic burials are in the project site, the project would require excavation to 15 feet below ground surface level and the possibility of encountering human remains in the project area still exists. If any previously unrecorded human remains are inadvertently discovered during construction, all ground disturbing activities in the vicinity of the discovery must cease immediately and a 50-foot-wide buffer would be established per California State law (Health and Safety Code Section 7050.5; PRC Sections 5097.94, 5097.98 and 5097.99). Pursuant to these codes, in the event that human remains are discovered, work on the portion of the project site where remains have been uncovered would be suspended and the City of Compton and the Los Angeles County Coroner would be immediately notified. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason

to believe the human remains to be those of a Native American, he or she shall consult with the Native American Heritage Commission by telephone within 24 hours, to designate a Most Likely Descendant (MLD) who shall recommend appropriate measures to the landowner regarding the treatment of the remains. If the owner does not accept the MLD's recommendations, the owner or the MLD may request mediation by the NAHC. Compliance with these requirements would reduce impacts to a less than significant level.

6. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Impact Analysis:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant. The City of Compton's General Plan includes the Energy Conservation Program that supplements existing City efforts in the enforcement of the State's construction codes requiring water conservation and efficiency in new construction. The Program also promotes energy conservation measures, recycling, water conservation, and the use of alternate transit.

In addition, the California Code of Regulations, Title 24 (2019 *California Building Energy Efficiency Standards*) serve to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy, and to enhance the outdoor and indoor environmental quality. The newest version came into effect in January 2020. These standards provide regulations for new buildings constructed in California to reduce energy demand and consumption. The Building Energy Efficiency Standards are updated every 3 years to accommodate new energy efficiency technologies and methodologies.

California Green Building Standards Code (CALGreen) legislates those mandatory energy efficiency standards that California state law requires be implemented into new development (CALGreen 2019). The 2019 CALGreen Building Standards for non-residential development includes mandatory measures such as:

- Bicycle parking
- Future electric vehicle parking
- Light pollution reduction
- Water efficiency standards

- Reduced flow faucets
- Water efficient landscaping
- Indoor insulation standards (to improve the efficiency of heating and cooling mechanisms)

The proposed project would meet the current CALGreen standards, and for this reason, would not result in wasteful, inefficient, or unnecessary consumption of energy. Further, due to the nature of the project as a mixed-use development with residential, office, and retail land uses located within a half mile of the Metro A (Blue) line Compton Station, the proposed project is expected to encourage transit use to the site. The project will also include on-site bicycle parking that will promote active transportation and electric vehicle charging stations. As a result, the project will reduce petroleum fuel use by reducing vehicle trips to the site.

For these reasons, the proposed project would be consistent with state, regional, and local plans aimed at improving energy efficiency. Impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant. The proposed project will be required to meet the current CALGreen standards and would further the City's General Plan goals for development of shopping and services near residences as well as constructing new large-scale developments that incorporate alternative forms of transportation. As such, the proposed project would not obstruct or conflict with plans for renewable energy or energy efficiency. As such, the impacts would be less than significant.

7. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. 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, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☒	☐
iv. Landslides, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit 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, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. 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 waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Impact Analysis:

The following analysis is based on the Geotechnical Investigation Report prepared for the project by Converse Consultants in November 2020 and contained herein as Appendix D. In 2015, the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District* (62 Cal.4th 369), held that CEQA generally does not require a lead agency to consider the impacts of existing environmental conditions on the future residents or users of a project. However, if a project risks exacerbating preexisting environmental hazards or conditions, the lead agency is required to analyze the impact of that exacerbated condition on the environment, which may include future residents and users within the project area. Generally, mixed use projects, like the proposed project, would not exacerbate existing environmental hazards related to geological and soil conditions, nonetheless, information is presented on geologic hazards potentially associated with the project site.

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) 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, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.

No Impact. Fault rupture is the displacement that occurs along the surface of a fault during an earthquake. The California Geological Survey designates Alquist-Priolo Earthquake Fault Zones, which are regulatory zones around active faults. An "active fault" has exhibited surface displacement with Holocene time (within the last 11,000 years) hence constituting a potential hazard to structures that may be located across it. As indicated by the California Department of Conservation, the project site is not located within a currently designated State of California Earthquake Fault Zone for surface fault rupture.[11] No surface faults are known to project through or towards the site. The potential for surface rupture resulting from the movement of the nearby major faults is considered remote. Therefore, no impact would occur because of the rupture of a known earthquake fault. Further, the proposed project would not exacerbate existing geologic conditions, including fault rupture.

[11] California Department of Conservation, California Geologic Survey. Earthquake Zones of Required Investigation. Online access at: https://maps.conservation.ca.gov/cgs/EQZApp/app/

ii) Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Less than Significant. The project site lies along the central portion of the Los Angeles coastal plain in the Peninsular Ranges Geomorphic Province of California. The geologic structure is dominated by northwest trending, right-lateral faults, most notably the Newport-Inglewood fault, Whitter-Elsinore fault, San Jacinto fault, and San Andreas fault. As is the case for most areas of California, the project site is situated within a seismically active region. The nearest State of California Earthquake Zone of Required Investigation is for the Newport-Inglewood fault zone, located approximately 2.5 miles west of the project site.

Therefore, ground shaking resulting from an earthquake could potentially impact the project over the course of its life. The intensity of ground shaking during a seismic event at any one location is determined by several factors, including: magnitude of the earthquake; distance from the epicenter (source); subsurface material beneath the location; and topography. Ground shaking could result in significant damages to buildings, roads, and other infrastructure, and may also result in associated safety hazards to people living and working in the vicinity. However, project construction and operation would not increase or exacerbate the potential for strong seismic ground shaking to occur. Additionally, this impact would be reduced to a less than significant level by following all relevant California Building Code (CBC) and the City of Compton Building Code seismic standards and Public Safety Element of the General Plan; as well as the recommendations of the Geotechnical Report provided in Appendix D of this IS/MND.

Compliance with existing laws regarding the risk of loss, injury, or death, from strong seismic ground shaking would reduce potential impacts to less than significant levels.

iii) Seismic-related ground failure, including liquefaction, caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Less Than Significant. Liquefaction is the sudden decrease in the strength of cohesionless soils due to dynamic or cyclic shaking. Saturated soils behave temporarily as a viscous fluid (liquefaction) and, consequently, lose their capacity to support the structures founded on them. The potential for liquefaction decreases with increasing clay and gravel content but increases as the ground acceleration and duration of shaking increase. Liquefaction

potential has been found to be the greatest where the groundwater level and loose sands occur within 50 feet of the ground surface.

The site is located within a potential liquefaction zone per the State of California Seismic Hazard Zones Map for the South Gate Quadrangle.[11] As shown in the Geotechnical Report provided in Appendix D of this IS/MND, the results of liquefaction analyses indicate the site soils are susceptible to liquefaction and are located within a Seismic Hazard Zone for liquefaction. The estimated potential seismically induced settlement ranges from approximately 1.2 to 1.5 inches with potential differential settlement ranging from approximately 0.6 to 0.75 inches in 30 feet horizontal length. However, project construction and operation would not increase or exacerbate the existing potential for strong seismic-related ground failure to occur. Project design features, as outlined in the Geotechnical Report, such as pile foundations and structural slab would bypass the upper liquefaction zone to provide sufficient structural support. Additionally, the project would be built in compliance with the CBC and City of Compton Building Code seismic standards and Public Safety Element of the General Plan, which includes seismic safety measures. As such, the proposed project is not anticipated to cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure and would not exacerbate existing geologic conditions directly or indirectly.

The proposed project site exhibits characteristics that indicate a potential liquefaction risk; however, with appropriate foundation and construction methods as detailed in the Geotechnical Report, the potential liquefaction impacts from the proposed project would be reduced, and the resulting potential impact would be less than significant.

iv) Landslides, caused in whole or in part by the project's exacerbation of the existing environmental conditions?

No Impact. Landslides are movements of large masses of rock and/or soil. Landslide potential is generally the greatest for areas with steep and/or high slopes, low sheer strength, and increased water pressure. Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes. As outlined in the Geotechnical Report, the project site is not located within any earthquake-induced landslide areas due to the relatively flat ground conditions of the site topography. In the absence of significant ground slopes, the potential for seismically induced landslides to affect the proposed site is considered to be very low and no impact would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant. Erosion is the movement of rock and soil from place to place and is a natural process. Common agents of erosion in the vicinity of the project area include wind and flowing water. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Erosion can be increased greatly by earthmoving activities if erosion-control measures are not used.

The project site is located in an urbanized area of the City and has a minimal change in elevation. The proposed project is a mixed-use development with a subterranean parking garage, with landscaped and hardscaped areas, and would contain small amounts of soil as planting beds, which would be planted and routinely maintained to prevent any loss of soil. Following the completion of construction of the proposed project, the potential for soil erosion, or the loss of topsoil is expected to be extremely low.

Construction of the proposed project would involve soil disturbance activities including excavation and grading that would leave soil on the project site exposed. Common means of soil erosion include water, wind, and being tracked off-site by vehicles. These activities could result in soil erosion. However, the proposed project will be subject to local and state codes and requirements for erosion control and grading during construction, including, but not limited to, the Compton Municipal Code, which addresses grading, excavations, and fills. Further, the proposed project will be required to comply with standard regulations, including South Coast Air Quality Management District Rule 402, which will reduce construction erosion impacts. Rule 402 requires dust suppression techniques be implemented to prevent dust and soil erosion from creating a nuisance off-site.

Additionally, the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ issued by the State Water Resources Control Board (SWRCB), effective July 1, 2010 (as amended by 2010-0014-DWQ and 2012-0006-DWQ), regulates construction activities to minimize water pollution, including sediment. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) and associated best management practices (BMPs) by a certified Qualified SWPPP Developer (QSD). Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities.

Therefore, soil erosion impacts from grading and construction activities associated with construction and operation of the proposed project would not occur and soil erosion impacts would be less than significant.

c) 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, caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Less Than Significant. The proposed project site is not in a landslide zone, but the underlying soils may be potentially subject to liquefaction. Seismically induced lateral spreading involves primarily lateral movement of earth materials due to ground shaking. It differs from the slope failure in that complete ground failure involving large movement does not occur due to the relatively smaller gradient of the initial ground surface. Lateral spreading is demonstrated by near-vertical cracks with predominantly horizontal movement of the soil mass involved. The topography at the project site and in the immediate vicinity of the site is relatively flat, with no significant nearby slopes or embankments. To control for the potential adverse impacts of liquefaction, the project would comply with all the recommendations of the Geotechnical Report. Adoption of the design recommendations contained in the Geotechnical Report, and compliance with the existing laws regarding the risk of loss, injury, or death, from lateral spreading, subsidence, liquefaction, or collapse would reduce potential impacts to less than significant levels. Further, the proposed project would not exacerbate existing geologic conditions, including lateral spreading.

d) Be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than Significant. Expansive soils are characterized by their ability to undergo significant volume changes (shrink or swell) due to variations in moisture content. Changes in soil moisture content can result from precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors and may result in unacceptable settlement or heave of structures or concrete slabs supported on grade. Depending on the extent and location below finish subgrade, expansive soils can have a detrimental effect on structures.

During construction, grading will mix and relocate the site soils, and additional fill soils may be added. Findings from the Geotechnical Investigation Report recommend that on-site clayey soils and with an expansion index exceeding 20 should not be re-used for compaction within 2 feet below the proposed foundations and floor slabs. Compliance with recommendations from the

Geotechnical Investigation Report and applicable regulations would ensure impacts are less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The project site has access to public services and utilities and future development would not involve the use of septic tanks or alternative wastewater disposal systems.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant With Mitigation. Paleontological resources include fossil remains or traces of past life forms, including both vertebrate and invertebrate species, as well as plants. Paleontological resources are generally found within sedimentary rock formations.

