Compton 2045 General Plan Update

Environmental Impact Report
(SCH# 2024050160)

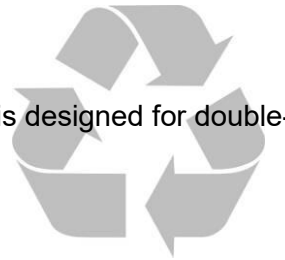
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TABLE OF CONTENTS

	Page
1.0 INTRODUCTION	1-1
1.1 CEQA AND THE PURPOSE OF AN EIR	1-1
1.2 PURPOSE AND SCOPE	1-2
1.3 ORGANIZATION OF THE DRAFT PROGRAM EIR	1-3
1.4 APPROACH TO EIR ANALYSIS	1-4
1.5 SCOPING AND PUBLIC REVIEW	1-4
1.6 NATIVE AMERICAN CONSULTATION	1-5
1.7 CITATION	1-6
2.0 EXECUTIVE SUMMARY	2-1
2.1 PROJECT LOCATION	2-1
2.2 PROJECT DESCRIPTION	2-1
2.3 GENERAL PLAN ELEMENTS	2-2
2.4 APPROACH TO EIR ANALYSIS	2-3
2.5 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES	2-3
2.6 ALTERNATIVES TO THE PROPOSED PROJECT	2-11
3.0 PROJECT DESCRIPTION	3-1
3.1 BACKGROUND	3-1
3.2 LOCATION AND SETTING	3-2
3.3 EXISTING CONDITIONS	3-11
3.4 PROJECT OBJECTIVES	3-25
3.5 PROJECT CHARACTERISTICS/GENERAL PLAN UPDATE	3-26
3.6 INTENDED USE OF THIS EIR	3-35
4.1 AESTHETICS	4.1-1
4.2 AGRICULTURAL AND FORESTRY RESOURCES	4.2-1
4.3 AIR QUALITY	4.3-1
4.4 BIOLOGICAL RESOURCES	4.4-1
4.5 HISTORIC AND CULTURAL AND TRIBAL CULTURAL RESOURCES	4.5-1
4.6 ENERGY	4.6-1
4.7 GEOLOGY AND SOILS	4.7-1
4.8 GREENHOUSE GAS EMISSIONS AND ENERGY	4.8-1
4.9 HAZARDS AND HAZARDOUS MATERIALS	4.9-1
4.10 HYDROLOGY AND WATER QUALITY	4.10-1
4.11 LAND USE AND PLANNING	4.11-1
4.12 MINERAL RESOURCES	4.12-1
4.13 NOISE	4.13-1
4.14 POPULATION AND HOUSING	4.14-1
4.15 PUBLIC SERVICES	4.15-1
4.16 RECREATION	4.16-1
4.17 TRANSPORTATION	4.17-1
4.18 TRIBAL CULTURAL RESOURCES	4.18-1
4.19 UTILITIES AND SERVICE SYSTEMS	4.19-1
4.20 WILDFIRE	4.20-1
5.0 ALTERNATIVES	5-1
6.0 MANDATED CEQA SECTIONS	6-1
7.0 PREPARATION TEAM	7-1

TABLES

Table 1.1 Brief Summary of Comments on the NOP 1-5

Table 2.1 General Plan Update: Comparison of 2023 and 2045 2-2
Table 2.2 Summary of Potentially Significant Impacts and Recommended Mitigation Measures 2-5
Table 2.3 Land Use Alternatives Development Assumptions 2-13
Table 2.3 Alternative Impacts Compared to Project Impacts 2-13

Table 3.1 Existing General Plan Land Use Designations (1991) 3-14
Table 3.2 Existing Land Use Distribution (2023) 3-21
Table 3.3 Existing Land Use Development Estimates (2023) 3-23
Table 3.4 Compton General Plan Update (2045) Land Use Designations 3-28
Table 3.5 General Plan Update: Comparison of 2023 and 2045 3-30
Table 3.6 General Plan Update (2045) Land Use Development Estimates 3-33

Table 4.3-1 Ambient Air Quality Standards and Basin Attainment Status 4.3-6
Table 4.3-2 Local Air Quality Conditions 2020-2023 ..... 4.3-8
Table 4.3-3 Compton GPU: Existing Land Use Emissions Estimates 4.3-10
Table 4.3-4 SCAQMD Regional Emission Significance Thresholds 4.3-25
Table 4.3-5 RTP/SCS and Compton GPU 2045 Growth Assumptions 4.3-27
Table 4.3-6 2045 Project Forecast Operational Emissions (Unmitigated) 4.3-30
Table 4.4-1 Federal- and State-Listed Species and Other Special Status Species 4.4-2
Table 4.6-1 Renewable Sources of Electricity Production 4.6-2
Table 4.6-2 Non-Renewable Sources of Electricity Production 4.6-3
Table 4.6-3 United States Electricity Generation (2016 to 2023) 4.6-5
Table 4.6-4 California Electricity Generation (2016 to 2023) 4.6-7
Table 4.6-5 California Transportation Fuels by Vehicle Type (2022) 4.6-9
Table 4.6-6 Estimated Operational Change in Electricity Consumption (2023 vs. 2045) 4.6-21
Table 4.6-7 Estimated Operation Change in Natural Gas Consumption (2023 vs. 2045) 4.6-22
Table 4.6-8 Estimated Vehicle Consumption Changes (2023 vs. 2045) 4.6-23
Table 4.8-1 Global Warming Potential (GWP) of Common GHG (100 Year Horizon) 4.8-4
Table 4.8-2 2011-2022 Statewide GHG Emissions (Million MTCO2e) 4.8-6
Table 4.8-3 Existing Land Use GHG Emissions Estimates 4.8-7
Table 4.8-4 Unmitigated GPU GHG Emissions 4.8-24
Table 4.11-1 Existing Land Use Acreages (2023) 4.11-2
Table 4.11-2 2020-2045 RTP/SCS Consistency Analysis 4.11-35
Table 4.13-1 Typical Noise Levels 4.13-3
Table 4.13-2 Existing (2022) and Future (2045) Baseline Traffic Noise Levels 4.13-6
Table 4.13-3 Existing Rail Noise Contour Summary 4.13-12
Table 4.13-4 Measured Long-Term Ambient Noise Levels (dBA) at the Project Site 4.13-19
Table 4.13-5 Measured Short-Term Ambient Noise Levels (dBA) 4.13-19
Table 4.13-6 FTA Ground-Borne Vibration Impact Criteria for General Assessment 4.13-15
Table 4.13-7 Caltrans' Vibration Threshold Criteria for Building Damage 4.13-21
Table 4.13-8 Caltrans' Vibration Threshold Criteria for Human Response 4.13-21
Table 4.13-9 Compton General Plan Update Noise/Land Use Compatibility Guidelines 4.13-22
Table 4.13-10 Compton General Plan Noise Standards 4.13-23
Table 4.13-11 Compton GPU Noise Land Use Compatibility Guidelines 4.13-25
Table 4.13-12 Typical Construction Equipment Noise Levels (dBA) 4.13-29
Table 4.13-13 City of Compton With GPU Transportation Noise Contour Distances (2045) 4.13-31
Table 4.13-14 Future (2045) Traffic Noise Levels With and Without the GPU 4.13-34
Table 4.13-15 Ground-Bourne Vibration and Noise from Typical Construction Equipment 4.13-38
Table 4.14-1 Population Forecasts 4.14-1
Table 4.14-2 Household Forecasts 4.14-2
Table 4.14-3 Employment Forecasts 4.14-2
Table 4.15-1 Reported Types of Crime (2020) 4.15-2

Table 4.15-2 Existing Parks and Recreation Facilities 4.15-8
Table 4.16-1 Existing Parks and Recreation Facilities 4.16-2
Table 4.17-1 Existing Peak Hour Intersection Levels of Services 4.17-7
Table 4.17-2 Compton Renaissance Bus Service 4.17-8
Table 4.17-3 G Trans Bus Service 4.17-8
Table 4.17-4 LA Metro Bus Service 4.17-11
Table 4.17-5 General Plan Update VMT Summary (versus regional average) 4.17-29

Table 5.1 Land Use Alternatives Development Assumptions 5-3
Table 5.2 Alternatives' Impacts Compared to Project Impacts 5-3

EXHIBITS

Exhibit 3.1 Regional Location Map 3-5
Exhibit 3.2 Planning Area Map 3-7
Exhibit 3.3 Joint Spheres of Influence 3-9
Exhibit 3.4 Existing General Plan Land Use Distribution (Percentages of Net Acres) 3-13
Exhibit 3.5 Existing General Plan Land Use (1990) 3-15
Exhibit 3.6 Existing Land Use (2023) 3-19
Exhibit 3.7 Proposed General Plan Land Use 3-31

Exhibit 4.7-1 Seismic Hazards 4.7-3
Exhibit 4.9-1 Contaminated Sites 4.9-3
Exhibit 4.9-2 Oil Wells 4.9-5
Exhibit 4.9-3 Toxic Hazards and Hazardous Waste 4.9-7
Exhibit 4.9-4 Pollution Proximity to Residential Uses 4.9-9
Exhibit 4.9-5 Compton/Woodley Airport 4.9-13
Exhibit 4.9-6 Compton/Woodley Airport Noise Contours 4.9-15
Exhibit 4.10-1 FEMA Flood Zones 4.10-7
Exhibit 4.10-2 Overview of Land Use Constraints (GP) 4.10-9
Exhibit 4.11-1 Existing Land Use (2022) 4.11-3
Exhibit 4.11-2 Residential Density 4.11-5
Exhibit 4.12-1 Oil Wells 4.12-3
Exhibit 4.13-1 Compton/Woodley Airport Noise Contours 4.13-13
Exhibit 4.13-2 Ambient Noise Monitoring Locations 4.13.17
Exhibit 4.15-1 Fire Station Location Map 4.15-3
Exhibit 4.15-2 Sheriff Station Location Map 4.15-5
Exhibit 4.15-3 Existing Public Schools 4.15-9
Exhibit 4.15-4 Existing Parks and Recreation Facilities 4.15-11
Exhibit 4.15-5 Existing Public Facilities 4.15-15
Exhibit 4.16-1 Existing Parks and Recreation Facilities 4.16-3
Exhibit 4.17-1 Currently Adopted Roadway Classifications 4.17-3
Exhibit 4.17-2 Study Intersections 4.17-5
Exhibit 4.17-3 Average Daily Traffic Volume Ranges 4.17-9

APPENDICES

A. NOTICE OF PREPARATION AND NOP COMMENT LETTERS
B. GPU AND GPU GOALS AND POLICIES
C. EXISTING CONDITIONS REPORT
D. AIR QUALITY, ENERGY, AND GHG ANALYSIS DATA
E. NOISE ANALYSIS DATA
F. TRANSPORTATION IMPACT ANALYSIS

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1.0 – INTRODUCTION

1.1 – CEQA AND THE PURPOSE OF AN EIR

The City of Compton (City or lead agency) has prepared an update of its General Plan (Compton 2045 General Plan Update or GPU), to establish a vision and policies to shape and manage long term growth in the City's "Planning Area." The Planning Area includes areas within the City's incorporated boundaries and areas within the City's Sphere of Influence (SOI).

The adoption and implementation of the GPU is defined as a "project" and is subject to review under the California Environmental Quality Act (CEQA) 1970 (Public Resources Code, Section 21000 et seq.), and the State CEQA Guidelines (California Code of Regulations, Section 15000 et. seq.). Accordingly, the City has prepared this environmental impact report (EIR) to assess the long-range and cumulative environmental consequences that could result from adoption and implementation of the proposed project. This report has been prepared in accordance with the CEQA Statutes and Guidelines and with the City's local rules and procedures for implementing CEQA. It was prepared by professional planning consultants under contract to the City. The City is the lead agency for the preparation of this EIR, as defined by CEQA (Public Resources Code, Section 21067, as amended), because it has primary discretionary authority with respect to adoption, amendment, and implementation of the proposed GPU. The content of this document reflects the independent judgment of the City.

CEQA was originally enacted in 1970 and has been amended since. The legislative intent of these regulations is established in Section 21000 of the California Public Resources Code, as follows:

The Legislature finds and declares as follows:

(a) The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.

(b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.

(c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.

(d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the State take immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.

(e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.

(f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.

(g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the

quality of the environment, shall regulate such activities so that major consideration is given to preventing environmental damage while providing a decent home and satisfying living environment for every Californian.

The Legislature further finds and declares that it is the policy of the State to:

h) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.

i) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.

j) Prevent the elimination of fish or wildlife species due to man's activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history.

k) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.

l) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.

m) Require governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.

n) Require governmental agencies at all levels to consider qualitative factors and economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs, and to consider alternatives to proposed actions affecting the environment.

A concise statement of legislative policy, with respect to public agency consideration of projects for some form of approval, is found in Section 21002, quoted below:

> "The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event-specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

1.2 – PURPOSE AND SCOPE

The proposed General Plan Update is a long-range planning program to guide the growth and development of the City's Planning Area. It is intended to communicate the City's vision of its future and to establish a policy framework to govern decision-making concerning the physical development of the community, including assurances that the community at large will be supported by an adequate range of public services and infrastructure systems. The City's GPU analyzed in this EIR has been tailored to address revised development and land use policy

direction, reflect current vision regarding housing, circulation, and mobility improvements, and to comply with current state law.

Although it will allow for an overall increase in development potential for the entire Planning Area, the GPU would not, by itself, authorize any specific development project or other forms of land use approval or any kind of public facilities or capital facilities expenditures or improvements. As such, a Program EIR is the appropriate type of document to identify the geographic extent of sensitive resources and hazards, along with existing and planned services and infrastructure support systems that occur in the Planning Area. Further, the Program EIR is described in Section 15168 of the CEQA Guidelines as the appropriate analytical framework to assess the cumulative environmental effects of the full plan, in a first-tier level of analysis, to identify broad concerns and sets of impacts, and to define/develop regulatory standards and programmatic procedures that reduce impacts and help achieve environmental goals and objectives.

Later activities proposed pursuant to the goals and policies of the updated General Plan will be reviewed in light of this EIR and may focus on those site-specific and localized environmental issues that could not be examined in sufficient detail as part of this EIR. Advantages of a Program EIR for the GPU include consideration of effects and alternatives that cannot practically be reviewed at the project level, consideration of cumulative impacts that may not be apparent on a project-by-project basis, the ability to enact citywide mitigation measures, and subsequent reduction in paperwork.