The project site is in a highly urbanized area of the City that has been previously disturbed and developed. However, build out of the proposed project could, specifically the construction of the subterranean parking garage, could involve grading and excavation to greater depths than previously undertaken (15 feet). Project-related grading and excavation activities could disturb unknown paleontological resources buried in site soils. In the event of an unexpected disturbance of such resources, significant impacts to paleontological resources could occur. However, compliance with **Mitigation Measure MM-GEO-1** would reduce impacts to a less than significant level.

Mitigation Measure:

MM-GEO-1 If any paleontological materials are encountered during project development, work in the area shall be halted. A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the project site. The frequency of inspections shall be based on consultation with the paleontologist and shall depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. If paleontological materials are encountered, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if appropriate, salvage. The paleontologist shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report, and a copy of the paleontological survey, study or report shall be

submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

8. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Impact Analysis:

The following analysis is based on the Air Quality and Greenhouse Gas Impact Assessment Report prepared for the project by Impact Sciences in November 2020 and contained herein as Appendix A.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant. Construction and operation (i.e., use of the new building by occupants and mobile emissions associated with such use) of the proposed project would generate greenhouse gas emissions.

Construction Emissions

The proposed project would generate GHG emissions during temporary, short-term construction activities such as demolition, site preparation and grading, running of construction equipment engines, movement of on-site heavy-duty construction vehicles, hauling of materials to and from the site, asphalt paving, and construction worker motor vehicle trips.

Through CalEEMod, project GHG emissions throughout project construction were calculated from off-road equipment usage, hauling vehicles, delivery, and worker trips to and from the site. The total GHG construction emissions over the approximately 2.5-year construction period of the proposed project would be approximately 2,630 MT CO2e. As GHG emissions impact from construction activities would occur over a relatively short time span, it would contribute a relatively small portion of the lifetime GHG emission impact of the proposed project. The total construction GHG emissions were divided by 30 to determine an annual construction emission rate to be amortized over the proposed project's first 30 years of operational life, consistent with CEQA

analysis across the state. Amortized over a 30-year period, the proposed project is anticipated to emit approximately 87.7 MT CO2e/year.

Operational Emissions

Operational emissions occur over the life of the project. The proposed project will construct the Compton Innovation Hub and Creative Studios, retail uses, residential uses, and parking on the site. The proposed project is expected to generate GHG emissions from area, energy, and mobile-source emissions as the site will generate vehicle trips from residents, employees, and visitors. Area source emissions are based on the land use sizes, GHG emission factors for fuel combustion, and the global warming potential (GWP) values for the GHGs emitted. Electricity usage emissions are based on the land uses, default demand factors for the land use, GHG emission factors for the utility provider, and the GWP values of the GHGs emitted. Mobile-source GHG emissions are determined based on the project's estimated annual VMT, which is calculated in CalEEMod based on the daily trip generation rates provided in the project's traffic report. Waste and water emissions are derived from the anticipated water usage and wastewater generated based on the project's proposed land uses and the associated water demand factors.

The estimated total net annual project emissions, including operation emissions and amortized construction emissions, are detailed in **Table 3.0-4, Proposed Project Greenhouse Gas Emissions**.

Table 3.0-4
Proposed Project Greenhouse Gas Emissions

Emissions Source	Metric Tons of Carbon Dioxide Equivalent (per year)
Amortized Construction	87.7
Area Sources	89.2
Energy Sources	1,158
Mobile Sources	1,505
Waste Sources	95
Water Sources	218
Total GHG Emissions	**3,153**

Source: Impact Sciences, 2020.

As shown in Table 3.0-4, the project's combined long-term net operational emissions and amortized construction emissions would be approximately 3,153 MT CO2e/year. However, proposed project

significance is based on the project's consistency with statewide and regional policies and plans to meet the state reduction goals set in SB 32, including CARB's 2017 Scoping Plan and SCAG's 2020 Connect SoCal RTP/SCS, see **Impact b**.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant. The proposed project would have a significant impact with respect to GHG emissions and global climate change if it would substantially conflict with the provisions of Section 15064.4(b) of the State CEQA Guidelines.

Pursuant to Appendix G of the *CEQA Guidelines*, a significant GHG impact is identified if the project could conflict with applicable GHG reduction plans, policies, or regulations. Development projects would be subject to complying with SB 32, and SCAG's Connect SoCal Plan. SB 32 is a statewide reduction goal aimed at reducing emissions to 40% below 1990 levels by 2030. CARB's 2017 Scoping Plan sets a framework for the State to meet the reduction targets of SB 32.

The development is a downtown transit-oriented development which places a high density of residences, amenities and jobs within walking distance to the Metro A Line (Blue). The proposed project also plans to implement streetscape improvements and provide bicycle parking on-site in order to promote pedestrians and bicycle travel. The Air Quality and Greenhouse Gas Technical Study (Appendix A) provides a detailed comparison of the project against the goals and strategies laid out in both CARB's 2017 Scoping Plan and SCAG's Connect SoCal RTP/SCS and determines that the project is not only consistent with CARB's 2017 Scoping Plan and SCAG's Connect SoCal 2020 RTP/SCS, but the proposed project also goes beyond the goals and strategies laid out in these plans to reduce GHG emissions from mobile-source emissions. Furthermore, the proposed project will be constructed consistent with CALGreen Building Code and Title 24 which will reduce on-site GHG emissions from area and energy sources. Therefore, the impact would be less than significant.

9. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b. 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?	☐	☒	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment caused in whole or in part from the project's exacerbation of existing environmental conditions?	☐	☐	☐	☒
e. For a project located within 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?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Impact Analysis:

The following analysis is based in part on the Phase I and Phase II Environmental Site Assessment (ESA) Reports prepared for the project by Priority 1 Environmental in November 2020 and contained herein as Appendix E.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant with Mitigation.

Project Demolition, Grading, and Excavation

Along the 501 E. Compton Block, the subject site consists of vacant land and a 4,056 square-foot vacant commercial structure at 545 E. Compton Boulevard that was built in 1933. Along the 601 E. Compton Block of the project site, the subject property consists of three vacant commercial structures, a vacant lot, and an asphalt parking area. A concrete cutout was observed on the north side of the former gas station structures slab. The existing structure at 601 E. Compton Boulevard is 3,904 square feet and was constructed in 1952. The existing structure at 607 E. Compton Boulevard is 2,914 square feet and was constructed in 1941. The existing structure at 625 E. Compton Boulevard is 902 square feet and was constructed in 1950.

The existing buildings on the project site were constructed prior to the Toxic Substances Control Act of 1976, which restricted the use of lead, asbestos, and other hazardous materials. Asbestos is designated as a hazardous substance when the fibers have the potential to come in contact with air because the fibers are small enough to lodge in the lung tissue and cause health problems. The presence of asbestos-containing materials (ACM) in existing buildings poses an inhalation threat only if the ACMs are found to be in a friable state. If the ACMs are not friable, there is no inhalation hazard because asbestos fibers remain bound in the material matrix. Emissions of asbestos fiber to the ambient air, which can occur during activities such as renovation or demolition of structures made with ACMs (e.g., insulation), are regulated in accordance with Section 112 of the Federal Clean Air Act. In the scenario that asbestos-containing materials are identified during the demolition of the existing commercial structures, the storage, handling, and disposal of ACM is regulated by the Department of Toxic Substances Control, the US Environmental Protection Agency, the Occupational Safety and Health Administration, the SCAQMD, and the City of Compton Fire Department.

Project Construction

Project implementation, specifically during the project construction phase, would involve the routine transport, use, and disposal of hazardous materials. However, hazardous materials used in construction of the project would be those routinely used in urban construction projects (e.g., solvents, fuels, paints, and detergents) and would not involve the use of unregulated hazardous substances. The storage, handling, and disposal of these routine products is regulated by the Department of Toxic Substances Control, the US Environmental Protection Agency, the Occupational Safety and Health Administration, the SCAQMD, and the City of Compton Fire Department.

Project Operation

The proposed project consists of the development of retail space, residences, and the Innovation Hub (office space). Operation of the proposed project's retail, outdoor plazas, and office space would require a variety of products generally used for cleaning and maintenance, some of which are potentially hazardous. Such products would only be considered hazardous if used or stored inappropriately. The types of potentially hazardous materials associated with operation of the proposed project include solvents, paints, or pesticides and herbicides for landscaping. However, these materials would be primarily used for cleaning and grounds maintenance purposes.

Environmental Site Assessments

Soil sampling and analyses at the project site were carried out during preparation of three Phase I and a subsequent Phase II ESA for the project site. To identify potential existing sources of hazardous materials, a database search of the project study area was completed that included federal, state, local, and tribal databases as defined by American Society for Testing and Materials International (ASTM) Practice E1527-13, in addition to Environmental Database Record (EDR) proprietary databases.

501 E. Compton Block (501, 517, 535, and 545 E. Compton Blvd.)

A Phase I ESA concluded that the subject properties were listed in the Environmental Records Sources searched under the EDR High-Risk Historical Records database. This assessment has revealed no evidence of recognized environmental conditions in connections with the subject property. The Phase 1 ESA recommends that prior to any demolition work, an asbestos survey should be conducted of the structure on 545 E. Compton Blvd.

515 E. Compton Blvd.

A Phase I ESA concluded that the subject property was listed in the Environmental Records Sources searched under the California Department of Toxic Substances Control's (DTSC) Hazardous Waste Tracking System (HWTS) database. This assessment revealed no evidence of recognized environmental conditions in connection with the subject property. As a result, no additional environmental investigations are recommended at this time.

601 E. Compton Block (601, 607, 625 E. Compton Blvd., 112 N. Willow Ave., and 107 N. Santa Fe Ave.)

A Phase I and Phase II ESA were prepared for these sections of the project site. The Phase II was prepared to evaluate concerns of the former use of the property as gasoline service stations, auto repair, and drycleaners.

The Phase 1 found three recognized environmental conditions on the project site, as follows:

- 601 East Compton Boulevard operated as a gas station and auto repair from 1928 to 1951. No records were found with Los Angeles County Public Works or Los Angeles County Fire Department; therefore, based on the historical use as a gasoline service station and likely use of underground storage tanks, dispenser, and associated piping for approximately 23 years, a likely release exists.
- 107 North Santa Fe Avenue operated as gasoline service station from the 1950s to the 1990s. The tanks were removed in 1996 and a closure letter was issued in 1996. Based on the gas station structure's shape, an auto repair was possibly located on the north portion of the gas station structure. A concrete cutout in the area of the north portion of the structure was observed and is a possible location of a former in-ground lift or waste oil tank.
- 609 East Compton Boulevard is listed as a Drycleaners in 1947 and 1951. Based on the lack of listings for years prior to 1947 and years after 1951 and the use of the site a Drycleaners during a period of lax government oversight, a likely release exists.

The Phase II found that historical releases to subsurface soils have occurred on the west portion of the property in the area of 601-609 E. Compton Blvd. Releases appear to be historical in nature and have likely degraded significantly since the time of the release. The interior of 601 E. Compton Blvd. was not accessible at the time of drilling; therefore, no ground penetrating radar survey or sampling was done in the area of the former gasoline service station in the southwest portion of the property.

It is recommended that further investigation is conducted. Following the proposed demolition of 601 East Compton Blvd., a ground penetrating radar survey and soil sampling be conducted in the area of the former gasoline service station in the southwest corner of the property. Groundwater sampling should also be conducted in the area of the former drycleaner and former gasoline service station in the southwest portion of the property. In addition, if fire suppression chemicals were used to suppress a fire that occurred on the property between the Phase I and Phase II, additional testing for Per- and polyfluoroalkyl substances (PFAS) chemicals should be conducted of the surface soils at the facility. Mitigation measures HAZ-1 through HAZ-4 would reduce this potentially significant impact to below a level of significance.

Given the above, the project could pose a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (i.e., contaminated soils) on the west portion of the project site in the area of 601-609 E. Compton Boulevard; however, implementation of HAZ-1 through HAZ-4 mitigation measures would reduce this potential impact to a less-than-significant level.

Impacts would be less than significant with mitigation incorporated.

Mitigation Measures:

Mitigation Measure HAZ-1 **Prepare a Construction Hazardous Materials Management Plan (HMMP):** Prior to construction, an HMMP shall be prepared by the project Applicant that outlines provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils, and contaminated groundwater used or exposed during construction, including the proper locations for disposal. The HMMP shall be prepared to meet OSHA requirements, Title 29 of the CFR 1910.120 and CCR Title 8, Section 5192, and all applicable federal, state, and local regulations and agency ordinances related to the proposed management, transport, and disposal of contaminated media during implementation of work and field activities.

Mitigation Measure HAZ-2 **Conduct Further Investigations as Outlined in the Phase II ESA:** Following demolition, additional investigations shall be conducted by the project Applicant as outlined in the Phase II ESA for the subject property under the direct supervision of a Professional Geologist, licensed in the State of California.

- Conduct a ground penetrating radar survey and soil sampling in the area of the former gasoline service station in the southwest corner of the property.
- Conduct testing for Per- and polyfluoroalkyl substances (PFAS) chemicals of the surface soils.
- Conduct groundwater site testing and prepare a groundwater mitigation plan if necessary in the area of the former drycleaner and former gasoline service station in the southwest portion of the property. The plan shall include, at a minimum, groundwater testing at the project site, a hazard mitigation, and maintenance plan.

Mitigation Measure HAZ-3 **Prepare a Soil Management Plan:** A Soil Management Plan shall be prepared by the project Applicant and implemented by a qualified geologist, prior to approval of the project's grading permit. The Soil Management Plan shall summarize soil profiling procedures (prior to construction/soil excavation), provide guidance for managing soil excavated from the subject property during activities associated with property redevelopment, and

request site closure contingent upon completion of soil excavation and off-site disposal. The Soil Management Plan shall outline a health and safety plan and all work involving potentially impacted soils will be conducted in accordance with the site-specific health and safety plan.

Mitigation Measure HAZ-4 **Halt Construction Work if Potentially Hazardous Materials/Abandoned Oil Wells/Underground Storage Tanks are Encountered:** Contractors shall follow all applicable local, state, and federal regulations regarding discovery, notification, response, disposal, and remediation for hazardous materials and/or abandoned oil wells/underground storage tanks encountered during the construction process. If unidentified USTs are found on the project site, the project Applicant shall work with the Department of Environmental Resources (DER), Hazardous Materials Division in order to prepare a mitigation plan for UST removal or capping to prevent leaking.

b) Create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant with Mitigation. As stated above, the project site may be underlain with contaminated soils and groundwater, the excavation of which could pose a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions. However, with implementation of HAZ-1 through Haz-4, hazards associated with potentially contaminated soils and groundwater would be mitigation to below a level of significance.

According to the California State Water Resources Control Board's GeoTracker database, the project site is not located on a Federal Superfund, State Response, Voluntary Cleanup site, or a site that includes any historic or active leaking underground storage tanks (LUSTs). The project will implement mitigation measures HAZ-1 through Haz-4 to identify any LUST on the project site not listed on Geotracker and to prepare a subsequent mitigation plan if found. Therefore, project implementation would not create a significant hazard to the public or the environmental through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment from these sources.

With implementation of HAZ-1 through Haz-4, the proposed project's potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment would be reduced to a less-than-significant levels. Impacts would be considered less than significant with mitigation incorporated.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant with Mitigation. The school closest to the project site is Lifeline Education Charter School, approximately 0.2 mile southeast of the project site. Mayo Elementary School is 0.8 mile to the northeast and Compton High School is 0.9 mile southwest of the project site.

With implementation of HAZ-1 through Haz-4, potential impacts to nearby schools as a result of the project emitting hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of existing or proposed schools would be reduced to a less-than-significant level. Moreover, the project site represents a health and safety hazard under existing conditions and, upon project implementation, these hazards (potential soil and groundwater contamination) would be mitigated to below a level of significance, thereby increasing safety at the project site and in the surrounding area. As such, impacts would be less than significant with mitigation incorporated.

d) Be located on a site which is included on a list of hazardous materials 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 caused in whole or in part from the project's exacerbation of existing environmental conditions?

No Impact. The project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment (SWRCB 2020; DTSC 2020; U.S. EPA 2016). No impact would occur.

e) For a project located within 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 for people residing or working in the project area?

No Impact. The nearest public airport is the Compton/Woodley Airport, located approximately 1.22 miles southwest of the project site. However, the proposed site lies outside the airport land use plan. Therefore, no impact would result in a safety hazard for people residing or working within an airport land use plan would occur.[12]

12 Los Angeles County. *Airport Land Use Plan*. 2008. Available online at: https://planning.lacounty.gov/assets/upl/data/pd_alup.pdf.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant with Mitigation. The County of Los Angeles designates disaster routes throughout the County, which are used for evacuation purposes in emergency situations. There are no County disaster routes proximate to or within the project site. The closest disaster route is S. Long Beach Boulevard 0.5 mile east of the project site.[1]

Compton Boulevard is a designated disaster route in the City of Compton's General Plan Public Safety Element's Critical Facilities & Emergency Evacuation Map (Exhibit 3).[2] Disaster routes function as primary thoroughfares for movement of emergency response traffic and access to critical facilities. The Public Safety Element notes that the grid system in the City provides alternative routes in the event of street blockage, and the City's permit process ensures that new construction must provide turnarounds large enough for fire trucks.

Project Construction

Construction of the proposed project could temporarily interfere with local and on-site emergency response. However, construction traffic would conform to all traffic work plan and access standards to allow adequate circulation and emergency access. Implementation of a Construction Management Plan, and compliance with access standards would reduce the potential for the impacts on haul routes, emergency response, and access during construction of the proposed project. The majority of construction activities for the proposed project would be confined to the site, except for infrastructure improvements, which may require some work in adjacent street rights-of-way. However, this work would be short-term, temporary, and would occur during off-peak periods. In addition, the Applicant would be required to submit a parking and driveway plan for review by the Compton Fire Department and the Bureau of Engineering (BOE) to ensure compliance with all applicable code-required site access and circulation requirements, as well as code-required emergency access. With implementation of mitigation measure HAZ-5, the proposed project's potential to create a significant impact to adopted emergency response plans or emergency evacuation plans would be reduced to a less-than-significant levels. Impacts would be considered less than significant with mitigation incorporated.

Project Operation

[1] County of Los Angeles Department of Public Works. City of Compton Freeway Disaster Routes. June 2008. Available online at: https://dpw.lacounty.gov/dsg/DisasterRoutes/map/Compton.pdf

[2] City of Compton. General Plan 2030, Public Safety Element Critical Facilities & Emergency Evacuation Map. Available online at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?blobid=24237.

The project includes the creation of a public pedestrian plaza by vacating Willow Avenue to non-emergency vehicular traffic and an option to reconfigure E. Compton Boulevard between Alameda Street East and Santa Fe Avenue, from two lanes in each direction to one lane in each direction. The proposed improvements would reduce the roadway from approximately 85 feet curb to curb, in its current condition to approximately 50 feet, curb to curb. Beyond the curb would be a pedestrian and bikeway. While Compton Boulevard is a designated emergency route in the City, there are several other east-west thoroughfares similarly designated within the City that could accommodate traffic in the event of an emergency. Alondra Boulevard is a designated emergency route located approximately 1/2 mile to the south and provides access to I-710. Rosecrans Boulevard is a designated emergency route located approximately ½ mile to the north and provides access to the I-110. Unlike E. Compton Boulevard, both Alondra Boulevard and Rosecrans Boulevard provide direct freeway access and are well suited for emergency response. Further, although the capacity would be reduced, in an emergency, E. Compton Boulevard would remain wide enough to accommodate five through lanes of traffic, if the parking and turning lanes were used. Therefore, although the proposed project would reduce the width of E. Compton Boulevard, impacts would not be significant, and no mitigation is required.

Operation of the proposed project would also include the street vacation of Willow Avenue. However, Willow Avenue would not be vacated to emergency vehicular traffic and would include collapsible bollards to allow for emergency vehicle access. The street vacation would conform to all applicable code-required site access and circulation requirements, as well as code-required emergency access. Therefore, impacts to adopted emergency response plan or emergency evacuation plan would be less than significant.

Mitigation Measure:

Mitigation Measure HAZ-5 A Traffic Control Plan and Parking and Driveway Plan would be submitted to the City of Compton for review and approval prior to any temporary road closures due to construction. Lane closures would be intermittent and temporary in nature and one lane of travel in each direction would be maintained throughout the construction period. Any permanent lane closures would meet all applicable code-required site access and circulation requirements, as well as code-required emergency access through consultation with the Compton Fire Department, BOE, and DOT with the City of Compton Planning Department.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. As discussed in Section 18 *Wildfire*, the project site is located in an urbanized area in the center of the City of Compton and the project site does not lie within an identified Fire Hazard Severity Zone. As a result, the risk of a wildland fire harming people or structures is low, and the proposed project would have a less than significant impact with respect to this issue.[13]

[13] County of Los Angeles Open Data. Fire Hazard Severity Zones. Available online at: https://data.lacounty.gov/dataset/Fire-Hazard-Severity-Zones/jwg2-9k5y.

10. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. 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?				
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?	☐	☐	☒	☐
iv. impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation??	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Impact Analysis:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant. As part of Section 402 of the Clean Water Act, the United States Environmental Protection Agency (EPA) has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct storm water discharges. In California, the SWRCB administers the NPDES permitting program and is responsible for

developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the RWQCB to preserve, protect, enhance, and restore water quality.

A project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the SWRCB. These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

As required under the NPDES, the proposed project would be responsible for the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of BMPs to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. Implementation of SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the proposed project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality.

In October 2008, the County adopted a Low Impact Development (LID) Ordinance into the Los Angeles County Code Title 12, Chapter 84 to require the use of LID principles in all development projects except road and flood infrastructure projects. In November 2013, the County amended the Los Angeles County Code Title 12, Chapter 84 to incorporate the requirements of the 2012 MS4 Permit. The November 2013 LID Ordinance became effective December 5, 2013, and requires that project applicants submit a comprehensive LID Plan and analysis demonstrating compliance with the LID Standards Manual (which also constitutes compliance with the November 2013 LID Ordinance) for review and approval by the Director of Public Works.

Full compliance with the LID Plan, SUSMP, and implementation of design-related best management practices would ensure that the operation of the proposed project would not violate any water quality standards and discharge requirements or otherwise substantially degrade water quality. If required, any dewatering activities during construction shall comply with the

requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032 National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit and the measures outlined in the IRAP. The proposed project does not include any point-source discharge (discharge of polluted water from a single point such as a sewage-outflow pipe). Therefore, the project would result in a less than significant impact to water quality and waste discharge during its construction and operation.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant. Groundwater was encountered at depths that ranged from approximately 44.5 feet to 47.2 feet in the project area (see **Appendix D. Geotechnical Investigation Report)**. These groundwater depths correspond to approximate groundwater elevations of 13 to 17 feet. The California Division of Mines and Geology (CDMG) does show data for historically highest groundwater contours at approximately 8 feet below ground surface on Plate 1.2 of the Seismic Hazard Zone Report for the South Gate Quadrangle (1998). The regional groundwater table is not expected to be countered during planned grading and construction near surface; however, the groundwater table will be encountered during deeper pile foundation installation and construction and should be anticipated.