1.3 – ORGANIZATION OF THE DRAFT PROGRAM EIR

The Draft Program EIR (DEIR or Draft EIR) contains the primary analysis of potential environmental impacts discussed in the following six sections described below

Section 1.0	Introduction.
Section 2.0	Executive Summary: A brief discussion of the project and summary of project impacts, mitigation measures, and alternatives.
Section 3.0	Project Description: Provides a detailed description of the proposed project and the Environmental Setting/Existing Conditions and project objectives.
Section 4.0	Environmental Impact Analysis: Evaluates impacts of the GPU at a program level and identifies mitigation measures designed to reduce significant impacts, where applicable. This Section includes 20 chapters, each addressing different topical areas (Air Quality, Noise, Transportation, etc.).
Section 5.0	Alternatives: Provides an analysis of three different alternatives to the proposed project.
Section 6.0	Mandatory CEQA Sections: Provides an analysis of growth-inducing impacts, significant unavoidable environmental impacts, and irreversible environmental change.

The EIR appendices include:

- Appendix A: Notice of Preparation (NOP), including comment letters received on the NOP and the NOP distribution list
- Appendix B: List of General Plan Update Goals and Policies

- Appendix C: Existing Conditions Report
- Appendix D: Air Quality, Energy and Greenhouse Gas Analysis Technical Study
- Appendix E: Noise Analysis Technical Study
- Appendix F: Transportation Impact Analysis

In compliance with Public Resources Code Section 21081.6, a mitigation monitoring and reporting program (MMRP) will be prepared as a separately bound document that will be adopted in conjunction with the certification of the Final EIR. The MMRP, responses to public comments on the Draft EIR, and any revisions to the Draft EIR will be identified in the Final EIR.

1.4 – APPROACH TO EIR ANALYSIS

The approach to the analysis presented in this EIR is programmatic in nature given the broad scope of the General Plan Update. Each environmental issue is analyzed in a similar manner, starting with a discussion of the existing environmental setting, including physical conditions and pertinent planning and regulatory framework. Thresholds of significance are then defined and are used to measure the proposed GPU's potential impacts on the environment. Thresholds of significance are based on a broad list of questions and impact topics set forth in Appendix G of the State CEQA Guidelines.

The impact analysis provided for each of the 20 topical areas examines the broad, long-term environmental effects resulting from the implementation of the goals and policies contained in each of the updated General Plan elements. The assessment of impacts focuses on how the impact in question could occur and whether the goals, policies, or some other aspect of the proposed Plan would reduce or eliminate such impacts. The presence of sensitive environmental resources, hazards in specific areas, and the broad implications of the General Plan throughout the Planning Area are considered in the determination of impact significance. If the analysis indicates that a significant impact could occur, even with the benefits of any proposed goals or policies, mitigation measures are specified.

1.5 – SCOPING AND PUBLIC REVIEW

Notice of Preparation

To define the scope of the investigation of the Program EIR, the City of Compton distributed a Notice of Preparation (NOP) to local, county, state, and federal agencies along with interested private organizations and individuals. The NOP was delivered to the State Clearinghouse and the CEQA-required 30-day review period began on May 3, 2024, and ended on June 3, 2024. The purpose of the NOP is to provide agencies and private entities an opportunity to identify concerns regarding potential impacts of the proposed project, recommend items to be analyzed in the DEIR, and to provide suggestions concerning ways to avoid significant impacts (Section 15082, CEQA Guidelines). The NOP is included in Appendix A, along with copies of written comments received during the 30-day public review period for the NOP and the NOP distribution list. On May 16, 2024, the City conducted a scoping meeting on the NOP at the Douglas F. Dollarhide Community Center to discuss issues to be addressed in the EIR with members of the public. Only one member of the public attended the scoping meeting, and did not have any formal comments on the proposed GPU. The written comments received on the NOP during the 30-day review period are summarized in Table 1.1. The comment letters are also included in Appendix A.

Table 1.1
Brief Summary of Comments on the NOP

Commenting Agency/Person	Brief Summary of Comments on the NOP	Section(s) Where Addressed
Los Angeles County Sanitation Districts (5-20-24)	This comment letter describes the Districts' roles and responsibilities with respect to sewage, identifies the capacity of existing facilities, and provides other information regarding service fees and sewage treatment demand factors for various land uses.	Utilities and Services (4.19)

Public Review of Draft EIR

Comments from all agencies and individuals are invited regarding the information contained in the Draft Program EIR. Such comments should explain any perceived deficiencies in the assessment of impacts or provide the information that is purportedly lacking in the Draft Program EIR or indicate where the information may be found. All comments on the Draft Program EIR are to be submitted, by the close of the 45-day public review period to:

Jessica Larkin, Senior Planner
City of Compton Planning Division
205 South Willowbrook Avenue
Compton, California 90220
jlarkin@comptoncity.org
(310) 605-5532

Following the 45-day period of circulation and public review of the Draft Program EIR, all comments and the City's responses to the comments will be incorporated into a Final Program EIR prior to certification of the document by the City of Compton.

Availability of EIR Materials

All materials related to the preparation of this Program EIR, including information incorporated by reference, are available for public review. The Notice of Preparation and the Draft Program EIR are posted on the City's website: https://www.compton2045.org/documents. To request an appointment to review these materials, please contact Robert Delgadillo (see contact information above).

1.6 – NATIVE AMERICAN CONSULTATION

On May 20, 2024, the City sent notices to the following four (4) Native American Tribes/Tribal Representatives to determine if they wished to consult with the City regarding the GPU:

Native American Tribal Group	Tribal Representative
Gabrieleno Band of Mission Indians - Kizh Nation	Andrew Salas, Chairperson
Gabrielino Tongva Indians of California Tribal Council	Robert Dorame, Chairperson
Gabrielino-Tongva Tribe	Charles Alvarez
Soboba Band of Luiseño Indians	Joe Ontiveros, Cul. Res. Dir.

As of publication of this Draft EIR, the 30-day AB 52 and the 90-day SB 18 consultation periods had expired none of the four tribes had requested formal consultation with the City.

1.7 – CITATION

Preparation of this Program EIR and the General Plan Update rely on information from many sources, including the appendix materials previously listed and numerous other references. Pursuant to Section 15148 of the State CEQA Guidelines, citations from the appendix materials and other sources are provided throughout the EIR. Citations are numbered sequentially and inclusive to each environmental impact topic (Sections 4.1 through 4.20). References are located at the end of each section of this DEIR.

2.0 – EXECUTIVE SUMMARY

This chapter provides a summary description for the city of Compton General Plan Update (”GPU” or "project"), a list of associated environmental issues to be resolved, a summary of significant impacts and mitigation measures associated with the project, and a summary of feasible alternatives to the project, including identification of the environmentally superior alternative.

2.1 – PROJECT LOCATION

Compton is located in the southern portion of Los Angeles County, approximately 15 miles south of downtown Los Angeles. The City is bordered by the City of Lynwood and the Los Angeles County community of Willowbrook to the north, the City of Paramount to the east, the cities of Long Beach and Carson to the south, and the unincorporated area of East Compton. The regional context of Compton is shown in Exhibit 3-1 of the Project Description chapter (see Chapter 3). Exhibit 3-2 of the Project Description chapter provides a more detailed view of the Planning Area, including City boundaries and Sphere of Influence areas. The City of Compton recognizes the surrounding unincorporated areas on the south and west as within its natural Sphere of influence and will annex these lands into the City of Compton in a phased plan (see Exhibit 3-3). The City is encircled by multiple freeways that provide access to neighboring cities. Interstate 105 (I-105) runs to the north, connecting El Segundo to Norwalk. Interstate 710 (I-710) extends from the seaport in Long Beach to East Los Angeles along the eastern City border. State Route 91 (SR 91) traverses the southern part of the City, continuing eastward into San Bernardino County. Interstate 110 (I-110) runs to the west, connecting Long Beach to Pasadena. Additionally, Compton is home to Compton Woodley Airport, which is open to the public for general aviation aircraft. The City is also served by two Blue Line Metro stops that commence in Downtown Los Angeles and terminate in Long Beach.

2.2 – PROJECT DESCRIPTION

The General Plan Update is intended to achieve the land use, transportation, housing, and other goals of the City that reflect the community’s growth over the long-term. Table 2-1 (identical to Table 3-5 in the Project Description) compares existing 2023 conditions with the projected growth for the 2045 horizon year and includes the City of Compton and its Sphere of Influence (Planning Area). As shown in Table 2-1, the 2045 planning horizon projected development for the Planning Area is estimated at approximately 34,023 dwelling units, 130,242 residents, 26,784,445 square feet of non-residential uses, and 27,969 jobs. Therefore, the 2045 planning horizon for the Planning Area is estimated to result in increases of approximately 5,776 dwelling units, 22,522 residents, approximately 1.3 million square feet of non-residential building area, and 2,401 jobs when compared to existing conditions.

Table 2.1
General Plan Update: Comparison of 2023 and 2045

Development Indicators	EXISTING CONDITIONS (2023)			FUTURE CONDITIONS (2045)		
	City	Sphere of Influence	Total Planning Area	City	Sphere of Influence	Total Planning Area
Dwelling Units	24,867	3,380	28,247	30,457	3,566	34,023
Population	93,719	13,971	107,690	115,587	14,655	130,242
Non-Residential Building Square Feet	25,348,700	119,275	25,467,975	26,681,810	102,635	26,784,445
Employees	25,384	184	25,568	27,763	206	27,969

2.3 – GENERAL PLAN ELEMENTS

The General Plan Update is intended to achieve the land use, transportation, housing, and other goals of the City that reflect the community's growth over the long-term. The City of Compton General Plan update succeeds the last comprehensive general plan adopted 1991. The General Plan Update incorporates statutory requirements for general plans and guidance provided in the *2017 General Plan Guidelines* provided by the Office of Planning and Research (OPR); coordinates future development and policies with regional planning efforts and serves as the city's fundamental guide in developing strategies to address greenhouse gas reduction, climate change, and climate planning. The EIR incorporates the goals, policies, and objectives of the following Elements from the updated General Plan:

- Mobility Element
- Land Use Element
- Economic Development Element
- Housing Element
- Public Utilities Element
- Open Space Element
- Environmental Justice Element
- Public Safety Element
- Preserving Compton's Heritage Element

These goals, objectives, and policies are intended to maintain various potential environmental effects of the GPU at levels that are less than significant and are considered when evaluating the potential environmental impacts of implementing the General Plan. Sections 4.1 through 4.20 list goals, policies, and objectives from the General Plan relative to the specific environmental issue being evaluated. The Housing Element is updated for the 6th cycle and planned developments identified in the Land Use Element accommodates the Regional Housing Needs Allocation goal of 1,004 housing units, which represents a 2.95% increase from the existing number of housing units in the Planning Area. The GPU also includes Amendments to Chapter 30 (Zoning) of the Compton Municipal Code (Zoning Map and Zoning Text Amendments) to implement the Land Use Element's Land Use Plan.

2.4 – APPROACH TO EIR ANALYSIS

The approach to the analysis presented in this EIR is programmatic in nature given the broad scope of the General Plan Update. Each environmental issue is analyzed in a similar manner, starting with a discussion of the existing environmental setting, including physical conditions and pertinent planning and regulatory framework. Thresholds of significance are then defined and are used to measure the proposed GPU's potential impacts on the environment. Thresholds of significance are based on a broad list of questions and impact topics set forth in Appendix G of the State CEQA Guidelines.

The impact analysis provided for each of the 20 topical areas examines the broad, long-term environmental effects resulting from implementation of the goals and policies contained in each of the updated General Plan elements. The assessment of impacts focuses on how the impact in question could occur and whether the goals, policies or some other aspect of the proposed Plan would reduce or ameliorate such impacts. The presence of sensitive environmental resources, hazards in specific areas, and the broad implications of the General Plan throughout the Planning Area are considered in the determination of impact significance. If the analysis indicates that a significant impact could occur, even with the benefits of any proposed goals or policies, mitigation measures are specified.

2.5 – SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

For each of the environmental topics listed above, any *"significant"* Project or cumulative impact and associated mitigation measure(s) identified in this EIR are summarized in Table 2-1, Summary of Potentially Significant Impacts and Recommended Mitigation Measures, which follows at the end of this chapter. The summary chart has been organized to correspond with the more detailed impact and mitigation discussions in chapters 4.1 through 4.20 of this Draft EIR. The chart is arranged in four columns: (1) identified impacts, (2) potential significance without mitigation, (3) mitigation measure(s), and (4) the level of impact significance after implementation of the mitigation measure(s). Because the table does not list impacts that are less than significant with no mitigation required, the Impact/Mitigation Measure numbering may be out of sequence.

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Table 2.2
Summary of Potentially Significant Impacts and Recommended Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
AIR QUALITY			
Impact AQ-1 – Would the GPU conflict with or obstruct implementation of the applicable air quality plan? Since the projected population growth under the Project's 2045 time horizon exceeds the 2020 RTP/SCS growth forecasts used to prepare the 2022 South Coast Air Quality Management Plan, the Project could increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of air quality standards in the Basin. This is considered a **potentially significant impact**.	Potentially Significant	See **Mitigation Measures AQ-2A** and **AQ-2B** under **Impact AQ-2** below.	Significant and Unavoidable
Impact AQ-2 – Would the GPU result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard? Due to the built-out nature of the Project Area, construction emissions are speculative with respect to the timing and magnitude of demolition, site preparation, grading, building construction, paving and painting activities that would occur over time. Fugitive dust (PM10) emissions would be greatest during building demolition, site preparation, and grading, due to the disturbances of soil and transport of material and NOx emission would result from the combustion of diesel fuels used to power off road heavy-duty pieces of equipment (e.g. backhoes, bulldozers, excavators, etc.).	Potentially Significant	**Mitigation Measure AQ-2A: Require a Project-level Construction Air Quality Assessment for Conditional uses and New Discretionary Development Projects.** Prior to a discretionary approval by the City for development projects subject to CEQA (meaning, non-exempt CEQA projects), project applicants shall prepare and submit a technical assessment evaluating potential project-specific construction-related air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD's adopted thresholds of significance, the City shall require that applicants for new development projects incorporate strategies to reduce air pollutant emissions during construction activities. The specific strategies identified for a project shall be included as conditions of project approval, and be incorporated into all	Significant and Unavoidable