Wet weather periods may produce groundwater seepage along less permeable layers from infiltration of rainfall, surface flow, runoff and storm water recharge and should be anticipated during grading and construction. Local zones of perched groundwater may be present within the near-surface deposits due to buried alluvial channel features, channel remnants, local recharge conditions or during the rainy season. In general, groundwater levels fluctuate with the seasons. Groundwater conditions below any given site vary depending on numerous factors including seasonal rainfall, local irrigation, storm water recharge and groundwater pumping, among other factors.

The City of Compton Water Department supplies water to customers within the City. The project site is covered with approximately 90 to 95 percent impervious surfaces. Following site redevelopment, groundwater recharge on the project site would be equal to or exceed existing conditions. Furthermore, as discussed above, in accordance with the County's LID Ordinance, the project would require the implementation of stormwater best management practices to retain or treat the runoff from a storm event producing ¾-inch of rainfall within a 24-hour period. Therefore, the project would not substantially interfere with groundwater recharge.

In addition, there would be no depletion of groundwater supplies or levels since no groundwater interception or withdrawal is proposed as part of the project. The proposed project would use municipal water sources during both construction and operation.

c) 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?

No Impact. The project site is located in a highly urbanized area within the City of Compton. There are no natural watercourses on the project site. Current stormwater runoff flows to the local storm drain during a storm event.

The project would be required to prepare a SWPPP and implement BMPs to reduce runoff and preserve water quality during construction of the proposed project. Further, the project would be required to implement an LID Plan during the project's operation, which would reduce the amount of surface water runoff leaving the project site after a storm event. The LID Plan would require the implementation of stormwater best management practices to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period. Therefore, the project would not result in an impact in relation to 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 offsite

Less Than Significant. Implementation of the proposed project is not anticipated to substantially change the drainage pattern on the project site. As discussed above, the project would implement both a SWPPP and an LID Plan and would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or –off-site. As such, impacts would be less than significant.

(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

Less Than Significant. Implementation of the proposed project is not anticipated to substantially change the drainage pattern on the project site. As discussed above, the project would implement both a SWPPP and an LID Plan and would not substantially increase the rate or amount of surface runoff in a manner that would exceed the capacity of existing or planned drainage systems. As such, impacts would be less than significant.

(iv) impede or redirect flood flows?

Less Than Significant. The project site is in an area of minimal flood risk (Zone X) and is not located within a 100-year flood zone, as mapped by FEMA.[14] Therefore, the proposed project would not involve the development of new housing and/or structures within an identified 100-year flood hazard area. Impacts would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. The project site is not located within a coastal area, and no water bodies are on or adjacent to the project area that would impact future projects due to a seiche. Therefore, there would be no impact.

Due to its inland location, the project site is not susceptible to tsunamis. Therefore, there would be no impacts in this regard.

In addition, given the developed nature of the project area, there are no features adjacent to the project area capable of inundating the site by mudflow. Thus, no impacts are anticipated with regard to the inundation by seiche, tsunami, or mudflow.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant. Potential pollutants generated by the project would be typical of residential and commercial land uses and may include sediment, nutrients, pesticides, pathogens, trash and

14 FEMA Flood Insurance Rate Map No. 06037C1815F, effective as of 09/26/2008. Accessed October 2020 online at: https://msc.fema.gov/portal.

debris, oil and grease, and metals. The implementation of BMPs required by the LID Ordinance would target these pollutants that could potentially be carried in stormwater runoff. Implementation of the LID measures on the project site would result in an improvement in surface water quality runoff as compared to existing conditions. As such, the project would not conflict with or obstruct any water quality control plans. With compliance with existing regulatory requirements and implementation of LID BMPs, the project would not conflict with or obstruct implementation of a water quality control plan or a sustainable groundwater management plan. Impacts would be less than significant.

11. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☐	☒
b. 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?	☐	☐	☒	☐

Impact Analysis:

a) Physically divide an established community?

No Impact. A significant impact may occur if the project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures.

The project would construct a multi-block mixed-use development which would include a bridge over Willow Avenue. The building would have a maximum height of 85 feet, not including hidden rooftop mechanical equipment. The project site is currently developed and does not serve to connect any existing communities. The project would not include the construction of any new off-site infrastructure, such as buildings or roads that would physically divide the surrounding established community. Rather, the proposed project would involve significant improvements to the project site, including amenities that would encourage pedestrian and public interaction with the project site and with the surrounding neighborhood.

Operation of the proposed project would also include the street vacation of Willow Avenue. However, Willow Avenue would not be vacated to emergency vehicular traffic and would include collapsible bollards to allow for emergency vehicle access. While Willow Avenue will be closed to non-emergency vehicles through the project site, the plaza will encourage public pedestrian movement and interaction with the public along Compton Boulevard and Willow Avenue. Twenty-four-hour public access will be available along all sidewalks and in Willow Plaza, including the connection between Compton Blvd. and

Willow Avenue. Therefore, the project will not have an impact on the physical division of an established community.

b) 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?

Less Than Significant. The project site is surrounded predominantly by urban commercial; parking; and low, medium, and high-density residential land uses. Per the City of Compton 2030 General Plan Map, the site falls under the General Commercial Land Use Designation. Per the City of Compton Zoning Map, the site is zoned as CL Zone – Limited Commercial. This use provides for general retail and service commercial uses. As part of the approval of this project, the General Plan Land Use Diagram will be amended to a "Specific Plan" designation and the Zoning Map will be amended to a "Specific Plan" zone. The 501/601 E. Compton Blvd. Specific Plan will define all permitted uses and development standards for the site.

Table 3.0-5, Project Consistency with the Draft City of Compton 2030 General Plan Elements shows the proposed project's consistency with relevant elements of the 2030 General Plan.

Table 3.0-5
Project Consistency with Draft 2030 City of Compton General Plan Elements

2030 General Plan Goal/Policy	Project Consistency
Land Use Element	
Goal 1: Revitalize Compton, and create a safe, attractive, desirable community which attracts new businesses and residents of all income ranges.	Consistent. The proposed project would develop a mixed-use development that would include 300 residential units, over 7,000 square feet of retail uses, a pedestrian plaza, and the Compton Innovation Hub and Creative Studios. Furthermore, the development would set aside 60 units (20 percent) as affordable units.
Policy 1.6: Promote quality design in new development projects.	Consistent. The proposed project would include a pedestrian plaza, open space and landscaping, and lighting.
Policy 1.8: Use specific plans and similar planning approaches as means to focus revitalization efforts on.	Consistent. The development project is a specific plan which focuses the City's revitalization efforts.
Urban Design Element	
Goal 1: Improve the City's image and appearance through a combination of	Not Applicable. This goal directs the City on improving image and

design guidelines and regulations, public investment, and private incentives.	appearance. While not directly applicable to the project, the proposed project could be considered a part of an overall effort to revitalize specific sites.
Goal 2: Eliminate blighting conditions and neighborhood deterioration Citywide to achieve an improved urban environment.	Consistent. The project would develop a site which includes vacant structures that are partially demolished.
Policy 2.3: Encourage mixed use residential and retail/service commercial developments along Compton and Rosecrans Boulevards and Wilmington Avenue.	Consistent. The proposed project would construct a mixed-use development along Compton Boulevard.
Housing Element	
Goal 4: The City of Compton will encourage development of a viable urban community consistent with orderly growth and environmental conservation to provide suitable living environments, with access to employment, community facilities, and services.	Consistent. The proposed project would develop a mixed-use development, consisting of residential uses, retail uses, a pedestrian plaza, and the Compton Innovation Hub and Creative Studios. The site is located in the center of Compton with access to employment and retail centers and light rial transit. The proposed project also includes open space and landscaping as well as sustainability features.
Circulation Element	
Goal 6: Encourage bicycle and pedestrian routes between residential neighborhoods and the schools, local commercial areas, and other uses serving the immediate neighborhood.	Consistent. The project includes streetscape improvements and bicycle parking on-site to encourage pedestrian and bicycle travel.
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.	Consistent. The proposed project includes a mixed-use development, consisting of residential and retail uses, a pedestrian plaza, and the Compton Innovation Hub and Creative Studios. Furthermore, the project includes streetscape improvements and bicycle parking on-site to encourage pedestrian and bicycle travel.
Policy 6.5: Consider development of a pedestrian bridge across rail lines to link the civic center with nearby shopping centers.	Consistent. The proposed project would develop a mixed-use development, consisting of residential and retail uses, a pedestrian plaza,

	and the Compton Innovation Hub and Creative Studios. The project would generally encourage the overall use of pedestrian and bicycle facilities.

Source: City of Compton Draft 2030 General Plan URL:
http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=24243

The project would replace a vacant lot which was previously the site of older buildings which had themselves been vacant for many years. The development would be centered on a major public plaza at the current intersection of E. Compton Boulevard and Willow Avenue with public art, seating, and vegetation. A unique staircase with trees and vegetation will lead up along the Compton Boulevard side of the project to a green roof deck at the top. The development will also include several different massing modules and frontage planes, creating a unique and modern statement about Downtown Compton.

Massing and views from the project are intended to focus all activity away from the residential neighborhood to the north, which is zoned RH (Residential High Density) and is one of the City's densest. Willow Avenue will be closed to prohibit vehicles accessing the project. The project is an example of downtown transit-oriented development which places a high density of residences, amenities, and jobs within walking distance of the Metro A Line (Blue), which provides access for people of all incomes and abilities to the greater Los Angeles region.

It introduces the first major job center in Downtown Compton since the construction of the Civic Center in the 1970's. The 40,000 square foot Innovation Hub has been planned specifically with the goal of creating employment, entrepreneurship, and business development opportunities for Compton's leaders in cultural industries including art, film and music, as well as technology. This has the potential to reverse the trends in place over the past decades in which Compton has gained worldwide recognition because of artistic talent yet has seen profits flow elsewhere because there has not been a business infrastructure for the production and distribution of creative content.

12. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Impact Analysis:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. A significant impact would occur if the proposed project would result in the loss of availability of a known mineral resource of regional or statewide value. The project site is not zoned for oil extraction and drilling, or mining of mineral resources.[15] According to the City of Compton General Plan, the State Division of Mines and Geology has not designated any lands in Compton as a classified mineral resource deposit area. Due the urban nature of Compton, it is unlikely that mineral resources will be discovered and utilized in the future. The project would not involve any oil or mineral extraction activities. Therefore, development of the project would not result in the loss of availability of a mineral resource that would be of value to the residents of the state or a locally-important mineral resource, or mineral resource recovery site, as delineated on a local general plan, specific plan, or land use plan. Thus, no impact associated with mineral resources would occur.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. As noted above, according to the City of Compton General Plan, there are no areas in the City that are classified as mineral resource deposit areas. The project would not involve oil or mineral extraction activities. No impact would occur.

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15 Sites with known mineral resources are generally known as Mineral Resource Zones (MRZ), as classified by the California Geological Survey (CGS).

13. NOISE & VIBRATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of 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 or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or 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 expose people residing or working in the project area to excessive noise	☐	☐	☐	☒

Impact Analysis:

The following analysis is based partially on the Noise and Vibration Impact Assessment Report prepared for the project by Impact Sciences in November 2020 and contained herein as Appendix F.

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant with Mitigation.

Construction Impacts

Temporary On-Site Construction Activity Noise

Noise levels would generally peak during demolition and grading phases, when diesel-fueled heavy-duty equipment like excavators and dozers are needed to move large amounts of debris or dirt. This equipment is mobile in nature and does not always operate at in a steady-state mode full load, but rather powers up and down depending on the duty cycle needed to conduct work. As such, equipment is occasionally idle during which time no noise is generated by that equipment. Equipment will often operate away from off-site receptors, as mobile equipment generally does not operate continuously in one place.

During other phases of construction (e.g., site preparation, paving, building construction), noise impacts are generally lesser than during demolition and grading because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would generally be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks.

As shown on **Table 3.0-6, Construction Noise Impacts at Off-Site Sensitive Receptors (without Mitigation),** when considering ambient noise levels, the use of multiple pieces of powered equipment simultaneously could increase noise by up to approximately 12.7 dBA L_{eq} at the closest residences on Spring Avenue adjacent to the project site and an increase of up to approximately 5.4 dBA at the residences along Santa Fe Avenue. These estimated construction noise levels would exceed the City's significance threshold of 5 dBA. However, **Mitigation Measure NOISE-1** requires the use of temporary sound barriers along the northern property lines during the project's construction phase and would reduce the project's construction noise levels to below the City's significance threshold. Therefore, with mitigation, the project's on-site construction noise impact would be less than significant.

Table 3.0-6
Construction Noise Impacts at Off-Site Sensitive Receptors (without Mitigation)

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Potentially Significant?
1. Residence – Spring Avenue	70.8	58.3	71.09	12.7	Yes
2. Residence – Santa Fe Avenue	67.4	63.5	68.9	5.4	Yes
3. Lifeline Education Charter School	52.1	66.8	66.9	0.1	No
4. Residence – Willow Avenue	59.0	56.7	61.0	4.3	No

Source: Impact Sciences, 2020.

Mitigation Measure:

MM-NOISE-1: Temporary noise barriers shall be installed along the northern perimeter of the project site. The barrier shall consist of K-rail with one-inch plywood fencing on top, at least 3 meters (9.8 feet in height) and not have any gaps or holes between the panels or at the bottom. The supporting structure shall be engineered and erected in order to comply with Compton Municipal Code noise requirements.

As shown in **Table 3.0-7, Construction Impacts at Off-Site Sensitive Receptors (with Mitigation)**, implementation of Mitigation Measure NOISE-1 would reduce noise exposure of sensitive receptors below a 5 dBA Leq incremental increase. As a result, construction noise impacts would be considered less than significant with mitigation.

Table 3.0-7
Construction Noise Impacts at Off-Site Sensitive Receptors (with Mitigation)

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase(dBA L_{eq})	Potentially Significant?
1. Residence – Spring Avenue	61.3	58.3	63.1	4.8	No
2. Residence – Santa Fe Avenue	58.6	63.5	64.7	1.2	No
3. Lifeline Education Charter School	51.9	66.8	66.9	0.1	No
4. Residence – Willow Avenue	59.0	56.7	61.0	4.3	No

Source: Impact Sciences, 2020.

Temporary Off-Site Construction Activity Noise

Construction haul trucks would generate noise off-site during site demolition. This would include removal of materials from the project site, base materials, and demolished materials. While this vehicle activity would increase ambient noise levels along the haul route, ambient noise levels would not be expected to significantly increase ambient noise levels by 3 dB(A) or greater at any noise sensitive land use. Studies have shown that a 3 dB(A) increase in sound level pressure is barely detectable by the human ear. A 3 dB(A) increase in roadway noise levels requires an approximate doubling of roadway traffic volume, assuming that travel speeds and fleet mix remain constant.[16] The Traffic Impact Analysis completed for the project shows that the segment on Compton Blvd between Alameda Ave (east) and Santa Fe Ave has a traffic volume of approximately 1,578 vehicles during the A.M. peak hour, and 1,682 vehicles during the P.M. peak hour.[17] The grading period is estimated to have a total of 2,301 hauling trips (including trips to and from the site) over a 185 day period, averaging about 13 trips per day. The addition of 247 passenger car equivalency (PCE) trips to local roadways would account for 15.7 percent of the A.M. peak hour traffic volume or 14.7 percent of the P.M. peak hour traffic volume. Since it would take a doubling of roadway traffic volume to increase noise levels by 3 dB(A), the addition of haul trucks

16 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Protocol. September 2013.

17 Iteris, Inc. 2020. 501/601 E. Compton Blvd Specific Plan Focused Traffic Impact Analysis.

from the project would not increase traffic to levels capable of producing 3 dB(A) ambient noise increases and there would be no perceptible increase in noise due to the addition of haul trucks.

Operation Impacts

Permanent Operational Traffic Noise

As discussed above, a 3 dB(A) increase in roadway noise levels requires an approximate doubling of roadway traffic volume, assuming that travel speeds and fleet mix remain constant. A 3 dB(A) noise level increase is the minimum noise level increase required for a human to perceive a change in ambient noise.

Traffic volumes in the project area were obtained from the traffic impact analysis prepared for the proposed project (See Appendix G). Trip generation information for the proposed project was added to peak hour traffic volumes to determine whether traffic increased enough to result in an audible noise level increase. The Traffic Impact Analysis completed for the project shows that the segment on Compton Blvd between Alameda Ave (east) and Santa Fe Ave has a traffic volume of approximately 1,578 vehicles during the A.M. peak hour, and 1,682 vehicles during the P.M. peak hour. For this segment (Compton Blvd between Alameda Ave (east) and Santa Fe Ave), the traffic study showed that the proposed project would add approximately 44 A.M. peak hour trips and 71 P.M. peak hour trips. The project's addition of approximately 44 A.M. peak hour trips and 71 P.M. peak hour trips would cause an increase of 2.79 percent for the A.M. peak hour and 4.22 percent for the P.M. peak hour traffic volumes. This increase in traffic volumes compared to current traffic counts and is not significant enough to cause an audible noise increase in traffic noise since it takes a doubling of traffic to increase noise levels to a perceptible degree.

Permanent Operation Stationary Noise

During project operation, the project would include stationary noises from sources associated with building operations, such as heating, ventilation, and air conditioning (HVAC) systems, as well as vehicle parking. Large ground-level HVAC systems typically generate noise levels between 50 and 65 dB(A) at 50 feet. Rooftop mounted equipment typically produces noise levels of up to approximately 56 dB(A) at 50 feet. The proposed project is anticipated to utilize rooftop mounted HVAC equipment. The nearest receptors would be located approximately 15 feet away. The elevation of this noise source and the presence of a roof edge create an effective noise barrier that reduces noise levels from rooftop HVAC units by 8 dBA or more.[18] Therefore noise from the

18 City of Moreno Valley, Moreno Valley WalMart Noise Impact Analysis, Table 901. February 10, 2015.

HVAC system would cause a maximum noise level of 58.5 dB(A) Leq. Adding to an existing ambient noise level of 58.3 dB(A) would create a new ambient noise level of approximately 61.4 dB(A). This would result in a maximum noise level increase of approximately 3.1 dB(A) Leq. This is below the threshold of a 5 dB(A) increase in ambient noise levels and would not cause any nearby sensitive land use to exceed the normally acceptable level of noise identified in **Table 3.0-7**. Therefore, on-site HVAC noise would result in a less than significant impact.

Parking noise typically generates noise levels of approximately 60 dB(A) at 50 feet. Commercial parking for the proposed project would occur in a small above-grade garage on the first three levels of the building in the northern part of the 601 block of Compton Boulevard. This garage includes 111 parking spaces and is accessed from Santa Fe Avenue. The closest receptors would be residential uses to the north located approximately 20 feet away. Receptors located to the north would experience a noise level increase of approximately 1.6 dB(A) when vehicles enter the garage and are exposed to parking noise from the proposed project. This is below the threshold of a 5 dB(A) increase in ambient noise levels and would not cause any nearby sensitive land use to exceed the normally acceptable level of noise identified in **Table 3.0-7**. Therefore, parking noise would result in a less than significant impact.

Residential parking would be located in a below-grade garage with and therefore would not be anticipated to cause noise impacts on any adjacent sensitive receptors.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant.

Construction Activity Vibration

The Federal Transit Administration provides ground-born vibration impact criteria with respect to building damage during construction activities. PPV, expressed in inches per second, is used to measure building vibration damage. Construction vibration damage criteria are assessed based on structural category (e.g. reinforced-concrete, steel, or timber). FTA guidelines consider 0.2 inch/sec PPV to be the significant impact level for non-engineered timber and masonry buildings. Structures or buildings constructed of reinforced concrete, steel, or timber have a vibration damage criterion of 0.5 inch/sec PPV pursuant to FTA guidelines.[19]

19 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*. September 2018.

Groundborne vibration generated by construction activities associated with the proposed project would affect both on- and off-site sensitive uses located in close proximity to the project site. As shown in **Table 3.0-8, Vibration Source Levels for Construction Equipment**, vibration velocities could range from 0.003 to 0.089 inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels (VdB) ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

Table 3.0-8
Vibration Source Levels for Construction Equipment

	Approximate PPV (in/sec)					Approximate RMS (VdB)				
Equipment	**25 Feet**	**50 Feet**	**60 Feet**	**75 Feet**	**100 Feet**	**25 Feet**	**50 Feet**	**60 Feet**	**75 Feet**	**100 Feet**
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.

Table 3.0-9, Vibration Levels at Off-Site Sensitive Uses from Project Construction - Unmitigated, shows the vibration velocity and levels that would occur at these nearby buildings and structures during construction at the project site. It should be noted that none of these buildings are considered historic and are thus evaluated as non-engineered timber and masonry buildings.

The vibration velocities predicted to occur at the nearest receptors located 15 feet from the nearest project site boundary would be 0.191 in/sec PPV. All receptors are considered to be a non-engineered timber or masonry building and would not experience a PPV groundborne vibration level that exceed the FTA 0.2 in/sec PPV threshold. Therefore, vibration impacts associated with building damage due to construction activities would result in a less than significant impact. No mitigation is required.

Table 3.0-9
Vibration Levels at Off-Site Sensitive Uses from Project Construction - Unmitigated

Sensitive Uses Off-Site	Distance to Project Site (ft.)	Receptor Significance Threshold PPV (in./sec)	Estimated PPV (in/sec) [a]
1. Residence - Spring Ave	15	0.2	0.191
2. Residence – Santa Fe Ave	15	0.2	0.191
3. Lifeline Education Charter School	450	0.2	0.001
4. Residence – Willow Ave	205	0.2	0.003

Source: Impact Sciences, Inc. 2020

c) For a project located within the vicinity of a private airstrip or 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 expose people residing or working in the project area to excessive noise?

No Impact. The project site is not in the vicinity of a private airstrip or airport land use plan. Likewise, the project site is not located within an airport land use plan or within two miles of a public airport or public use airport. As such, the project would not expose people residing or working in the project area to excessive airport-related noise levels. No impact would occur from the proposed project and no further analysis is required.

14. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Impact Analysis:

a) 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)?

Less Than Significant. The project site is located within the jurisdiction of SCAG. SCAG's mandated responsibilities include development of plans and policies with respect to the region's population growth, transportation programs, air quality, housing, and economic development. Specifically, SCAG is responsible for preparing the Regional Housing Needs Assessment (RHNA), in coordination with other population employment, and housing projects for the regions and its subdivisions. In 2020, SCAG's Regional Council adopted the Connect SoCal Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS). The Connect SoCal Plan presents the transportation visions for the region from 2020 to 2045 and provides a long-term investment framework for addressing the region's transportation and related challenges. It also includes projections of population, households, and employment through the horizon year.