Reactive Organic Gas or Volatile Organic Compound (VOC) emissions would generally be greatest during architectural activities. The types and quantity of equipment, and duration of construction activities, would be dependent on project-specific conditions. Despite the unknowns, it is plausible that one or more projects developed under implementation of the proposed GPU could exceed one or more of the SCAQMD's construction criteria air pollutant thresholds of significance and the impact could be **potentially significant and requires mitigation**. As shown in Table 4.3-6 of Chapter 4.3 Air Quality), the maximum daily operational emissions associated with the 2045 growth under the Project would result in ROG, NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions that exceed SCAQMD-recommended significance thresholds. This is considered a **potentially significant impact**.		appropriate construction bid, engineering, and planning documents prepared for the project. Potential strategies to reduce construction-related emissions include, but are not limited to: ● Using heavy-duty off-road construction equipment that meets U.S. EPA Tier IV Final emissions standards (for equipment greater than 50 horsepower), either through original manufacturer's certification or through the use of California Air Resources Board verified diesel emissions control strategies (e.g., a diesel particulate filter). ● Using electric equipment, particularly for equipment less than 50 horsepower ● Using alternative fuels such as renewable diesel, biodiesel (no more than B20 blend), or liquefied or compressed natural gas biodiesel, ● Using smaller equipment that can complete the same construction activities in the same time as standard-sized equipment. ● Limiting idling time of diesel-powered construction equipment to two (2) minutes. ● Ensuring equipment brought to a site has been properly serviced and maintained in accordance with manufacturer's standards. ● Implementing applicable SCAQMD fugitive dust control measures ● Using interior and exterior coatings that meet SCAQMD Rule "Low-VOC" or "Super-Compliant" definitions. **Mitigation Measure AQ-2B: Require a Project-level Operational Air Quality Assessment for New Discretionary Development Projects** Prior to a discretionary approval by the City for development projects subject to CEQA (meaning non-exempt CEQA projects) project applicants shall prepare	

		and submit a technical assessment evaluating potential project-specific operation air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the SCAQMD's adopted thresholds of significance, the City shall require that applicants for new development projects incorporate strategies to reduce air pollutant emissions during operational activities. The specific strategies identified for a project shall be included as conditions of approval, and be incorporated into all appropriate planning documents for the project. Potential strategies to reduce operational emissions include, but are not limited to the following: • Reducing vehicle trips or vehicle miles travelled (VMT) generated by residential and non-residential projects • Reducing or eliminating new natural gas fireplaces and hearths in residential projects • Reducing or eliminating new natural gas appliances in residential and non-residential projects • Reducing or prohibiting gasoline-powered landscaping equipment in residential and non-residential projects • Incorporating clean air vehicle parking, bicycle parking, and electric vehicle and truck charging infrastructure that meets the additional, voluntary standards established in the version of the CALGreen code in effect at the time the building permit application is submitted for a project • Incorporating appropriate transit-supporting infrastructure into site plans	

Impact AQ-3 – Would the GPU expose sensitive receptors to substantial pollutant concentrations? Construction emissions associated with future development activities facilitated under implementation of the proposed GPU could exceed SCAQMD construction LSTs and cancerogenic and non-cancerogenic threshold maintained and recommended by the SCAQMD. This is considered a **potentially significant impact**.	Potentially Significant	**See Mitigation Measure AQ-2A, Above**	Significant and Unavoidable (Construction Emissions Only)
Impact AQ-5 – *Would the GPU cause substantial adverse cumulative impacts with respect to Air Quality?* The Project's 2045 growth and associated construction and operational emissions would not be consistent with the planning assumptions and emissions levels which exceed SCAQMD-recommended CEQA thresholds of significance. This is a **potentially significant impact.**	Potentially Significant	**See Mitigation Measure AQ-2A and AQ-2B, Above**	Significant and Unavoidable
GREENHOUSE GAS EMISSIONS			
Impact GHG-1 – Would the GPU generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment? As shown in Table 4.8-4, the GPU's 2045 growth projection would result in GHG emissions that exceed the adjusted SCAQMD derived plan-efficiency metric. This is considered a **potentially significant impact.**	Potentially Significant	See **Mitigation Measure AQ-2B**. **Mitigation Measure GHG-1: Require a Project-level Greenhouse Gas Emissions Assessment for Conditional Uses and New Discretionary Development Projects.** Prior to a discretionary approval by the City project applicants for residential development projects with more than 30 dwelling units or nonresidential development projects over 50,000 square feet that are subject to CEQA (meaning non-exempt CEQA projects) shall prepare and submit to the City for review and approval a technical assessment evaluating potential project-specific greenhouse gas (GHG) emissions impacts. The assessment shall evaluate the project's consistency with adopted state-wide GHG emissions reduction goals, such as Senate Bill 32,	Significant and Unavoidable

		Assembly Bill 1279, or an interpolated GHG emission reduction goal for 2045 that is based on regional data (e.g., an interpolated SCAQMD efficiency metric of 1.0 $MTCO_2e/yr/SP$). If GHG emissions levels are determined to have the potential to be inconsistent with the State GHG reduction goals, the City shall require that applicants for new development projects incorporate strategies to reduce GHG emissions during operational activities. The specific strategies identified for a project shall be included as conditions of approval, and be incorporated into all appropriate planning documents for the project. Potential strategies to reduce GHG emissions include, but are not limited to: ● Reducing vehicle trips or vehicle miles travelled (VMT) generated by residential and non-residential projects ● Requiring new residential and non-residential development to incorporated on-site renewable energy systems that reduce grid electricity consumption ● Requiring new residential and non-residential projects to incorporate water efficient landscaping and water conservation measures such as low-flow fixtures, grey water systems, etc.	
Impact GHG-3 – Would the GPU cause substantial adverse cumulative impacts with respect to greenhouse gases? The Project's 2045 growth projection and associated GHG emissions could exceed the significance threshold applied in this EIR and pose a conflict with the 2022 Climate Change Scoping Plan of the California Air Resources Board. This is considered a **potentially significant impact.**	Potentially Significant	See **Mitigation Measures AQ-2** and **GHG-1**.	Significant and Unavoidable

HYDROLOGY AND WATER QUALITY			
Impact HYD-2 – Would the GPU substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? The proposed GPU may result in potentially significant short- or long-term impacts to local groundwater supplies. This is considered a **potentially significant impact.**	Potentially Significant	**Mitigation Measure HYD-1: Water Demand Management.** New developments under the GPU that will be served by local water utility providers shall not be approved if they increase water use in excess of what is identified for supply in 2045 under the most recent Urban Water Management Plan for the involved local water providers.	Less than Significant
UTILITIES AND SERVICES SYSTEMS			
Impact UTIL-1 – Would the GPU require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? Since most of the City's water supply comes from groundwater sources, the growth represented by the proposed GPU exceeds that upon which CWD's and Liberty's UWMPs were developed, and long-term local groundwater supply is a **potentially significant impact that requires mitigation**.	Potentially Significant	**Mitigation Measure HYD-1: Water Demand Management.** New developments under the GPU that will be served by local water utility providers shall not be approved if they increase water use in excess of what is identified for supply in 2045 under the most recent Urban Water Management Plan for the involved local water providers.	Less than Significant
Impact UTIL-2 – Would there be sufficient water supplies available to serve reasonably foreseeable future development in the Planning Area during normal, dry and multiple dry years? The growth represented by the proposed GPU exceeds that upon which CWD's and Liberty's UWMPs were developed. In addition, it is	Potentially Significant	**Mitigation Measure HYD-1: Water Demand Management.** New developments under the GPU that will be served by local water utility providers shall not be approved if they increase water use in excess of what is identified for supply in 2045 under the most recent Urban Water Management Plan for the involved local water providers.	Less than Significant

estimated that the proposed GPU would result in an increase in annual water usage within the Planning Area by approximately 327 million gallons per year in 2045 when compared to existing conditions. Therefore, it was determined that long-term local groundwater supply is a **potentially significant impact that requires mitigation**.			
Impact UTIL-6 – Would the GPU cause substantial adverse cumulative impacts with respect to utilities and service systems? It was determined that water supply may not be adequate for the full implementation of the GPU in the future. This is considered a **potentially significant impact.**	Potentially Significant	**Mitigation Measure HYD-1: Water Demand Management.** New developments under the GPU that will be served by local water utility providers shall not be approved if they increase water use in excess of what is identified for supply in 2045 under the most recent Urban Water Management Plan for the involved local water providers.	Less than Significant

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2.6 – ALTERNATIVES TO THE PROPOSED PROJECT

Pursuant to State CEQA Guidelines Section 15126.6, this chapter describes three alternatives to the General Plan Update (project), including the CEQA-mandated No Project Alternative, and compares the impacts of each alternative to the project. The ability of each alternative to meet the basic project objectives is also described, and the "environmentally superior" alternative among the three is identified, as required by the CEQA Guidelines.

In accordance with CEQA Guidelines Section 15126.6(a), an EIR does not need to evaluate every conceivable alternative. A feasible range of alternatives has been evaluated that will allow decision-makers to make a reasoned choice and that meet most of the project objectives. The project objectives included in Chapter 3, Project Description, are:

1. **Street and Infrastructure Systems.** A complete street system paved and improved for all mobility types and that includes accessible, safe sidewalks and pedestrian crosswalks. Reliable water and sewer infrastructure systems sized and maintained to meet current and future demands and to minimize risks to public health and safety. A comprehensive network of City facilities well maintained to meet community needs.

2. **Safe and Clean Neighborhoods.** Safe, clean neighborhoods enhanced by street lighting improvements that create greater visibility in residential areas, removal of longstanding blighted structures, elimination of illegal dumping Citywide, revitalized vacant lots, and other improvements shown to contribute to public safety and cleanliness.

3. **Commerce and Entertainment.** Vibrant commercial districts and corridors provide many opportunities for entrepreneurs and flexibility for established local businesses to offer diverse goods and services, leisure activities, and places to dine and entertain.

4. **Parks and Recreation.** Well-designed, well-maintained, and safe parks, recreational facilities, and community centers that meet diverse and evolving community needs. Recreational and community service programs that offer educational classes and culturally relevant events targeting Compton's youth, families, and seniors.

5. **Equity and Environmental Justice.** Improved air quality, elimination of industrial noise and pollution, and noxious truck emissions that impact residential neighborhoods. A City where all residents have easy access to community facilities, healthy food choices, parks and facilities, and safety and sanitary homes. A community in which everyone who desires to can readily engage in civic life and public decision-making processes in languages in which they have most comfort.

6. **City Communication.** Effective forms of communication between City leaders and residents and the business community that allow for trust and transparency.

7. **Healthy Community.** Equal access for all residents to affordable housing, mental health and public health services, and other social services, particularly for low-income households and other vulnerable residents. Work force development and educational programs for local residents to provide them with higher income earning potential.

8. **Fiscally Responsible.** Effective High quality and reliable municipal services funded by sustainable and reliable City revenues supported by competent financial management and highly capable staff and City leadership.

9. **Resilient Community.** People, infrastructure, and community assets protected from evolving threats and vulnerabilities.

10. **Housing Access for All.** Improved housing supply and expanded housing opportunities that result in high quality living environments, with access to employment, community facilities, and services. Attractive and safe housing opportunities for a full range of housing types and affordability levels and with equal access and opportunity for all.

11. **Safe and Equitable Mobility.** An interconnected, active transportation system that recognizes and responds to the critical needs of businesses to move commerce while accommodating the equally important necessity for motorists, pedestrians, cyclists, and transit users to move around the City with convenience and ease. Safe multimodal mobility that creates pleasant travel ways for motorists, pedestrians, and cyclists and encourages transit use.

Alternative 1: No Project/Existing 1991 General Plan

The No Project/Existing General Plan Alternative (No Project Alternative) assumes that development would occur within the Planning Area that was anticipated under the 1991 General Plan. Development assumptions for this alternative are shown in Table 2.3. As shown in Table 2.3, development under the 1991 General Plan would result in a significant increase in residential development and population, and a small decrease in non-residential development when compared to the proposed GPU. Additionally, no new policies, goals, or development standards associated with the proposed GPU would be implemented; the standards, goals, and policies associated with the 1991 General Plan would be applicable. This alternative would also not meet the City's current Regional Housing Needs Allocation (RHNA) allocation for affordable housing units.

Alternative 2: Reduced (-10%) Overall Development Alternative

The Reduced Overall Development Capacity Alternative reflects a reduced number of residential units and a reduced amount of non-residential development (both approximately 10 percent less) compared to those expected under the proposed GPU. Development assumptions for this alternative are shown in Table 2.3. This alternative assumes that policies, goals, or development standards associated with the Project would apply to this alternative. This alternative would result in less employment generation that the Project, but would still meet the City's current Regional Housing Needs Allocation (RHNA) goals.

Alternative 3: Reduced (-25%) Residential Development Alternative

The Reduced Residential Alternative assumes that the total number of dwelling units under this alternative would be 25 percent less than the increase expected under the proposed GPU. This alternative also assumes a small decrease in the amount of non-residential development than expected under the proposed GPU. This alternative assumes that policies, goals, or development standards associated with the Project would apply. This alternative would also meet the current City's Regional Housing Needs Allocation (RHNA) goal of accommodating 1,004 additional dwelling units.

Environmentally Superior Alternative

None of the alternatives would eliminate or reduce any of the significant impacts of the GPU to less than significant levels. However, Alternative 3, the Reduced Residential Development Alternative would reduce potential impacts to the greatest degree and would therefore be the "environmentally superior alternative." This conclusion is based on the comparative impact conclusions in Tables 2.3 and 2.4 and the analysis within this chapter. In addition, this alternative would meet the City's Regional Housing Needs Allocation goals.

Table 2.3
Land Use Alternatives Development Assumptions

Land Use	Existing Conditions (2023)	Proposed GPU (2045)	Net Change in Growth Potential (2045)		
			1. No Project / Existing General Plan Development Alternative[(a)]	2. Reduced (-10%) Overall Development Alternative	3. Reduced (-25%) Residential Development Alternative
Dwelling Units	28,247	+5,776	+15,632	+5,198	+4,332
Population	107,690	+22,552	+62,999	+20,297	+16,914
Non-Residential	25.5 MSF	+0.3 MSF	+0.2 MSF	+0.27 MSF	+0.3 MSF
Employees	25,568	+2,401	--	+2,161	+2,401

Source: Table 3.5, DEIR Project Description, MIG, 2025
(a) 1991 Compton General Plan, Table LU-1 – Land Use Policy Implications, p. 3-1 (does not include employment projections).
MSF = million square feet (rounded off)

Table 2.4
Alternative Impacts Compared to Project Impacts

Impact/Resource	Alternative 1: No Project / Existing General Plan	Alternative 2: Reduced (-10%) Overall	Alternative 3: Reduced (-25%) Residential
Air Quality	**Increased SU**	**Reduced SU**	**Reduced SU**
Biological Resources	Similar LTS	Similar LTS	Similar LTS
Cultural Resources	Similar LTS	Similar LTS	Similar LTS
Energy	Increased LTS	Reduced LTS	Reduced LTS
Geology and Soils	Similar LTS	Similar LTS	Similar LTS
Greenhouse Gas Emissions	**Increased SU**	**Reduced SU**	**Reduced SU**
Hazards and Hazardous Materials	Similar LTS	Similar LTS	Similar LTS
Hydrology and Water Quality	Similar LTS	Similar LTS	Similar LTS
Land Use	Similar LTS	Similar LTS	Similar LTS
Mineral Resources	Similar LTS	Similar LTS	Similar LTS
Noise	Similar LTS	Reduced LTS	Reduced LTS
Population and Housing	Similar LTS	Reduced LTS	Reduced LTS
Public Services	Increased LTS	Reduced LTS	Reduced LTS
Recreation	Increased LTS	Reduced LTS	Reduced LTS
Transportation (VMT)	Increased LTS	Reduced LTS	Reduced LTS
Tribal Cultural Resources	Similar LTS	Similar LTS	Similar LTS
Utilities and Service Systems	Increased LTS	Reduced LTS	Reduced LTS
Wildfire	Similar LTS	Similar LTS	Similar LTS

Source: MIG, 2025.
LTS = Less Than Significant Impact
SU = **Significant and Unavoidable Impact**

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3.0 – PROJECT DESCRIPTION

The comprehensive update of the City of Compton 2045 General Plan Update (General Plan Update or GPU) is intended to bring the document into conformance with the requirements of Article 5 (Authority for and Scope of General Plans) of California Government Code and addresses changes to the demographic, economic and environmental conditions in Compton that are anticipated to occur through the year 2045. Article 5 requires that every city and county are required to have a general plan that functions as a comprehensive, long-range policy document. For cities, the general plan guides the physical development of the incorporated city (e.g., city limit) and any land outside city boundaries (e.g., unincorporated sphere of influence area) that has a relationship to a city's future growth and development. A sphere of influence is a planning boundary outside of a city's legal boundary (also known as the city limit line) that designates a city's probable future boundary and service area. The General Plan applies to a Planning Area comprising the City of Compton and the unincorporated Los Angeles County territory generally located within pockets in the northwestern and eastern portions of the City. The project analyzed in this program Environmental Impact Report (EIR) is the adoption and long-term implementation of the General Plan.