The proposed project would result in the development of 300 residential units. The Connect SoCal Plan (2020-2045 Regional Transportation Plan) estimates that Compton's residential population will grow to 103,100 people in 2045, an increase of 3,100 residents over 2016 conditions. SCAG estimates an average household size of 3.1 persons per dwelling unit as of 2016. Based on this

conservative estimate, the project would result in approximately 930 new residents, approximately one-third of the expected citywide growth by 2045. [20]

The current 6th cycle Draft RHNA allocates a minimum of 1,001 dwelling units for the City of Compton, including 235 units for very low-income households and 121 units for low-income households. The project would provide 300 residential units, including 58 (20 percent) affordable units. As such, the proposed project will generate a third of the City's minimum required dwelling units as well as a quarter of the City's minimum required low-income housing units. The project would also meet a growing demand for housing near jobs and transportation centers, consistent with state, regional, and local regulations designed to reduce vehicle miles traveled and greenhouse gas emissions while increasing public transit usage. The City of Compton is currently preparing a Transit Oriented Development Specific Plan to transform the Compton Transit Station area into a vibrant mixed-use village with access to enhanced public space. The proposed project will place residential, retail, and office land uses near the Metro A line (Blue line), which will further the City's overall goal of transforming this area.[21] While operation of the project will result in population growth within the area, the proposed project is in line with the City's population and housing requirements and overall goal to transform this area of Compton. Therefore, impacts would be less than significant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact would occur if the proposed project would displace a substantial quantity of housing units. The project site is not occupied by any housing units. No impact would occur.

20 SCAG. *Connect SoCal: Demographics and Growth Forecast Technical Report*. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579,

21 City of Compton. *Compton Station Specific Plan*. Available online at: http://www.comptoncity.org/depts/cd/projects/compton.asp.

15. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project 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 service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☒	☐
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☒	☐

Impact Analysis:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

i) Fire protection?

Less Than Significant. A significant impact would occur if the Compton Fire Department (CFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site is approximately equidistant from Compton Fire Station 1 and Station 2, located 0.6 miles west and northeast, respectively. CFD responds to an average of 10,000 emergency calls per year, approximately 75 percent of which are for emergency medical services. The department's average response time is 4 minutes and 30 seconds.[22] In 2018, the total number of national fire

22 Compton City. *Fire Department*. Available online at: http://www.comptoncity.org/depts/fire/default.asp, accessed October 14, 2020.

department calls was approximately 36,746,500 calls.[23] The National Fire Protection Agency has set the goal that the first engine should arrive on scene within 240 seconds (4 minutes) for 90% of responses.[24]

The project is a seven-story, 85 feet in height structure that would result in an increase of 300 residential units, resulting in an estimated 930 new residents. The increase in residents would increase the number of emergency calls and demand for CFD fire and emergency services. The population of Compton is approximately 95,605 people[25], therefore each citizen makes approximately 0.105 calls to CFD per year. An additional 930 residents would increase the calls to CFD by 97.65 calls per year. To maintain the level of fire protection and emergency services, CFD may require additional fire personnel and equipment. However, the CFD's Fire Prevention Bureau will review building plans to ensure compliance with fire and life safety codes. Further, consistent with the California Building Code, the project will be required to include an automatic sprinkler system.[26] Therefore, given that there are two existing fire stations in close proximity to the project site, it is not anticipated that there would be a need to build new or expanded fire stations to serve the proposed project and maintain acceptable response times or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, CFD can shift resources to meet local demands for fire protection and emergency services.

As discussed in Chapter 9, *Hazards and Hazardous Materials* (Section f), with implementation of HAZ-5, the proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the proposed project would result in a less than significant impact.

ii) Police protection?

Less Than Significant. The Los Angeles County Sheriff's Department (LASD) is responsible for providing police protection services to the project site. A significant impact may occur if the LAPD

23 National Fire Protection Association. *Fire Department Calls*. Available online at: https://www.nfpa.org/News-and-Research/Data-research-and-tools/Emergency-Responders/Fire-department-calls.

24 National Fire Protection Association. *NFPA 1710*. Available online at: https://www.nfpa.org/Codes-and-Standards/ARCHIVED/Safer-Act-Grant/NFPA-1710.

25 US Census Bureau. 2019. *Quickfacts Campton City, California.* Available online at: https://www.census.gov/quickfacts/comptoncitycalifornia.

26 California Building Code. *Section 903: Automatic Sprinkler System*.

could not adequately serve a project, necessitating a new or physically altered station. A significant impact would occur if the Los Angeles County Sheriff's Department (LASD) could not adequately serve the proposed project, necessitating a new or physically altered station. The LASD provides general law enforcement services to 42 contract cities, 141 unincorporated communities, 216 facilities, hospitals, and clinics located throughout the County, nine community colleges, Metropolitan Transit Authority, and 37 Superior Courts. The LASD's average response time for an emergency, priority, and routine calls are approximately 2 minutes and 54 seconds, 7 minutes and 30 seconds, and 43 minutes and 12 seconds, respectively.[27] The LASD employs approximately 18,000 people, including 9,972 sworn officers in 2015, and answers approximately 1.2 million calls per year amongst approximately 3 million people.[28, 29] As a result, there are approximately 300.84 people per sworn officer.

The proposed project would result in an increase of 930 new residents and will increase demand for police service. Specifically, the project will increase the amount of people per sworn officer from 300.84 to 300.94 people per sworn officer. The project site and surrounding area are currently served by the Compton Station of LASD, located at 200 West Compton Boulevard, approximately 0.5 miles west of the project site. The proposed project would include adequate and strategically positioned functional and thematic lighting to enhance public safety. Twenty-four-hour public access will be available along all sidewalks and in Willow Plaza, including the connection between Compton Blvd. and Willow Avenue. The Innovation Hub, retail, and residential components of the of the development, however, will all be separated from an access point of view. Entrances into the residential area, apart from the lobbies will have access controlled through gates or other mechanisms. The building and layout design of the buildings would also include crime prevention features, such as downward-directed lighting along all project edges and in all public spaces. A six-foot solid masonry wall will divide the project site from neighboring properties and trees will be planted along this wall on the majority of the property line. Additionally, the project residents would be able to monitor suspicious activity at the building entry points. These preventative and proactive security measures would decrease the amount of service calls to the LASD.

As discussed in Chapter 9, *Hazards and Hazardous Materials* (Section f), with implementation of HAZ-3, and given the project's design features aimed to increase safety, it is not anticipated that there would be a need to build a new or expanded police station to serve the proposed project and

27 https://local.nixle.com/alert/5660482/.

28 Los Angeles Sheriff's Department. *2018 Year in Review*. Available online at: https://www.lasd.org/pdfjs/publications/2018-YIR-VIEW2.pdf.

29 Los Angeles Almanac. *Los Angeles County Sheriff Department*. Available online at: http://www.laalmanac.com/crime/cr67.php.

maintain acceptable response times or other performance objectives for police protection. Therefore, the project would result in a less than significant impact.

iii) Schools?

Less Than Significant. The project site is located within the boundaries of the Compton Unified School District (CUSD). A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project would result in a net increase of 300 residential units, which has the potential to exponentially increase enrollment at schools that serve the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow CUSD to collect impact fees from developers of new residential and commercial space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less than significant impact to public schools.

iv) Parks?

Less Than Significant. A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Compton Parks and Recreation Department is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. According to the City of Compton General Plan, the Compton Recreation Department oversees fourteen local parks totaling almost 60 acres. The National Recreation and Parks Association recommends five acres of parkland for every 1,000 residents. However, the Quimby Ordinance enable cities in California with standards of 3 acres per 1,000 residents to assess new developments an impact fee for park development. Given that the City's population was approximately 100,000 residents in 2016, the City is experiencing a park deficit.[30]

The proposed project would result in an increase of approximately 930 residents. Based on census data for Compton, it is assumed that approximately 74 residents would be children five years of age or younger.[31] Wilson Park, a 3.9-acre park featuring a picnic area, skate park, recreation rooms, and gymnasium, is located less than 500 feet west of the project site. While the proposed use can

30 City of Compton. *Draft Compton General Plan 2030, Section 5.0 Conservation, Open Space, and Recreation Element.* Available online at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?blobid=24236.

31 U.S. Census Bureau. *QuickFacts – Compton City, California.* Available online at: https://www.census.gov/quickfacts/fact/table/comptoncitycalifornia/PST040219.

have the potential to increase demand for parks and recreation facilities, on the nearby parks, the project is providing 38,200 square feet of total open space, including 13,000 square feet of publicly accessible open space to assist in offsetting the need for public park space. This usable open space on the site would help alleviate usage of the City's existing park system. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the proposed project would result in a less than significant impact on park facilities.

v) Other Public Facilities?

Less Than Significant. A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts.

The need for public library services is generally calculated based on permanent population in a given area. The proposed project would result in an increase of 930 residential units. The proposed project site lies approximately 0.5 miles east of the Compton Public Library and 1.3 miles northwest of the East Rancho Dominguez Library. Due to the increase in population, the proposed project has the potential to increase demand for library services and resources of the Los Angeles County Public Library System.

However, the proposed project will create other public benefits to offset library use. For example, the proposed project will include a virtual museum and flex space to highlight the talents and creatives that have come from Compton. The flex space will also provide technology components that enable networking events, presentations, small screenings, live performances, collaborative discussions and informal meetings. The Hub will include stages, conference and collaboration rooms, quiet space/flexible working rooms, etcetera. As a result, by providing public work space and a museum, the proposed project fulfills many features that a library provides the public. Therefore, while the proposed use can have the potential to increase demand for library services and resources of the Los Angeles County Public Library System, the increase will not be substantial. Due to the proposed uses available to the public, the proposed project would not create substantial capacity or service level problems that would require the provision of new or expanded public facilities in order to maintain an acceptable level of service for libraries and other public facilities. Therefore, the proposed project would result in a less than significant impact on other public facilities.

16. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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?	☐	☐	☒	☐
b. 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 Analysis:

a) 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?

Less than Significant. According to the City of Compton General Plan, the Compton Recreation Department oversees fourteen local parks totaling almost 60 acres.[32] The National Recreation and Parks Association recommends five acres of parkland for every 1,000 residents. However, the Quimby Ordinance enable cities in California with standards of 3 acres per 1,000 residents to assess new developments an impact fee for park development. Given that the City's population is approximately 100,000 residents in 2016, the City is experiencing a park deficit.[33]

The City of Compton Parks and Recreation Department is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in an increase of 300 residential units. While the proposed use can have the potential to increase demand for parks and recreation facilities, the increase will not be substantial. Moreover, the project is providing 38,200 square feet of total open space, including 13,000 square feet of publicly accessible open space. This usable open space on the subject site would help alleviate usage of the City's existing park system. Additionally, Wilson Park, a 3.9-acre park featuring a picnic area, skate park, recreation rooms, and gymnasium, is located less than 500

32 City of Compton. *Draft Compton General Plan 2030, Section 5.0 Conservation, Open Space, and Recreation Element.* Available online at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?blobid=24236.

33 City of Compton. *Draft Compton General Plan 2030, Section 5.0 Conservation, Open Space, and Recreation Element.* Available online at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?blobid=24236.

feet west of the project site. 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 project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Impacts would be less than significant.

b) **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?**

No Impact. The project does not include any recreational facilities, nor does it require construction or expansion of recreational facilities, such as recreation centers, leisure, or sports activities. Therefore, as the scope of the project does not include recreational facilities, no impacts would occur.

17. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a plan, ordinance or policy addressing the performance of the circulation system, including transit, roadways, bicycle lanes and pedestrian paths?	☐	☐	☒	☐
b. For a transportation project, would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(2)?	☐	☐	☒	☐
c. Substantially increase geometric hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☒	☐	☐

Impact Analysis:

The following analysis is based on the Transportation Impact Assessment Report prepared for the project by Iteris in February 2021 and contained herein as Appendix G.

a) Conflict with a plan, ordinance or policy addressing the performance of the circulation system, including transit, roadways, bicycle lanes and pedestrian paths?

Less than Significant Impact: The proposed project would not negatively affect the existing bus stop between Santa Fe Avenue and Willow Avenue, roadway features along Compton Boulevard, the existing Class II bicycle lanes along Compton Boulevard, and the sidewalks along Santa Fe Avenue, Compton Boulevard, Willow Avenue, and Spring Avenue adjacent to the project site, nor the designative classifications or standards in the City's Circulation Element. The project is consistent with Guiding Principles of Compton General Plan for Circulation: promote the development of vibrant, walkable "Main Street" districts on Compton Boulevard, Rosecrans Avenue, Central Avenue, and Alondra Boulevard; and take advantage of transit stations by increasing public investment in housing, jobs, and entertainment. Therefore, the proposed project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

b) For a transportation project, would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(2)?

Less than Significant Impact: For development projects, the intent of this question is to assess whether a proposed project or plan adequately reduces VMT. CEQA analysis for determining potential significant transportation impacts uses a metric of vehicle miles traveled (VMT), the amount and distance of automobile travel attributable to a project. VMT is an area-wide performance measure which helps compare the overall performance of a project or project alternatives and is also used as a metric to ultimately assess the transportation environmental impacts of a project. The average VMT per capita and/or per employee of a development is compared to the citywide or regional average to determine potential significant impacts.

To facilitate implementation of SB 743, the Governor's Office of Planning and Research (OPR) developed a Technical Advisory on Evaluating Transportation Impacts under CEQA[34]. As the City of Compton does not currently have guidelines established that set local significance thresholds, metrics, screening criteria and analysis methodology for evaluating transportation impacts for projects within the City of Compton, OPR's Technical Advisory threshold was used to assess potential impacts. OPR recommends that a per capita or per employee VMT that is 15% below that of existing development be considered a reasonable threshold of significance. OPR finds that "…achieving 15% lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals."

The average VMT per capita and/or per employee of the project was forecasted using the Southern California Association of Governments 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) travel demand model. The traffic analysis zone (TAZ) of the proposed project (21605000) is used to determine the base VMT level of the proposed project and reflects the general neighborhood-level VMT estimates. Additional project elements that would contribute to lowering VMT beyond the location and transportation system serving the Project site include the mixed-use internal capture of trips and proximity to transit services enabling active transportation. The results of this modeling were then compared to the citywide VMT averages.

In comparing the residential VMT per Capita and employment VMT per Employee of the project TAZ to the citywide average shows a lower-than-average residential VMT per capita and employment VMT per employee, as shown in **Table 3.0-10**. As shown below, the proposed project could generate 11.7 residential VMT per capita as compared to the 13.8 citywide average (a 15

[34] State of California Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018. URL: https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

percent reduction). The proposed project would generate 21.6 VMT per employee as compared to the 22.0 citywide average (a 2 percent reduction).

Table 3.0-10
Comparison of Project TAZ to Citywide Average

Metric	Residential VMT per Capita	Employment VMT per Employee
Project TAZ	11.7	21.6
Citywide Average	13.8	22.0
Percent Reduction	-15%	-2%

Source: Iteris 2021
Notes: TAZ = traffic analysis zone; VMT = vehicle miles traveled

CEQA Guideline Section 15064.3, subdivision (b)(1), states: "Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. 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." Close proximity to an existing major transit stop encourages residents to use alternative modes of transportation such as walking, biking, and transit thereby reducing potential VMT. Examples of additional VMT reduction strategies could include: on-site pedestrian network; on-site bicycle network; end of trip facilities; electrical vehicle charging stations; and bicycle parking.

The proposed project site is located approximately 0.42 miles from the Metro A Line (Blue) Compton Station, which provides light-rail service to Downtown Los Angeles and Downtown Long Beach. In addition, the project is located approximately 0.04 mile from the Compton & Willow bus stop for Metro Bus Lines 60, 125, 127, and 128.

The proposed Project is located within the High Quality Transit Areas (HQTAs) identified in the Southern California Association of Governments (SCAG) Region for plan year 2045, developed for the Final Connect SoCal (the 2020-2045 Regional Transportation Plan/Sustainable Communities

Strategy (RTP/SCS))[35]. SCAG's HQTA is within one-half mile from a "major transit stop" and a "high-quality transit corridor" and developed based on the language in SB375 and codified in the CA Public Resources Code. The definitions of a "major transit stop" and a "high-quality transit corridor" are as follows:

Major transit stop: A site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (CA Public Resource Code Section 21064.3). It also includes major transit stops that are included in the applicable regional transportation.

High-quality transit corridor (HQTC): A corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

In addition, the Project proposes to include up to 20 percent affordable housing. Per OPR guidance, adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT.[36]Since the project is within ½ mile of an existing major transit stop along an existing high quality transit corridor (in a transit priority area), is of a mixed-use composition, includes up to 20 percent affordable housing, and is intended to be supportive of multimodal transportation networks, the project is presumed to cause a less than significant transportation impact, per CEQA Guidelines Section 15064.3, subdivision (b)(1). Thus, the project would not conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

c) Substantially increase geometric hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact: Two parking garages will be provided on the site. The western garage will serve residential uses only and provide vehicular access via a full access driveway off Spring Avenue. The eastern garage will serve commercial uses only, with vehicular access provided via a right-in/right-out driveway along Santa Fe Avenue. Driveway access will be designed to ensure no hazardous design features related to vehicle and pedestrian mobility (sharp

35 Southern California Association of Governments High Quality Transit Areas. URL: https://gisdata-scag.opendata.arcgis.com/datasets/43e6fef395d041c09deaeb369a513ca1_1?geometry=-118.259%2C33.890%2C-118.177%2C33.903

36 State of California Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018. URL: https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

curves, line of sight obstructions) are included. Thus, the project would not substantially increase hazards due to a geometric design feature or incompatible uses.

d) Result in inadequate emergency access?

Less than Significant Impact with Mitigation: As discussed in Chapter 9, *Hazards and Hazardous Materials* (Section f), with implementation of HAZ-5, the proposed project's potential to create a significant impact to adopted emergency response plans or emergency evacuation plans would be reduced to a less-than-significant levels. The north leg of the Willow Avenue at Compton Boulevard intersection will be closed within the footprint of the project site, with the north end of Willow Avenue entering the site parking garage and the south end converted to Willow Plaza, a pedestrian plaza with a midblock crosswalk connection across Compton Boulevard. Access to Willow Avenue would be from the current intersection at Palmer Street approximately 600 feet north of the project site. Palmer Street is parallel to Compton Boulevard and has a signalized intersection at Willow Avenue. Due to the alteration of the site and neighborhood, a Traffic Control Plan and Parking and Driveway Plan would be submitted to the City of Compton for review and approval prior to any temporary construction period or permanent road closures.

Mitigation Measure:

Mitigation Measure HAZ-5 A Traffic Control Plan and Parking and Driveway Plan would be submitted to the City of Compton for review and approval prior to any temporary road closures due to construction. Lane closures would be intermittent and temporary in nature and one lane of travel in each direction would be maintained throughout the construction period. Any permanent lane closures would meet all applicable code-required site access and circulation requirements, as well as code-required emergency access through consultation with the Compton Fire Department, BOE, and DOT with the City of Compton Planning Department.

18. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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:				
i. 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	☐	☐	☐	☒
ii. 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.	☐	☐	☒	☐

Impact Analysis:

The following analysis is based on the Cultural Resource Assessment Report prepared for the project by ASM Affiliates in November 2020 and contained herein as Appendix C.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC 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:

i. 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

No Impact. As described in Section 5 Cultural Resources, a California Historical Resources Information System records search and a Sacred Lands File search were conducted for the project

site and the surrounding area. On October 28, 2020, Impact Sciences requested a search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF). The search result received on November 19, 2020, was negative; no tribal cultural resources were identified as a result of the records searches and no impacts would occur.

ii. 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.

Less Than Significant Impact. Approved by Governor Brown on September 25, 2014, Assembly Bill 52 (AB 52) establishes a formal notification and, when requested, consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources (TCRs), as defined in PRC Section 21074, as part of CEQA.

The City of Compton sent notification letters to a list of eight Native American contacts provided by the NAHC in compliance with AB 52 and Senate Bill (SB) 18 on October 13, 2020 and November 19, 2020 to advise them of the project and afford them the opportunity to engage in government-to-government consultation pursuant to the requirements of California AB 52. Tribes that were notified include the Santa Rosa Band of Cahuilla Indians, Soboba Band of Luiseno Indians, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino /Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrielino-Tongva Tribe, Gabrieleño Band of Mission Indians – Kizh Nation, and Torres Martinez Tribe. At the time of preparation of this IS/MND, the City of Compton has received a request for consultation from the Tribal government of the Kihz Nation Gabrieleño Band of Mission Indians. The City of Compton met with the Kihz Nation Gabrieleño Band of Mission Indians on March 16, 2021 via teleconference to discuss the project; the City agreed to provide the Tribal Council with findings related to infill and consultation is on-going.

The geographic area of the project site is not known to contain any TCRs. As previously discussed under Section 5, the project site does not contain any known archaeological sites or archaeological survey areas. Therefore, impacts are less than significant.

19. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. 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 projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. 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?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Impact Analysis:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?

Less Than Significant. A significant impact would occur if a project were to increase consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Water is provided by the City of Compton Water Department; Los Angeles County provides sewer service to the proposed project area.

Water

The City of Compton Water Department is sourced partly from groundwater pumped via local municipal wells in the Central Groundwater Basin and from imported surface water contracted by the City through the Metropolitan Water District of Southern California (MWD). MWD's imported

water sources are a blend of State Water Project water from Northern California and water from the Colorado River Aqueduct. The City has court adjudicated water rights to pump approximately 70 percent of the City's water demand. The City utilizes eight ground water wells to pump potable water from a natural underground reservoir. The City also has three imported water connections that help supplement the City's water demands. According to the City's 2010 Urban Water Management Plan (UWMP), the City is confident that both water sources will be able to continue to meet the demands of the population within the next 20 years, in normal, single dry, and multiple dry year scenarios, as shown in Table 3.0-11, below.[37]

Table 3.0-11
City of Compton Water Demand Projections Based on Hydrological Conditions (AFY)

Hydrological Conditions	Year		
	2020	2025	2030
Average Year	9,798	10,121	10,455
Single Dry Year	9,847	10,172	10,497
Multi-Dry Year	9,916	10,273	10,612

AFY=acre-feet per year
Source: City of Compton. 2010. Urban Water Management Plan. Available online at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=25784#:~:text=City%20of%20Compton%20%E2%80%93%202010%20Urban%20Water%20Management,schedule.%20Specifically%2C%20the%20goals%20of%20this%20plan%20are%3A.

Buildout of the proposed project would create an increase in demand for water supplies compared to existing conditions on the project site. Water demand associated with the project would result from residential, retail, and offices uses. According to the CalEEMod output files provided in the Air Quality and Greenhouse Gas Technical Study, the proposed project would demand approximately 125,400 gallons of water per day, or 140 acre-feet per year (AFY).[38] The City of Compton Water Department projects that it will deliver approximately 8,327 AFY water by 2030, with excess demand being met by MWD. As a result, the proposed project would demand a small fraction of the total water delivered within the City by 2030. Given that the City of Compton's water supply is generated by the City Water Department as well as MWD, the remaining capacity of both of these water suppliers would be sufficient for the project. The project would not require or result in the construction of new water treatment facilities or expansion of existing facilities. Furthermore, the project applicant shall be required to implement applicable CALGreen

37 http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=25784.
38 This includes indoor and outdoor water use.

requirements that would further reduce water flow. Impacts on water treatment facilities would be less than significant.