3.1 – BACKGROUND

The City's General Plan was last comprehensively updated in 1991.[i] The current, comprehensive update process was initiated in 2021. Compton is well situated geographically and culturally to elevate its status as the Hub City. With easy access to the ports and regional jobs center, together with capacity to grow the local industrial base and create productive uses surrounding the Compton and Artesia Blue Line stations, the City can attract new uses to diversify and build the local economy. Regional housing demands provide the opportunity to reinvigorate the downtown and commercial districts hit hard by retail trends and COVID-19 as new mixed-use environments. City residents represent many cultures that can be celebrated through arts, entertainment, and retail/dining destinations appealing to people of all income levels. The General Plan was undertaken to help realize this vision. The Compton General Plan public engagement and outreach approach focused on guiding public involvement efforts and increasing participation by stakeholders and the general public in updating the General Plan. To reach a wide variety of City residents and stakeholders, an extensive community outreach program was conducted to secure initial public, focus group, and advisory body input on the development of the draft 2045 General Plan. The City gathered community input through the following methods:

- **City Leader Interviews:** In the early stages of the Compton General Plan 2045 update project, City Leader interviews were conducted and took place primarily in person during September 2022.
- **Focus Groups:** organized a series of focus groups involving nonprofit organizations, residents, churches, agencies, business, and property owners, all of whom are closely connected to the community in Compton. These focus groups aimed to address ongoing issues and challenges within the City, envision a better future for Compton, and propose more effective community engagement strategies. Six focus groups were facilitated in September and November of 2022.

[i] In 2011 the City updated the City of Compton General Plan, but that update was never adopted.

- **General Plan Working Group:** A working group was created from individual residents and community partners that derived from various affinity groups. The project team worked with these affinity groups to gain expertise and leverage their trust in the community, as well as to reach a wide and diverse audience that enabled dialogue, a wide range of participation, and the ability to identify gaps and strategies for improvement.
- **Community Survey:** The City conducted a community survey entitled "Vision for Compton Survey: Share Your Ideas." The survey was designed in English and translated to Spanish to gather community feedback and inform the priorities of the General Plan Elements, specific to safety, housing, economic development, and healthy and environment (environmental justice). The survey was made available on October 1, 2023, and closed on March 1, 2023. Three hundred and eighty-two (382) total responses were gathered using the online survey platform.
- **Community Workshop:** On August 31, 2023, the City of Compton conducted a community workshop at the Douglas F. Dollarhide Community Center. The purpose of the workshop was to gather community input regarding various aspects of land use, housing densities, and potential housing sites. Approximately 20 residents attended the open house-style workshop and shared their feedback through both verbal and written comments. A facilitator was available to translate conversations in Spanish and the material boards were translated into Spanish.
- **Pop-up and Mobile Workshops:** Formal and traditional activities also included town hall meetings, Zoom meetings, listening sessions, etc. During the first phase of visioning, two popup/mobile workshops were conducted. While exploring Compton's future, two meetings were conducted to explore possible solutions to vacant spaces and repurposing of land through a community perspective with actual utility.
- **Digital Engagement:** A project website was established as the central point for communicating efforts related to General Plan updates. The engagement program included a multimedia campaign that relayed updates and information via social media and other web-based platforms, the General Plan's dedicated website (see website), and print media (posters, fact sheets, and press releases). All written and digital engagement materials were translated into Spanish.

3.2 – LOCATION AND SETTING

Location

Located in southern Los Angeles County, approximately 15 miles south of Downtown Los Angeles, the City of Compton is bordered by the City of Lynwood and the Los Angeles County community of Willowbrook to the north, the City of Paramount to the east, the cities of Long Beach and Carson to the south, and the unincorporated area of East Compton (West Rancho Dominguez) to the west (see Exhibit 3.1). Compton holds the distinction of being one of the oldest cities in Los Angeles County and was incorporated as the eighth city in the County in 1888. Compton serves as a significant industrial center, encompassing transit, business services, technology, and manufacturing. The City is encircled by multiple freeways that provide access to neighboring cities. Interstate 105 (I-105) runs to the north, connecting El Segundo to Norwalk. Interstate 710 (I-710) extends from the seaport in Long Beach to East Los Angeles along the eastern City border. State Route 91 (SR 91) traverses the southern part of the City, continuing eastward into San Bernardino County. Interstate 110 (I-110) runs to the west, connecting Long Beach to Pasadena. Additionally, Compton is home to Compton Woodley Airport, which is open

to the public for general aviation aircraft. The City is also served by two Blue Line Metro stops that commence in Downtown Los Angeles and terminate in Long Beach.

Planning Area Boundaries

The General Plan's planning area encompasses all properties within the incorporated City limits, as well as unincorporated properties within the City's sphere of influence (see Exhibit 3.2).

Sphere of Influence
State law defines the sphere of influence as the probable physical boundary and service area of a local agency, as determined by the Local Agency Formation Commission (LAFCO) (Cal. Gov't. Code §56076). The City of Compton recognizes the surrounding unincorporated areas on the south and west as within its natural Sphere of influence and will annex these lands into the City of Compton in a phased plan (see Exhibit 3.3). The unincorporated areas most likely to be the first areas targeted for annexation include the East Compton unincorporated islands and the Rancho Dominguez area (located to the south of the City). The Rancho Dominguez area is developed largely in industrial uses while the East Compton area contains residential, commercial, and industrial land uses. The West Compton area extends from the City's western-most boundary continuing westerly to the I-110 Freeway. The Rancho Dominguez area is generally bounded by the SR-91 Freeway and Victoria Street on the north, Wilmington Avenue on the west, Del Amo Boulevard on the south, and Susana Road on the east. A second potential West Compton area of annexation interest is the western unincorporated area west of Central Avenue from the SR-91 Freeway to El Segundo. This area would be analyzed and potentially annexed in phases.

Joint Sphere of Influence
Joint spheres of influence are areas that physically interact with multiple cities surrounding cities. There is a joint spheres of influence west of Compton that LAFCO has designated as within the sphere of influence of the cities of Compton and Los Angeles; this designation was established in 1973.

Community Profile

The City of Compton's settlement history dates back to 1867, when a small band of pioneers from Stockton moved south, attracted by the opportunity to prosper in agriculture and found a town of their own. This well-organized and enterprising group incorporated the community in 1888, making Compton one of the oldest cities in Los Angeles County and a City that likely has experienced more economic and demographic change over the last 150 years than any other community in the region. Today Compton's agricultural roots can still be experienced at Richland Farms, where children can learn to ride a horse and how to grow food. Richland Farms represents just a small piece of City history, with the full history told by the post-World War II growth and evolution of suburban neighborhoods, construction of freeways that connect Compton to the ports and regional destinations, establishment of a major jobs center at Walnut Industrial Park, and today, opportunities to create new transit-focused districts around two light rail stations. It is renowned as a "hub city" due to its central location within Los Angeles County and its proximity to nearby cities. Compton serves as a significant industrial center, encompassing transit, business services, technology, and manufacturing.

Incorporated in 1888, the City of Compton carried out 153 annexations between 1924 and 1986. The first annexations occurred in central Compton along Willowbrook Avenue and radiated outward to the east, south, and west. The most recent annexations took place in 1986 in the

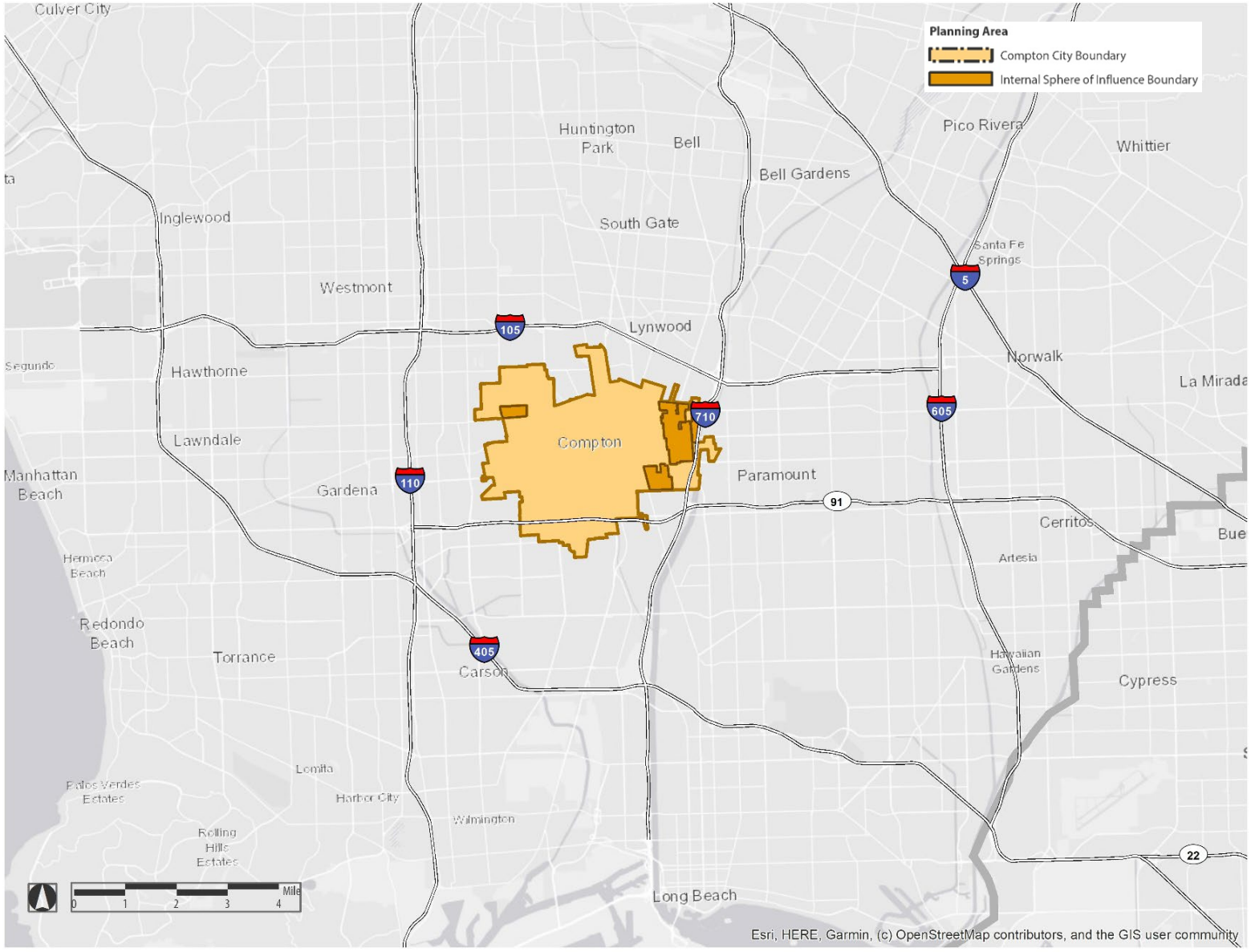
eastern part of the City bordering East Compton. The City has made attempts to annex the nearby unincorporated area of East Compton despite opposition from business and property owners in the area.

Compton experienced significant population growth between 1940 and 1970, with the number of residents increasing from 16,198 to 78,547, representing a 385 percent growth trend in just 30 years. Following World War II, the 1950s and 1960s witnessed an exponential boom in the construction of single-family homes within Compton's residential neighborhoods. As the last remaining tract homes were built on the remaining agricultural and vacant lands, growth began to slow. Between 1980 and 2020, the City saw only an 18 percent growth over 40 years, marking a stark contrast to previous decades. During that same time period, although population growth had slowed, the racial and ethnic composition of the City changed drastically. In 1980, nearly 74 percent of the population was Black and 21 percent Latino and/or Hispanic. In 2020, 40 years later, those percentages flipped, with the Black population making up only 25 percent of the population, while the Latino and/or Hispanic population were nearly 71 percent. The community's demographic shifts over time—from majority white through the 1940s to majority Black up to 2000 and now majority Latino/Hispanic—reflect people's desire to continue to seek opportunity in Compton, from affordable housing to skilled labor jobs to easy freeway and transit access to jobs throughout the region.

Compton residents are younger than the average age in Los Angeles County and nationwide. The median age in Compton is 31.8 years, higher than the median of 26.4 in 2010 but lower than the 2020 Los Angeles County median of 36.7 and California median of 36.7. Only 9.6% of Compton residents are over the age of 65 compared to13.6% in the county and 14.3% in the State. Compton is a family-oriented community with a much larger proportion of family households (82.4%) than the county (66.4%). According to the 2016-2020 ACS, the overall median household income in Compton is $58,703, an increase from $43,201 during the 2006-2010 ACS. The median household income in the City is lower than the median countywide ($71,358). single-family detached units represent the largest proportion of the housing stock (68.5%). Single-family attached units saw the highest growth rate between 2010 and 2020 (+1.4%), followed by 2- to 4-unit multiple family units (+0.7%). The share of multiple family units in Compton has remained constant during this period, representing 19.4% of the City's housing stock. Mobile home units represent less than 3% of the total housing stock and are not anticipated to increase further due to land availability.

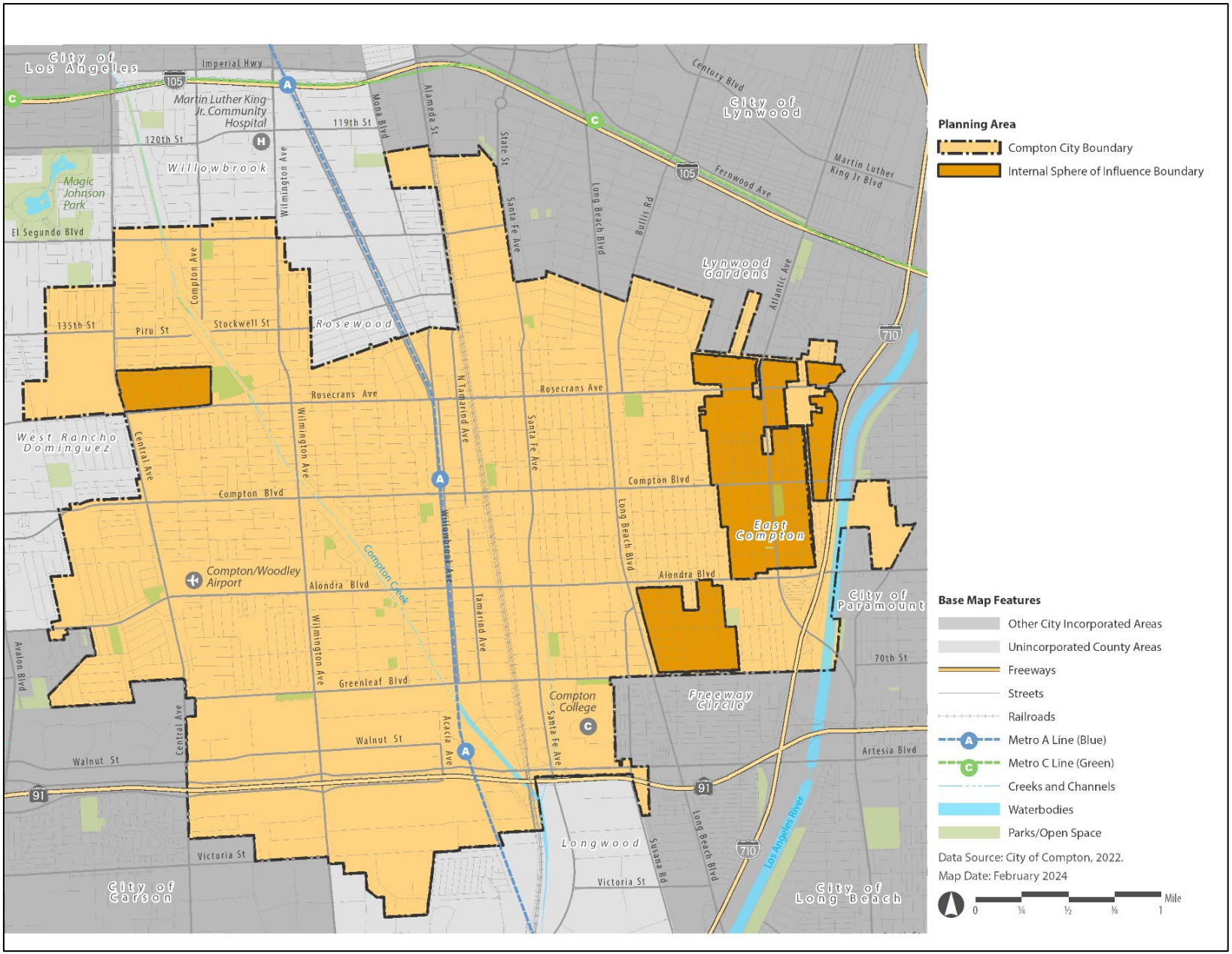
Over the past two decades, Compton has shed a poor image stigmatized by violence portrayed in the media and by the music and film industries to one of a community focused on creating a new future. The City's strategic location, easy access, and will of its leaders to guide Compton forward create positive conditions to create a plan for the next 20+ years.

Exhibit 3.1: Regional Location Map



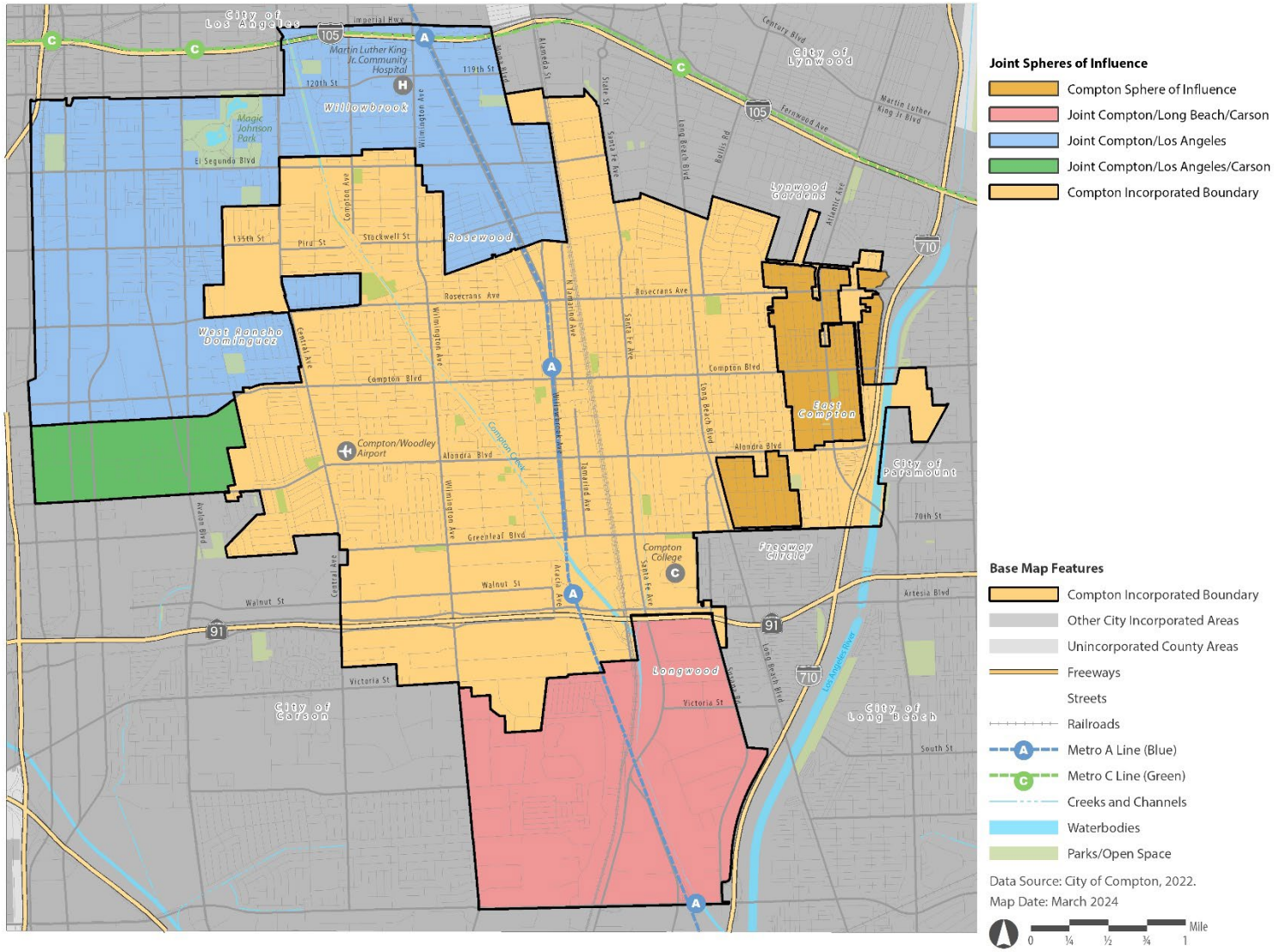
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Exhibit 3.2: Planning Area Map



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Exhibit 3.3: Joint Spheres of Influence



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3.3 – EXISTING CONDITIONS

Environmental Setting

The Planning Area consists of the corporate boundaries of the City of Compton and its Sphere of Influence. For cities, the general plan guides the physical development of the incorporated city (e.g., city limit) and any land outside city boundaries (e.g., unincorporated sphere of influence area) that has a relationship to the city's future growth and development. The City of Compton General Plan (General Plan) applies to a Planning Area comprised of the City of Compton and the unincorporated Los Angeles County territory generally located in the northwest and east parts of the City. As of 2023, three areas were determined to be within the sphere of influence of the City of Compton. The City of Compton's incorporated boundaries surround the Los Angeles unincorporated community of East Compton. Compton is comprised of roughly 5,090 acres, excluding street rights-of-way. East Compton adds 425 acres to the City's Sphere of Influence. The Planning Area is almost completely built out, with very little undeveloped land. Most development within the Planning Area is single unit residential (2,595 acres), followed by industrial/warehouse uses (1,082 acres), education uses (454 acres), commercial uses (314 acres), and multiple unit residential (251 acres) .

The Planning Area is located in south Los Angeles County and is bounded by the City of Paramount to the east, the City of Lynwood and an unincorporated county area (the Willowbrook community) to the north, unincorporated county areas to the west, and unincorporated county areas and the cities of Carson and Long Beach to the south. Compton is surrounded by multiple freeways that provide access to cities in the region. Interstate 105 runs north of the City from El Segundo to Norwalk. Interstate 710 runs from the seaport in Long Beach to East Lost Angeles along the eastern part of the City. State Route 91 cuts across the southern part of the City and continues east out to San Bernardino County. Interstate 110 runs to the west of the City from Long Beach to Pasadena. Compton is also home to Compton Woodley Airport which is open to general aviation aircraft. Compton is served by two Blue Line Metro stops which begin in Downtown Los Angeles and terminate in Long Beach. Compton consists of a significant volume of older, single-unit homes with yards. Compton, among other communities, lies along the Alameda Corridor, a railway which connects over 65 miles of track between Downtown Los Angeles to Long Beach. In 2018, an average of 38 trains per day used the corridor. The area is also crisscrossed by multiple 10-lane freeways, the I-105 and SR-91 running east to west, and I-710 and I-110 running north to south.

The entire Planning Area has a total estimated population of 107,690 with most residing in the City proper. According to the State Department of Finance (E-5 City/County Population and Housing Estimates, 1/1/2023), the population of the City in 2023 was 93,719, a 2.1% drop from the population of 96,740 from the 2020 Decennial Census. The State Department of Finance also estimates that the City's housing stock consists of 24,867 housing units, most (78%) of which are single-family detached and attached units. There are 4,763 units in buildings with two or more units, and 599 mobile homes. The August 2022 ESRI Business Summary for Compton shows that Compton is the place of employment for 26,362 workers and estimates 2,243 businesses (ESRI, 2022). The Planning Area's urban development is part of the Los Angeles-Long Beach-Anaheim urban area, a densely developed territory with an area of 1,634 square miles and a total population of 12,273,376 and encompass residential, commercial, and other non-residential urban land uses of the Los Angeles Basin and adjoining urbanized valleys (US Census, 2024).

Compton Creek, a tributary of the Los Angeles River, begins just east of south Main Street between 107th and 108th Streets in the City of Los Angeles and runs down through the

unincorporate community of Willowbrook. It traverses through Compton diagonally from El Segundo Boulevard to the Los Angeles River near Long Beach Freeway (I-710) in Long Beach. Compton Creek is primarily channelized, lacking natural riparian vegetation and areas for water to infiltrate the groundwater basin, while carrying floodwater during major rainstorms into the Los Angeles River. An approximately 0.55-mile unchannelized segment of Compton Creek consisting of nonnative vegetation is located between Crystal Casino near Artesia Boulevard and East Manville Street in the southeastern portion of the City. The creek's bank consists of pedestrian/bicycle trail along the eastern side with access points through gates on most neighborhood streets that end at the creek. The Los Angeles River is a major river through Los Angeles County, with its headwaters originating in the Simi Hills and Santa Susana Mountains. It flows nearly 51 miles from Canoga Park through the San Fernando Valley, Downtown Los Angeles, and the Gateway Cities to its mouth in Long Beach, where dumps into San Pedro Bay. The Los Angeles River, paralleling the Long Beach Freeway, traverses the eastern edges of the City's boundary, adjacent to the City of Paramount, within a concrete-lined channel. The Long Beach Freeway creates a barrier to the river from Compton residential neighborhoods.

The Planning Area is located in the Los Angeles Basin, a coastal alluvial plain nestled between the Santa Monica Mountains, the Pacific Ocean, the Elysian, Repetto, and Puente Hills and the Santa Ana Mountains and San Joaquin Hills. Geologically, it occupies the Central Block area of the Los Angeles Basin adjacent to the Newport-Inglewood Fault System. Runoff from the Santa Monica and San Gabriel Mountains to the north is the primary source of the Los Angeles River which recharges the aquifers of the Central Groundwater Basin. Water is drained by the Los Angeles River Watershed and eventually reaches the Pacific Ocean.

Liquefaction zones are areas that may experience the loss of soil structure due to ground shaking due to high groundwater conditions and poorly consolidated soils. During an earthquake, the soils could behave like liquid, causing previously solid ground to become unstable. The majority of Compton falls within a liquefaction zone, and since most of the City is already developed, a large-scale earthquake could have a detrimental impact on nearly all existing residences and businesses. In 1933, a magnitude 6.4 earthquake struck the City of Long Beach along the Newport-Inglewood fault, resulting in 17 deaths in Compton and extensive property damage.

The storm drain system in Compton, which is maintained by the Los Angeles County Flood Control District (LACFCD), funnels stormwater through a network of mains and catch basins until it is eventually discharged in the Pacific Ocean via the Los Angeles River and its tributaries. High concentrations of impervious surfaces in intensive urban areas, like Compton and surrounding vicinities, has contributed to poor water quality from polluted stormwater runoff. Key sources of contamination include sediment, nutrients, pesticides, metals, oil and grease, and pathogens. The Los Angeles County Watershed Management reports that the lower portion of the Los Angeles River Watershed, including Compton Creek, has impaired water quality due to polluted storm water runoff conveyed from the surrounding urban areas.

Existing General Plan

Each city and county in California must prepare a comprehensive, long-term general plan to guide its future. The land use element of the general plan establishes the basic land uses and density of development within the various areas of the City. Under state law, the general plan elements must be internally consistent, and the City's zoning must be consistent with the general plan. Compton last comprehensively updated its General Plan in 1991. *General Plan Vision 2010* is organized into nine elements, which present an integrated and internally consistent set of goals, policies, and implementation measures. The following elements are in the 1991 General Plan:

- Land Use Element
- Housing Element
- Circulation Element
- Conservation, Open Space/Parks and Recreation Element
- Public Safety Element
- Noise Element
- Public Facilities Element
- Urban Design Element
- Economic Development Element
- In 2010, the City initiated a General Plan update, but the process stalled in 2014 and was not completed.