Wastewater

Wastewater generated in the City is collected via an existing 147.1-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 Los Angeles County Sanitation Department's (LACSD) Joint Water Pollution Control Plant (JWPCP) located 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. Operation of the proposed project could increase the amount of wastewater that would need to be treated at the JWPCP.

The estimated increase in wastewater from the proposed project would be approximately 55,839 gallons per day (GPD), as shown in **Table 3.0-12**.

Table 3.0-12

Compton 501 – 601 Projected Wastewater Discharges

Land Use	Size (sf) or dwelling units	Generation Rates (GPD per 1,000 sf or du)	Total Wastewater Generation (GPD)
Commercial/Retail	8,919* sf	100	892
Office Building	44,787 sf	200	8,957
Residential	300 du	156	46,800
Total			**55,839**

Source: Los Angeles County Sanitation District Generation Factor (http://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=3531).
Note: Generation rate for a "Store" was used to estimate the waste generated from the proposed commercial land uses. du = dwelling unit; GDP = gallons per day; sf = square feet.
**7,734 square feet of retail space and 1,185 square feet of commercial service space.*

Per the 2008 Sewer Bond Main Replacement project, the City manages an ongoing effort to maintain and improve sewer infrastructure. The Sewer Master Plan outlines plans for the construction and replacement of new wastewater lines throughout the City and funds these projects through the City's Sewer Fund. Given the available capacity, the project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities. Impacts on wastewater treatment facilities would be less than significant.

Electric Power, Natural Gas, Telecommunications

The project site is located in a developed, urbanized portion of Compton that is served by existing electric power, natural gas, and telecommunications services. The availability of electricity depends on adequate general capacity of the grid and sufficient fuel supplies. Southern California Edison (SCE) estimates that electricity consumption within the SCE planning area will be approximately 124,287 GWh per year by 2027, after the project would already be fully operational. SCE expects to have adequate electricity supply and transmission capability to meet the needs of its customers well beyond 2027. The 2016 California Gas Report indicates that sufficient capacity exists in the utility network to meet future demand in Southern California. The total gas supply available in 2025 is estimated to be 2,456 million cubic feet per day; SoCal Gas anticipates it will have sufficient capability to meet future needs. Therefore, the project would not require the expansion of existing facilities or construction of new facilities. Additionally, operational efficiencies that reduce energy use and waste, as mandated by CALGreen building codes would be built into the project. As such, impacts on electric power, natural gas, or telecommunications facilities would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less Than Significant. The City's current 2010 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 to the City. According to the 2010 UMWP, the City is confident that both water sources will be able to continue to meet the demands of the population within the next 20 years, in normal, single dry, and multiple dry year scenarios. During these years, the City of Compton is committed to reducing water demand during times of drought to conserve water and improve reliability.

According to the UWMP, in the single dry and multiple dry year scenarios, the amount of water available to be supplied to MWD's system decreases significantly due to increased temperatures, evapotranspiration rates, and a longer growing seasons. However, throughout those years, the groundwater supply available from the Central Basin is assumed to remain consistent, regardless of the water years. Although this results in using more water than is naturally replenished during these years, water reserves are available to provide a reliable source of water in the event of dry years. The only varying source is water through the MWD. However, the MWD 2010 UWMP

estimated that it would be able to meet all demands during normal, single dry, and multiple dry year scenarios in the next 25 years, through the use of stored surplus supplies.

In the event of single dry or multiple dry year scenarios, the City has also prepared a Water Shortage Contingency Plan to propose action the City can take during a water shortage to ensure continued water service. Therefore, the City of Compton Water Department will have sufficient water supplies to meet the project's capacity during normal, single dry, and multiple dry year scenarios. Therefore, the impact is less than significant.

c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant. As discussed in Impact a, the wastewater treatment provider has the capacity to serve the project's projected demand in addition to the existing commitments.

d) 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?

Less Than Significant. A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills or generated solid waste more than state or local standards. The City of Compton's residential, commercial, and industrial land uses are services by Republic Services, LLC. Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. In compliance with Assembly Bill 939 (AB 939), the project would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the applicable landfill. Moreover, the City of Compton's Municipal Code §21-2 requires all construction and demolition waste generated at project within the City will achieve at least a 75% diversion of waste to landfills. Thus, only a fraction of the construction and demolition debris would end up in landfills. Finally, as discussed in Impact e, the proposed project would also comply with all federal, state, and local regulations related to solid waste. Therefore, impacts related to solid waste would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The California Integrated Waste Management Act of 1989 (AB 939) was the first recycling legislation in the country to mandate

recycling diversion goals. AB 939 required all California cities, counties and approved regional solid waste management agencies responsible to enact plans and programs to reduce waste disposal. Jurisdictions were required to meet diversion goals of 50 percent by the year 2000 and a statewide goal of 75 percent by 2020. In 2014, Los Angeles County prepared the Roadmap to a Sustainable Waste Management Future with goals to meet AB 939 as well as reaching 95 percent diversion from landfills by 2045.[39] The City of Compton's Municipal Code, Chapter 21 Integrated Waste Management requires all construction and demolition project to achieve at least a 75% diversion rate and requires the City to meet AB 939 diversion rates.[40]

The proposed project would be required to comply with all applicable regulations regarding solid waste disposal. The proposed project's potential impacts associated with federal, state, and local statutes and regulations related to solid waste would be less than significant.

39 County of Los Angeles Department of Public Works. 2014. *Roadmap to a Sustainable Waste Management Future*. Available online at: https://dpw.lacounty.gov/epd/Roadmap/PDF/Roadmap_Appendices.pdf.

40 City of Compton. *Chapter 21 Integrated Waste Management.* Available online at: https://ecode360.com/35618108#35617952.

20. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Impact Analysis:

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant with Mitigation Incorporated. Compton Boulevard is a designated disaster route in the General Plan Public Safety Element's Critical Facilities & Emergency Evacuation Map (Exhibit 3).[41] Disaster routes function as primary thoroughfares for movement of emergency response traffic and access to critical facilities. The Public Safety Element notes that the grid system in the City provides alternative routes in the event of street blockage, and the City's permit process ensures that new construction must provide turnarounds large enough for fire trucks.

The County of Los Angeles designates disaster routes throughout the County, which are utilized for evacuation purposes in emergency situations. There are no County disaster routes near or within the

41 City of Compton. General Plan 2030, Public Safety Element Critical Facilities & Emergency Evacuation Map. Available online at: http://www.comptoncity.org/civicax/filebank/blobdload.aspx?blobid=24237.

project. The closest disaster route is S. Long Beach Boulevard 0.5 mile east of the project site.[42] During construction of the project, potential lane closures along either E. Compton Boulevard, N. Willow Avenue, or N. Spring Avenue may occur in order to accommodate construction activities and the movement of construction machinery. However, lane closures would be intermittent and temporary in nature and one lane of travel would be maintained throughout the construction period.

As discussed in Chapter 9, *Hazards and Hazardous Materials* (Section f), with implementation of HAZ-3, the proposed project's potential to create a significant impact to adopted emergency response plans or emergency evacuation plans would be reduced to a less-than-significant levels.

b. Due to slope, prevailing **winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

No Impact. The project site is located in an urban environment with low potential for wildfires on a relatively flat terrain surrounded by urban development on all sides. Public Resources Code § 4201 - 4204 and California Government Code § 51175-89 direct the California Department of Forestry and Fire Protection (CAL FIRE) to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These zones, referred to as Fire Hazard Severity Zones (FHSZ), define the application of various mitigation strategies to reduce risk associated with wildland fires. The project area is not in or near a FHSZ as defined by CAL FIRE[43]. CAL FIRE has not made recommendations on Very High Fire Hazard Severity Zones for the City of Compton. As such, the project would have no impacts to the pollutant concentrations from a wildfire or uncontrolled spread of a wildfire.

[42] County of Los Angeles Department of Public Works. City of Compton Freeway Disaster Routes. June 2008. Available online at: https://dpw.lacounty.gov/dsg/DisasterRoutes/map/Compton.pdf

[43] California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones in State Responsibility Areas*. November 7, 2007. Available online at: https://osfm.fire.ca.gov/media/6636/fhszs_map.pdf

c. **Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

No Impact. The proposed project would connect to existing utilities that serve the project site. During construction, when relocation of existing utilities and installation of new utility connections occurs, minor interruptions to public utilities may occur; however, these interruptions would be short-term and temporary in nature. The relocation of any existing utilities is not anticipated to exacerbate fire risk when compared to existing conditions.

All internal driveways and sidewalk improvements would be built to code and, as such, would not exacerbate fire risk, or, in the unlikely event of a fire at the project site, hinder fire protection services from accessing the site.

Given the above, installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) at the project site is not anticipated to exacerbate fire risk or result in temporary or ongoing impacts to the environment.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As stated above, the project site is located in an urban environment with low potential for wildfires. Furthermore, project site is in an area of minimal flood risk (Zone X) and is not located within a 100-year flood zone, as mapped by FEMA.[44]

Construction of the project would result in ground disturbing activities; however, the project would be required to prepare a SWPPP and implement BMPs to reduce runoff and preserve water quality during construction of the proposed project. Further, the project would be required to implement an LID Plan during the project's operation, which would reduce the amount of surface water runoff leaving the project site after a storm event. The LID Plan would require the implementation of stormwater best management practices to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period.

44 *FEMA Flood Insurance Rate Map No. 06037C1815F, effective as of 09/26/2008. Accessed October 2020 online at: https://msc.fema.gov/portal.*

Given the above, the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Impact Analysis:

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant with Mitigation Incorporated. As discussed in **Section 4, Biological Resources**, the project would not impact any endangered fauna or flora. Further, because of the highly urbanized nature of the project site and the surrounding area, construction and operation of the proposed project would not impact the habitat or population of the project site and the surrounding area, the project would not impact the habitat or population level of fish or wildlife species, nor would it threaten a plant or animal community, nor impact the range of a rare endangered plant or animal. As discussed in **Section 5, Cultural Resources**, potential impacts

related to historical and archaeological resources would be less than significant following the implementation of the regulatory compliance and mitigation measures.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant with Mitigation Incorporated. The potential for cumulative impacts occurs when the independent impacts of the project are combined with impacts from other development to result in impacts that are greater than the impacts of the project alone. Located within the vicinity of the project site are other past, current, and reasonably foreseeable projects whose development, in conjunction with that of the project, may contribute to potential cumulative impacts. However, based on the proceeding discussions, no unmitigatable significant impacts were identified for the environmental resources identified in this Initial Study. As the proposed project would not result in any unmitigated significant impacts, there would be no cumulative impacts.

c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant with Mitigation Incorporated. As identified throughout the analysis, the proposed project would have no unmitigatable significant impacts that would cause substantial adverse effects on human beings directly or indirectly. Impacts would be less than significant with mitigation.

APPENDIX A. AIR QUALITY AND GHG IMPACT ASSESSMENT REPORT

APPENDIX B. CONSTRUCTION CALCULATIONS

APPENDIX C. CULTURAL RESOURCES ASSESSMENT REPORT AND TRIBAL CORRESPONDENCE

APPENDIX D. GEOTECHNICAL INVESTIGATION REPORT

APPENDIX E. PHASE I AND PHASE II ENVIRONMENTAL ASSESSMENT REPORTS

APPENDIX F. NOISE AND VIBRATION IMPACT ASSESSMENT REPORT

APPENDIX G. TRANSPORTATION IMPACT ASSESSMENT REPORT

APPENDIX H. ARCHITECTURAL SITE PLANS

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