Exhibit 3.4 graphically depicts the 1991 General Plan land use distribution in Compton. Residential and Industrial land uses make up over half of the City.

Exhibit 3.4
Existing General Plan Land Use Distribution
(Percentages of Net Acres)

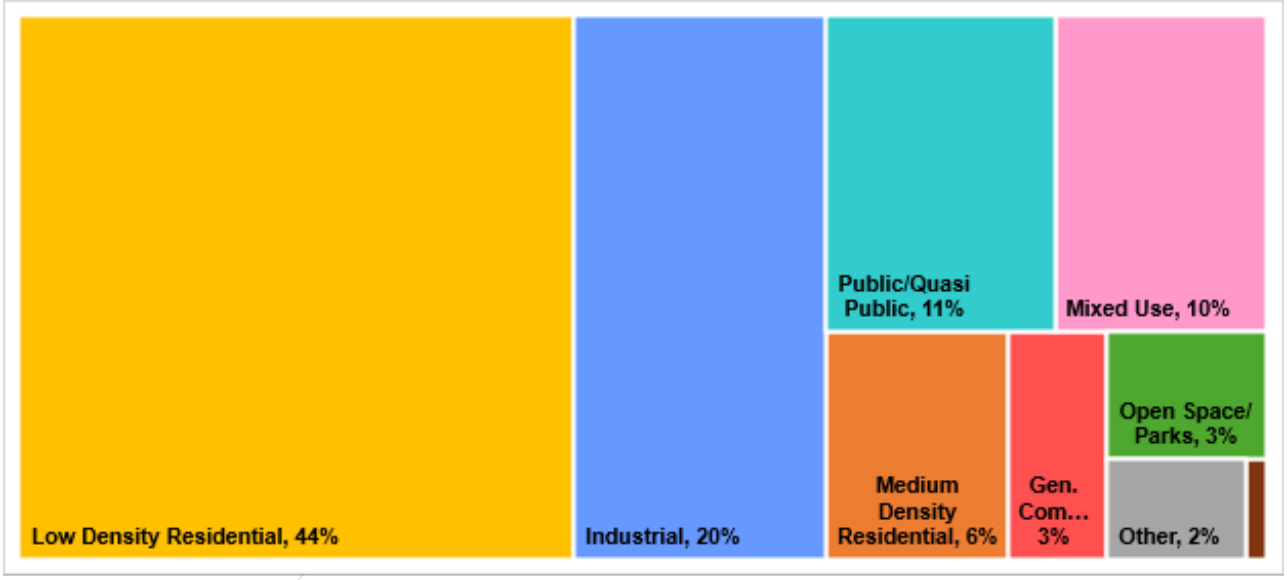
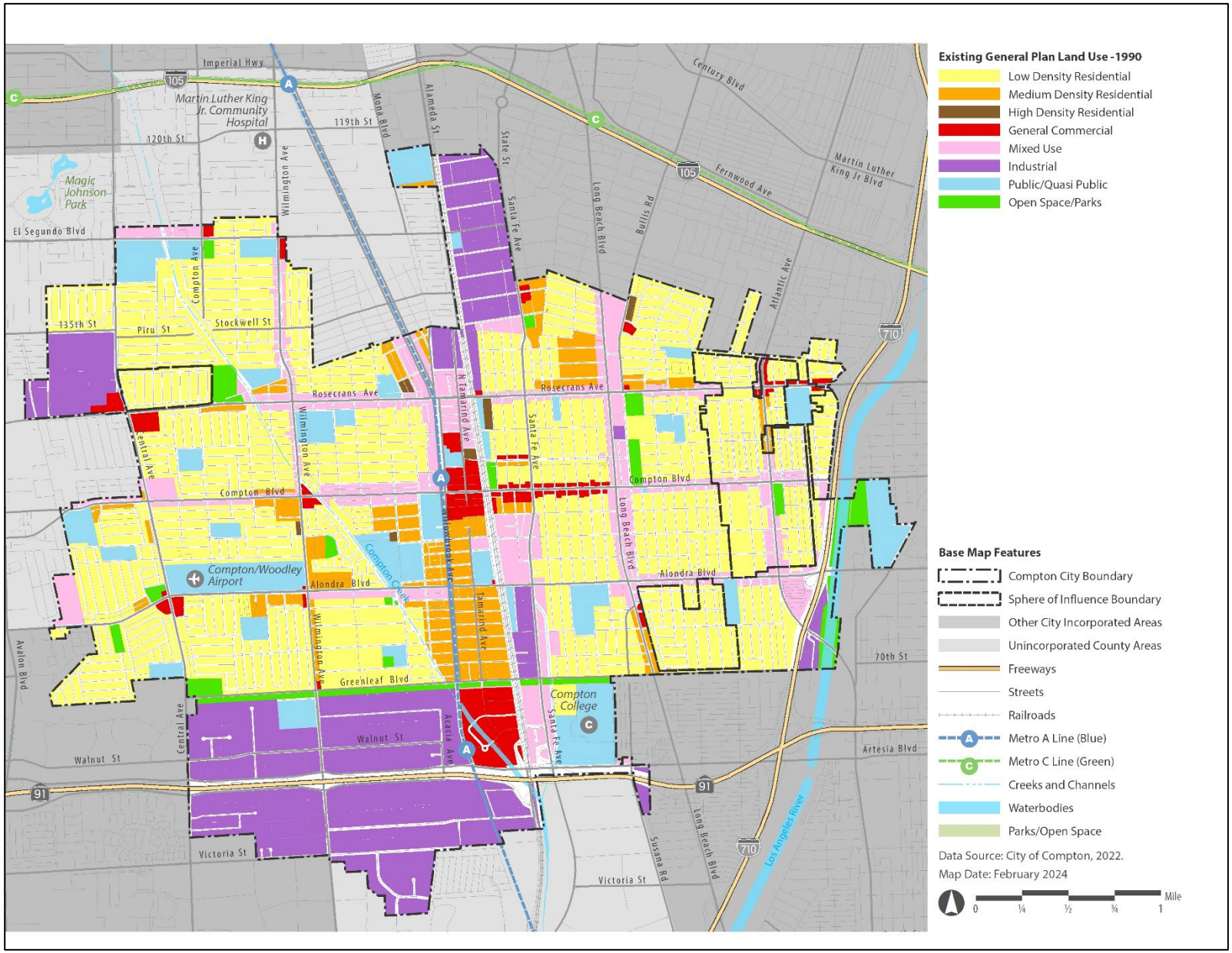


Table 3.1, Existing General Plan Land Use Designations (1991), gives a general description of each designation along with allowable uses and Exhibit 3.5, Existing General Plan Land Use (1990), shows the eight land use designations of the current General Plan.

Table 3.1
Existing General Plan Land Use Designations (1991)

Land Use Designation	Description	Acres City	Acres SOI	Acres Total
Low Density Residential	Low scale residential development of up to eight units per acre (0 to 8 du/acre net. Other permitted uses include schools, churches day care homes, public utilities and facilities, and similar uses considered compatible with and serving the needs of residential neighborhoods.	2,068.1	372.4	2,440.5
Medium Density Residential	Residential development of up to 17 units per acre (8.1 to 17 du/acre net). Development typically consists of low-rise apartments, townhomes and condominiums, and single-family patio homes on small lots. Uses and development densities permitted in the Low-Density Residential category are also appropriate.	331.9	3.1	335.0
High Density Residential	The most intense residential development at up to 34 units pe acre (17.1 to 34 du/ac). Uses include apartment complexes, and more intense condominium projects. Uses permitted in the lower density residential categories are also allowed.	15.6	-	15.6
General Commercial	allows for a wide range of retail and service commercial uses (1.00 FAR maximum) designed to meet communitywide, sub-regional shopping and service needs. Any use permitted in the Medium Density and High-Density Residential categories are also allowed.	179.7	5.4	185.1
Mixed Use	Provides opportunities for the development of integrated, pedestrian-oriented, urban scale residential, commercial, and low intensity industrial projects. Mixed use projects envisioned include: • A combination of Medium Density Residential uses with retail and service commercial businesses along arterial highways (maximum residential density 17 units per acre, maximum commercial intensity of 0.50 FAR); • An integrated development of professional office, retail and service commercial and light industrial land uses in a business park setting (maximum overall FAR of 0.75).	504.2	35.8	540.0
Industrial	Intended for a wide range of industrial activities from light manufacturing and warehousing to more intensive uses (0.50 FAR maximum). Supportive service and retail uses are also permitted.	1,111.8	-	1,111.8
Public/Quasi Public	This designation applies to lands and facilities that are owned and/or operated by government agencies and quasi-government entities such as school districts and public utility companies.(1.00 FAR maximum)	583.6	0.2	583.8
Open Space/Parks	Includes all public parks and City-owned recreational facilities, as well as permanent open space features such as the Los Angeles River and cemeteries.	160.0	5.5	165.5

Exhibit 3.5: Existing General Plan Land Use (1990)



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Compton Station Specific Plan

In 2022, the City adopted the Compton Station Specific Plan to transform the area around the Compton Transit Station (for the Metro A line, formerly Blue Line) area into a vibrant mixed-use village with access to enhanced public spaces. While the General Plan is the overall guide for growth and development in a community, the goal of a Specific Plan is to focus on the unique characteristics of a special area by customizing the planning process and land use regulations to that area. The authority for preparation and adoption of specific plans is set forth in the California Government Code, Sections 65450 through 65457.

The Compton Station Specific Plan Study Area is roughly a one half-mile area around the MTA A line Compton Station platform. The project plan area is bordered by Matthisen Avenue to the west, Cressey Street, Douglas Street, and Peck Street to the north, Santa Fe Avenue to the east, and Myrrh Street, Indigo Street, and Laurel Street to the south.

The purpose of the Compton Station Transit Oriented Development Specific Plan(TODSP) is to redevelop and redesign the downtown area around the MTA A line Compton Station to:

- To make the downtown area a destination where residents can live, work and recreate.
- To improve circulation for pedestrians in the downtown area.
- Encourage increased residential density and building height.
- Create flexible urban based development standards and design guidelines, to create outdoor public spaces for different kinds of activities and events, including cultural events and large gatherings.
- Create an active and vibrant downtown area around Willowbrook and Compton
- intersection.
- Encourage and facilitate the use of light rail, bus transit, and pedestrian and bicycling modes of travel.
- Reduce reliance on the use of automobiles.
- Promote and acknowledge the past and current contributions of Compton’s culture, history and creativity through the Compton Walk.
- Develop more types of market rate and affordable housing.

The Compton Station Transit Oriented Development Specific Plan encompasses 575.5 acres and during the proposed 2022-2042,planning period is projected to accommodate up to:

- 2,178 new residential units (1,444 market-rate and 734 affordable)
- 97,000 square feet of new office/institutional space
- 150 new hotel rooms

A Program Environmental Impact Report (PEIR) was prepared for the Compton Station Transit Oriented Development (TOD) Specific Plan. Together with the Draft PEIR and its technical appendices comprise the Final PEIR. the City of Compton adopted the document in 2022 in accordance with the California Environmental Quality Act (CEQA).

The General Plan update program does not propose any changes to the Special Plan area, although the Housing Element does identify housing sites here. The residential site capacity of those identified sites are consistent with the Specific Plan buildout estimates.

Existing Land Use

Compton's existing land use and physical development patterns reflect the City's history and evolution. Compton was incorporated in 1888, and the earliest development areas were centered around what is today Downtown Compton and the surrounding neighborhoods. Decisions made long ago have influenced the location of residential neighborhoods, commercial centers, and industrial districts. They have also played a role in establishing the street pattern, which predominantly follows a grid system. On July 14, 1990, the Metro A Line (formerly Blue Line) Compton Station opened, creating new opportunities within the built environment within walking distance of the station.

Exhibit 3.6 graphically depicts existing land use distribution in Compton as of 2023. Single-unit residential use dominates most of the land use within the City, followed by industrial, educational, and commercial land uses. Single-unit residential land uses are distributed Citywide, while industrial uses are concentrated along the north, south, and central corridors. Educational land use exists in pockets, and commercial land uses are primarily located along the principal roadways of Long Beach Boulevard, Rosecrans Avenue, and Compton Boulevard.

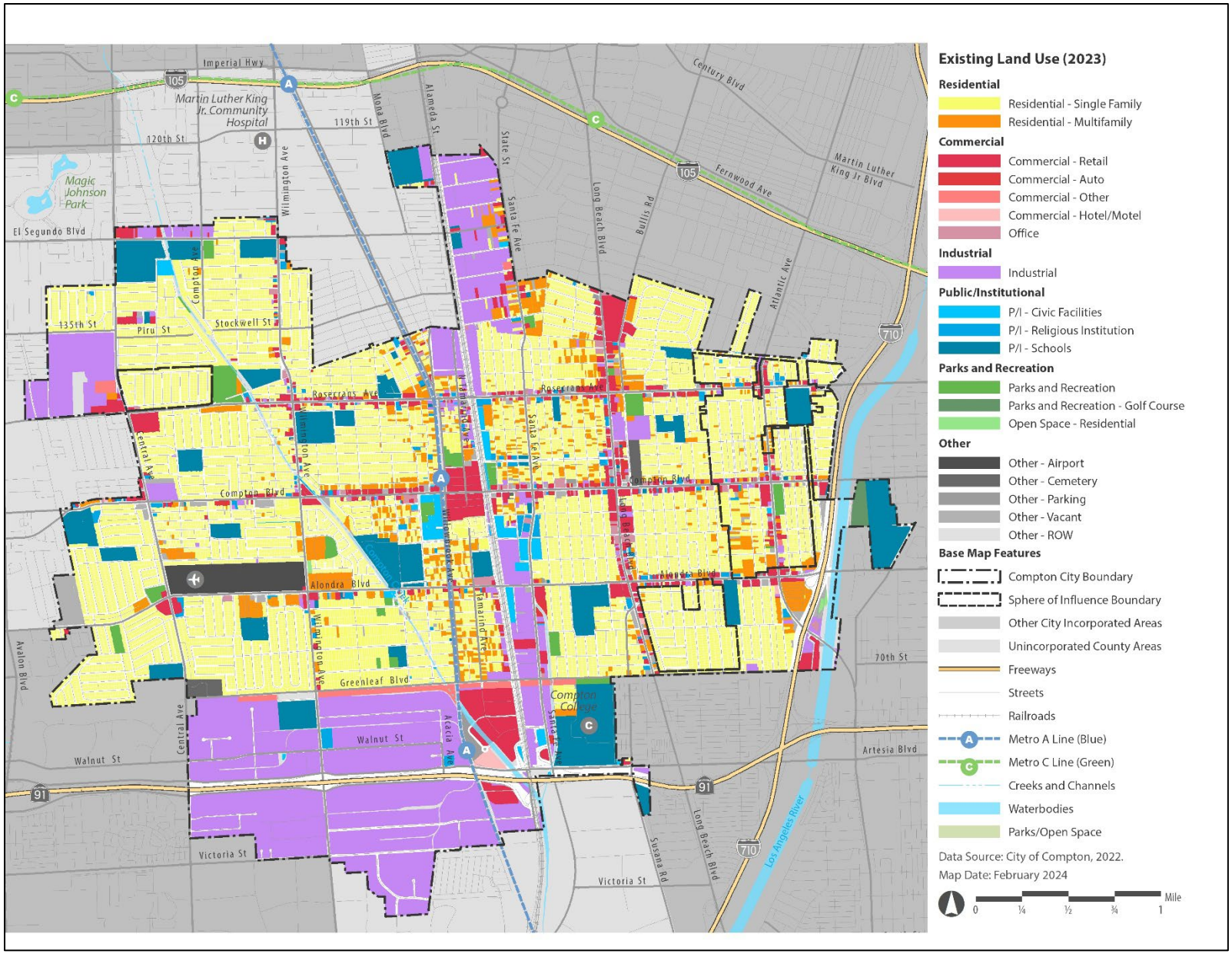
Existing land use reflects the current condition of the built environment in a city, which may not always align with the zoning code and map. Compton proper comprises roughly 19,500 parcels, covering close to 5,090 acres, excluding street rights-of-way (see Table 3.2). The sphere of influence adds 425 acres. Together, the corporate City boundary and all sphere areas are considered the “Planning Area.” Most development within the Planning Area is residential (2,866 acres).

Residential housing density varies by neighborhood in Compton. Subdivisions of detached housing dominate the land use pattern. Most areas have a residential housing density ranging from seven to 10 units per acre. However, pockets of higher density occur Citywide. West of Compton Creek and between Alondra and Compton Boulevard, neighborhoods typically have densities ranging from 10 to 20 per acre. In this area, a housing development consists of single-unit homes with small lot sizes, allowing for a higher number of homes per acre. Compton has only a few areas where density increases to 30 to 31 dwelling units per acre. For instance, at the corner of North Bullis Road and Rosecrans Avenue, there is an apartment complex called "Blanca" with nine two-story apartment buildings.

Reflective of the long-ago “ranchette” development approach, a few areas have relatively low densities, from 0.3 to 5.0 residential units per acre, such as along Wilmington Avenue between Greenleaf and Alondra Boulevard. In this neighborhood, homes are set farther back from the street and have deep backyards, where animal keeping was common throughout the World War II era.

The City’s Existing Land Use distribution estimate is shown in Table 3.3. There are an estimated 24,867 dwelling units within the City limits and 3,380 dwelling units in the Sphere of Influence, for a total 28,247 dwelling units within the Planning Area. The combined Planning area also has an estimated population of 107,690 persons, most of which are in the City of Compton (87% or 93,719 persons).

Exhibit 3.6: Existing Land Use (2023)



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Table 3.2
Existing Land Use Distribution (2023)

LAND USE TYPES	CITY OF COMPTON		SPHERE OF INFLUENCE		TOTAL PLANNING AREA	
	Acres	% of Total	Acres	% of Total	Acres	% of Total
Residential						
Residential - Single Family	2,225.8	43.9%	355.2	83.9%	2,581.0	47.0%
Residential - Multifamily	258.7	5.1%	26.2	6.2%	284.9	5.2%
Sub Total	**2,484.5**	**49.0%**	**381.4**	**90.1%**	**2,865.9**	**52.2%**
Commercial						
Commercial - Retail	291.6	5.8%	19.3	4.5%	310.8	5.7%
Commercial - Auto	24.6	0.5%	-	0.0%	24.6	0.4%
Commercial - Hotel/Motel	9.2	0.2%	0.3	0.1%	9.6	0.2%
Commercial - Other	36.5	0.7%	0.6	0.1%	37.1	0.7%
Office	28.6	0.6%	1.4	0.3%	30.0	0.5%
Sub Total	**390.6**	**7.7%**	**21.6**	**5.1%**	**412.2**	**7.5%**
Industrial						
Industrial	1,139.1	22.5%	3.2	0.7%	1,142.3	20.8%
Sub Total	**1,139.1**	**22.5%**	**3.2**	**0.7%**	**1,142.3**	**20.8%**
Public/Institutional					-	
P/I - Civic Facilities	53.2	1.1%	1.3	0.3%	54.5	1.0%
P/I - Religious Institution	55.4	1.1%	4.1	1.0%	59.4	1.1%
P/I - Schools	478.6	9.4%	0.8	0.2%	479.4	8.7%
Sub Total	**587.2**	**11.6%**	**6.1**	**1.4%**	**593.3**	**10.8%**
Parks and Recreation						
Parks and Recreation	71.9	1.4%	5.8	1.4%	77.7	1.4%
Parks and Recreation - Golf	11.9	0.2%	-	0.0%	11.9	0.2%
Open Space - Residential	2.6	0.1%	-	0.0%	2.6	0.0%
Sub Total	**86.4**	**1.7%**	**5.8**	**1.4%**	**92.2**	**1.7%**
Other						
Other - Airport	73.6	1.5%	-	0.0%	73.6	1.3%
Other - Cemetery	21.2	0.4%	-	0.0%	21.2	0.4%
Other - Parking	11.8	0.2%	-	0.0%	11.8	0.2%
Other - Vacant	84.4	1.7%	5.3	1.2%	89.7	1.6%
Other - ROW	187.0	3.7%	-	0.0%	187.0	3.4%
Sub Total	**378.0**	**7.5%**	**5.3**	**1.2%**	**383.3**	**7.0%**
TOTAL	**5,065.86**	**100%**	**423.4**	**100%**	**5,489.2**	**100%**

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Table 3.3
Existing Land Use Development Estimates (2023)

	CITY OF COMPTON					SPHERE OF INFLUENCE					PLANNING AREA				
LAND USE TYPES	**Acres**	**Dwelling Units**	**Population**	**Non-Residential Building Square Feet**	**Employees**	**Acres**	**Dwelling Units**	**Population**	**Non-Residential Building Square Feet**	**Employees**	**Acres**	**Dwelling Units**	**Population**	**Non-Residential Building Square Feet**	**Employees**
Residential															
Residential - Single Family	2,225.8	19,505	72,884	-	-	355.2	2,821	12,243	-	-	2,581.0	22,326.00	85,127	-	-
Residential - Multifamily	258.7	5,362	20,835	-	-	26.2	559	1,728	-	-	284.9	5,921.00	22,563	-	-
Sub Total	**2,484.5**	**24,867**	**93,719**	**-**	**-**	**381.4**	**3,380**	**13,971**	**-**	**-**	**2,865.9**	**28,247.00**	**107,690**	**-**	**-**
Commercial		-	-	-	-		-	-	-	-	-	-	-	-	-
Commercial - Retail	291.6	-	-	3,102,872	11,933	19.3	-	-	2,775	5	310.8	-	-	3,105,647	11,938
Commercial - Auto	24.6	-	-	173,223	622	-	-	-	-	-	24.6	-	-	173,223	622
Commercial - Hotel/Motel	9.2	-	-	209,681	764	0.3	-	-	6,388	1	9.6	-	-	216,069	765
Commercial - Other	36.5	-	-	439,731	483	0.6	-	-	2,700	24	37.1	-	-	442,431	507
Office	28.6	-	-	549,007	715	1.4	-	-	26,310	20	30.0	-	-	575,317	735
Sub Total	**390.6**	**-**	**-**	**4,474,514**	**14,517**	**21.6**	**-**	**-**	**38,173**	**50**	**412.2**	**-**	**-**	**4,512,687**	**14,567**
Industrial		-	-	-	-		-	-	-	-	-	-	-	-	-
Industrial	1,139.1	-	-	16,251,669	8,713	3.2	-	-	12,856	35	1,142.3	-	-	16,264,525	8,748
Sub Total	**1,139.1**	**-**	**-**	**16,251,669**	**8,713**	**3.2**	**-**	**-**	**12,856**	**35**	**1,142.3**	**-**	**-**	**16,264,525**	**8,748**
Public/Institutional		-	-	-	-		-	-	-	-	-	-	-	-	-
P/I - Civic Facilities	53.2	-	-	765,392	321	1.3	-	-	7,231	75	54.5	-	-	772,623	396
P/I - Religious Institution	55.4	-	-	343,840	295	4.1	-	-	57,507	23	59.4	-	-	401,347	318
P/I - Schools	478.6	-	-	3,273,438	1,455	0.8	-	-	3,508	1	479.4	-	-	3,276,946	1,456
Sub Total	**587.2**	**-**	**-**	**4,382,670**	**2,071**	**6.1**	**-**	**-**	**68,246**	**99**	**593.3**	**-**	**-**	**4,450,916**	**2,170**
Parks and Recreation		-	-	-	-		-	-	-	-	-	-	-	-	-
Parks and Recreation	71.9	-	-	106,399	49	5.8	-	-	-	-	77.7	-	-	106,399	49
Parks and Recreation - Golf Course	11.9	-	-	750	1	-	-	-	-	-	11.9	-	-	750	1
Open Space - Residential	2.6	-	-	4,000	2	-	-	-	-	-	2.6	-	-	4,000	2
Sub Total	**86.4**	**-**	**-**	**111,149**	**52**	**5.8**	**-**	**-**	**-**	**-**	**92.2**	**-**	**-**	**111,149**	**52**
Other		-	-	-	-		-	-	-	-	-	-	-	-	-
Other - Airport	73.6	-	-	42,350	15	-	-	-	-	-	73.6	-	-	42,350	15
Other - Cemetery	21.2	-	-	31,638	4	-	-	-	-	-	21.2	-	-	31,638	4
Other - Parking	11.8	-	-	54,710	12	-	-	-	-	-	11.8	-	-	54,710	12
Other - Vacant	84.4	-	-	-	-	5.3	-	-	-	-	89.7	-	-	-	-
Other - ROW	187.0	-	-	-	-	-	-	-	-	-	187.0	-	-	-	-
Sub Total	**378.0**	**-**	**-**	**128,698**	**31**	**5.3**	**-**	**-**	**-**	**-**	**383.3**	**-**	**-**	**128,698**	**31**
TOTAL	**5,066**	**24,867**	**93,719**	**25,348,700**	**25,384**	**423**	**3,380**	**13,971**	**119,275**	**184**	**5,489**	**28,247**	**107,690**	**25,467,975**	**25,568**

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3.4 – PROJECT OBJECTIVES

The comprehensive update of the Compton General Plan serves as the blueprint for the City's future growth and development. The overall role of the General Plan is to:

- Define a realistic vision of what the City desires to be in 20 years.
- Express policy direction in regard to the physical, social, economic, cultural and environmental character of the City.
- Serve as a comprehensive guide for making decisions about land use, circulation, environmental management, parks and recreation, housing, noise, public health and safety.
- Provide the legal foundation for zoning, subdivision and public facilities ordinances, other adopted Citywide plans, compliance with the California Environmental Quality Act (CEQA) decisions and projects, all of which must be consistent with the General Plan.
- Present a clear and easy to understand format that encourages public participation and under- standing.

As such, the General Plan must contain goals, policies, and programs that will provide City staff and discretionary bodies with a foundation for decisions on development projects and long-range planning related to physical development and public services. The General Plan Update establishes the following objectives for the long-term growth and enhancement of the community:

1. **Street and Infrastructure Systems.** A complete street system paved and improved for all mobility types and that includes accessible, safe sidewalks and pedestrian crosswalks. Reliable water and sewer infrastructure systems sized and maintained to meet current and future demands and to minimize risks to public health and safety. A comprehensive network of City facilities well maintained to meet community needs.

2. **Safe and Clean Neighborhoods.** Safe, clean neighborhoods enhanced by street lighting improvements that create greater visibility in residential areas, removal of longstanding blighted structures, elimination of illegal dumping Citywide, revitalized vacant lots, and other improvements shown to contribute to public safety and cleanliness.

3. **Commerce and Entertainment.** Vibrant commercial districts and corridors provide many opportunities for entrepreneurs and flexibility for established local businesses to offer diverse goods and services, leisure activities, and places to dine and entertain.

4. **Parks and Recreation.** Well-designed, well-maintained, and safe parks, recreational facilities, and community centers that meet diverse and evolving community needs. Recreational and community service programs that offer educational classes and culturally relevant events targeting Compton's youth, families, and seniors.

5. **Equity and Environmental Justice.** Improved air quality, elimination of industrial noise and pollution, and noxious truck emissions that impact residential neighborhoods. A City where all residents have easy access to community facilities, healthy food choices, parks and facilities, and safety and sanitary homes. A community in which everyone who desires to can readily engage in civic life and public decision-making processes in languages in which they have most comfort.

6. **City Communication.** Effective forms of communication between City leaders and residents and the business community that allow for trust and transparency.

7. **Healthy Community.** Equal access for all residents to affordable housing, mental health and public health services, and other social services, particularly for low-income households and other vulnerable residents. Work force development and educational programs for local residents to provide them with higher income earning potential.

8. **Fiscally Responsible.** Effective High quality and reliable municipal services funded by sustainable and reliable City revenues supported by competent financial management and highly capable staff and City leadership.

9. **Resilient Community.** People, infrastructure, and community assets protected from evolving threats and vulnerabilities.

10. **Housing Access for All.** Improved housing supply and expanded housing opportunities that result in high quality living environments, with access to employment, community facilities, and services. Attractive and safe housing opportunities for a full range of housing types and affordability levels and with equal access and opportunity for all.

11. **Safe and Equitable Mobility.** An interconnected, active transportation system that recognizes and responds to the critical needs of businesses to move commerce while accommodating the equally important necessity for motorists, pedestrians, cyclists, and transit users to move around the City with convenience and ease. Safe multimodal mobility that creates pleasant travel ways for motorists, pedestrians, and cyclists and encourages transit use.

3.5 – PROJECT CHARACTERISTICS/GENERAL PLAN UPDATE

The City of Compton General Plan update succeeds the last comprehensive general plan adopted in 1991. The General Plan Update is intended to achieve the land use, transportation, housing, and other goals of the City that reflect the community's growth over the long-term.

General Plan Elements

The General Plan Update incorporates statutory requirements for general plans and guidance provided in the 2017 General Plan Guidelines; coordinates future development and policies with regional planning efforts; and serves as the City's fundamental guide in developing strategies to address greenhouse gas reduction, climate change, and climate planning. The EIR incorporates each of the elements' goals, policies, and objectives of the following chapters in the adopted General Plan. These goals, objectives, and policies are intended to maintain various potential environmental effects of the project at levels that are less than significant and is considered when evaluating the potential environmental impacts of implementing the General Plan. Chapter 4 lists goals, policies, and objectives from the General Plan. The Housing Element is updated for the 6th cycle and planned developments identified in the Land Use Element accommodate the Regional Housing Needs Assessment goal of 1,004 housing units. The 2045 General Plan elements are organized as follows:

1. Our Vision for 2045. Sets the tone and vision for the entire General Plan, provides a graphic snapshot of the Compton community today, identifies community priorities, and provides guidance on how to use the Plan to accomplish the Vision.

2. Land Use Element. This element serves as the Land Use and Circulation elements, knitting together land use, urban design, and mobility strategies to create a complete community through equitable distribution of community services, enhanced neighborhoods, intertwined land use and transportation decisions, a revitalized downtown and corridors, and the City's ability to attract quality businesses and jobs to commercial and industrial districts. Public realm urban design improvements will be defined, as will design expectations for private investments. The element will define the plan for safe multimodal mobility, with the goal of creating pleasant travel ways for pedestrians and cyclists and encouraging transit use.

3. Economic Development Element. Working in tandem with Our Community land use goals, this element will renew Compton's position as the Hub City and define strategies for business retention, expansion, and attraction, with the complementary aims of providing quality jobs for Compton residents and achieving long-term fiscal stability. The element will outline specific strategies for attracting targeted land uses, leveraging public and private investments, and sustaining economic development.

4. Housing Element. Team member VTA will prepare the sixth cycle Housing Element focused on creating an environment to accommodate not just the current RHNA of 1,004 unit but longer-term needs identified through community observations. The element will be consistent with State law requirements and include a Housing Assessment and Needs Analysis; Housing Constraints Analysis; Current Housing Element Review; Housing Sites Inventory and Resources; and Goals, Policies, Programs, and Quantified Objectives. In particular, this element will define affordable housing anti-displacement strategies.

5. Public Utilities Element. The element will satisfy the requirements for the Infrastructure Element and will define/prioritize community improvements for green infrastructure, water and sewer capacity, utilities, communications, sidewalk and street improvements.

6. Open Space Element. Parks, recreation programming, open spaces, education, the arts, and environmental stewardship.

7. Environmental Justice Element. With this element focused on prioritized community needs related to street and safety improvements, healthy food access, open space, and physical activity, reduced pollution burdens, and sustained civic engagement in public decision-making processes.

8. Public Safety Element. This element will satisfy the requirements for the Safety and Noise Elements, addressing climate adaptation and resiliency strategies, natural and human-caused hazards, noise concerns, equitable law enforcement practices, and crime prevention.

9. Preserving Our Heritage. This element will provide the framework for recognizing, celebrating, and preserving cultural and historic buildings, spaces, landmarks, and events.

Proposed Land Use Plan

The existing General Plan contains a simplified set of eight land use designations which describe the purpose of the designation and allowed uses. The existing general plan has one general mixed-use designation, and the other designations are broad categories that lack clear details to distinguish the development character sought by the City. To address this, the 2045 General Plan would establish 13 land use designations that provide more detailed information on the types, intensity, and character of land uses that would be allowable within each designation. The new set of designations (shown on Table 3.4) clearly distinguish the land uses allowed and set forth

maximum development density and intensity standards. For industrial, commercial, and mixed land uses, the designations provide opportunities for distinguishing the level of intensity allowed or desired by adding additional designations. For example, in place of a single commercial or two industrial designations, the 2045 General Plan distinguished between neighborhood- and community-serving commercial, light or more intense industrial, and mixed-use designations that vary in intensity based on location.

Table 3.4
Compton General Plan Update (2045) Land Use Designations

Proposed Land Use Categories	Residential Density	FAR: Non-Residential Intensity	Purpose
Low Density Residential	1.0-12 du/ac	NA	To maintain and enhance the character of established suburban neighborhoods of single family detached and attached housing, such as duplexes, and townhomes, in house-form buildings.
Medium Density Residential	12.1-25 du/ac	NA	To maintain and enhance the character of suburban neighborhoods of single family attached, and multifamily housing.
High Density Residential	25.1-40 du/ac	NA	To provide for multifamily neighborhoods of high-density character adjacent to and supportive of higher intensity centers of activity.
Neighborhood Commercial	N/A	0.5-1.0	To provide for a range of daily needs—commercial goods and services, civic amenities, and community gathering spaces—at prime locations within easy reach of neighborhood residents.
Community Commercial	N/A	0.5-1.0	To provide for more intense regional- and local-serving commercial uses and office uses in a pedestrian-oriented, transit ready environment.
Neighborhood Mixed Use	25-40 du/ac	0.5-1.0	To create a mixed-use setting in an active, pedestrian-oriented, and transit-ready environment that serves neighborhood and community commercial needs. Encourages revitalization and intensification of key corridors.
Community Mixed Use	35-45 du/ac (up to 55 du/ac with Community Benefits)	1.0-1.5	To create a mixed-use setting in an active, high intensity, pedestrian-oriented, and transit-ready environment that serves the commercial needs of the community-at-large. Allows for increased densities through a community benefits incentive system. Encourages revitalization and intensification of key corridors.
Transit Priority Mixed Use	60-80 du/ac (up to 95 du/ac with Community Benefits)	1.5-3.0	Encourage an appropriate mixture and density of activity around the Artesia station of the Los Angeles Metro Rail system A Line. Allows for increased densities through a community benefits incentive system. The development standards seek to achieve this by providing a pedestrian, bicycle, and transit-supportive environment configured in a compact pattern and a complementary mix of land uses all within a comfortable walking distance of the station.
Light Industrial	N/A	0.5-1.0 2.0*	To provide for light industrial uses, including light manufacturing, assembly, warehousing and distribution, and industrial retail uses.

Proposed Land Use Categories	Residential Density	FAR: Non-Residential Intensity	Purpose
Industrial	N/A	0.5-1.0 2.0*	To provide for industrial uses, including manufacturing and other labor- and capital-intensive industrial activities.
Public/Quasi-Public	N/A	0.25-1.0	Applies to land uses operated or maintained for public administration and welfare.
Airport	N/A	N/A	Reserved for the Compton/Woodley Airport property. Any future development of the site will require a specific plan and compliance with any applicable airport land use plan. The Compton/Woodley Airport does not have an adopted airport land use plan (ALUP), so the airport is part of the Los Angeles County ALUP.
Open Space	N/A	N/A	Designates areas for active recreation use by all members of the public.
Compton Station Specific Plan (various land use designations)	The Compton Station Specific Plan contains precise guidance for land development, and infrastructure, amenities in this area. Specific plans must be consistent with the General Plan. Detailed policy and/or regulatory requirements are contained within the Specific Plan.		
* Self-storage facility.			

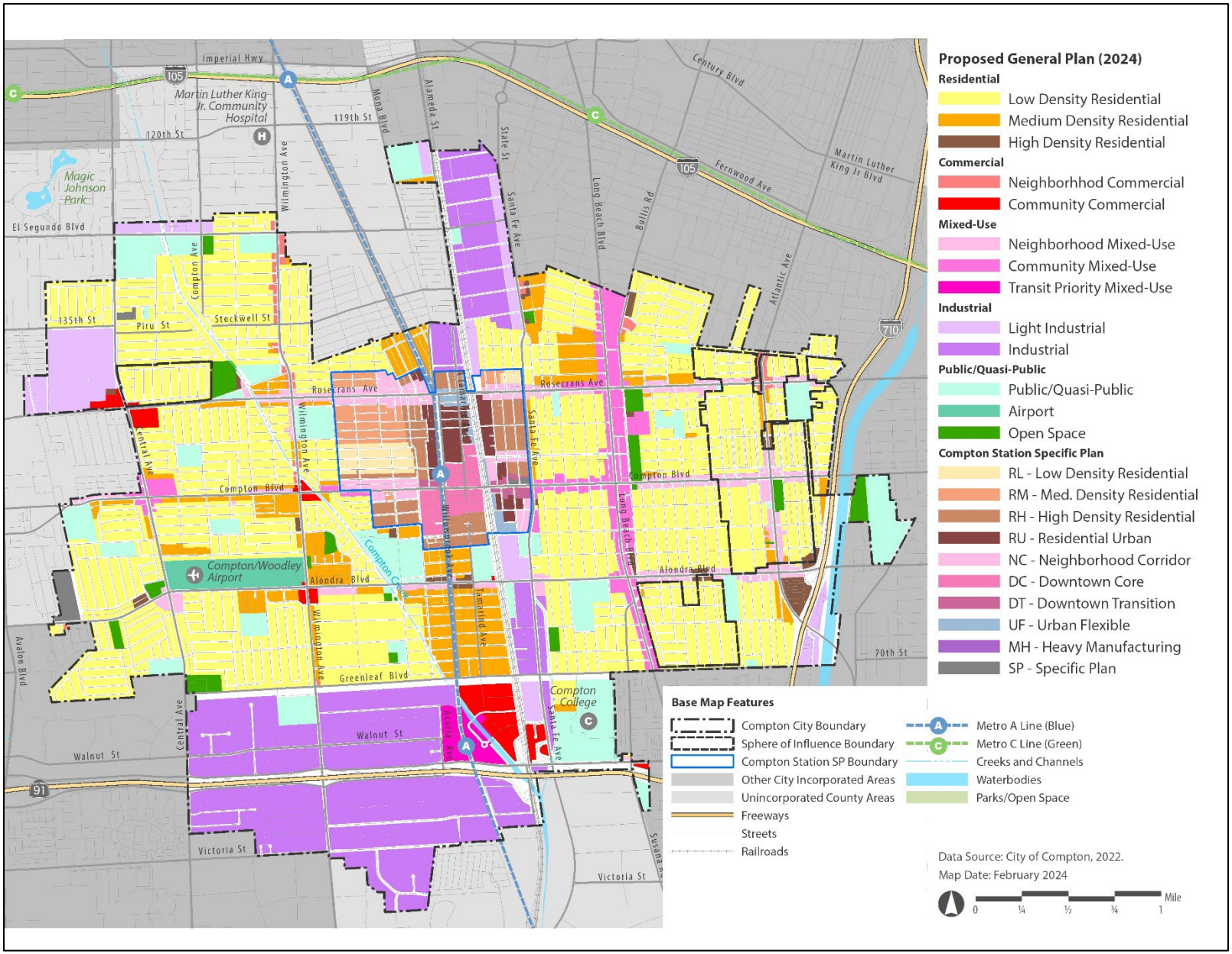
Two mixed-use designations offer an incentive for higher residential densities in exchange for community benefits. This program is intended to facilitate the production of new multifamily and mixed-use residential development with amenities that benefit the Compton community. A Community Benefits Program (CBP) is a tool used by many cities in California to allow additional development intensity for projects that voluntarily provide public amenities, physical improvements, or project features beyond minimum requirements. The intent of the CBP is to allow a developer the opportunity to contribute toward key priority benefits to the community in exchange for flexibility in development standards. The CBP is applicable only to new development, infill, and redevelopment in the Community and Transit Priority Mixed-Use designations. The requirements and process for utilizing the CBP will be provided in the Zoning Code. The community benefits gained through the CBP shall be in addition to, not instead of, those obtained through required standards in the City's Zoning Code as well as any other impact fee or in-lieu fee program. Incentives to the developer will be proportional to the benefit provided to the community as determined by the City. The community benefits will reflect key priorities to achieve the vision of this General Plan. This list does not preclude the option for developers to propose other potential benefits to the community.

Table 3.5 compares existing and projected 2045 land use and demographic information for the City of Compton, the Sphere of Influence, and the overall Planning Area. Exhibit 3.7, Proposed General Plan Land Use, illustrates the 2045 General Plan land use plan. Table 3.6 provides a detailed breakdown of the 2045 land use development estimates for the GPU. The 2045 planning horizon for the Planning Area is estimated to result in increases of approximately 5,776 dwelling units and 1.3 million square feet of non-residential space. An estimated increase of approximately 22,550 residents and 2,400 jobs is projected for the 2045 horizon year. While Tables 3.5 and 3.6 include land within the Compton Station Specific Plan area, the General Plan 2045 land use plan does not propose any changes to the Special Plan area Compton Station Specific Plan. The development assumptions for Tables 3.5 and 3.6 are consistent with the Specific Plan buildout estimates included in the adopted Specific Plan.

Table 3.5
General Plan Update: Comparison of 2023 and 2045

Planning Area Land Uses	EXISTING CONDITIONS (2023)			FUTURE CONDITIONS (2045)		
	City	Sphere of Influence	Total Planning Area	City	Sphere of Influence	Total Planning Area
Dwelling Units	24,867	3,380	28,247	30,457	3,566	34,023
Population	93,719	13,971	107,690	115,587	14,655	130,242
Non-Residential Building Square Feet	25,348,700	119,275	25,467,975	26,681,810	102,635	26,784,445
Employees	25,384	184	25,568	27,763	206	27,969

Exhibit 3.7: Proposed General Plan Land Use



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Table 3.6
General Plan Update (2045) Land Use Development Estimates

LAND USE TYPES	CITY OF COMPTON					SPHERE OF INFLUENCE					TOTAL PLANNING AREA				
	Acres	Dwelling Units	Population	Non-Residential Building Square Feet	Employees	Acres	Dwelling Units	Population	Non-Residential Building Square Feet	Employees	Acres	Dwelling Units	Population	Non-Residential Building Square Feet	Employees
Residential															
Low Density Residential	1,869.4	15,428	57,985	-	-	369.7	3,003	12,852	-	-	2,239.0	18,431	70,837	-	-
Medium Density Residential	347.3	4,501	17,133	-	-	10.4	156	565	-	-	357.8	4,657	17,698	-	-
High Density Residential	39.2	914	3,567	-	-	2.9	103	65	-	-	42.1	1,017	3,632	-	-
Sub Total	**2,255.9**	**20,843**	**78,685**	**-**	**-**	**383.0**	**3,262**	**13,482**	**-**	**-**	**2,638.9**	**24,105**	**92,167**	**-**	**-**
Commercial															-
Neighborhood Commercial	20.4	-	4	367,858	555	3.1	-	-	67,102	131	23.5	-	4	434,960	686
Community Commercial	79.8	-	-	1,029,756	3,748	0.8	-	-	16,357	31	80.6	-	-	1,046,113	3,779
Sub Total	**100.2**	**-**	**4**	**1,397,614**	**4,303**	**3.8**	**-**	**-**	**83,459**	**162**	**104.1**	**-**	**4**	**1,481,073**	**4,465**
Mixed Use															
Neighborhood Mixed Use	86.7	679	3,169	356,250	1,303	30.0	304	1,173	11,945	38	116.7	983	4,342	368,195	1,341
Community Mixed Use (up to 55 with	150.9	1,574	6,215	1,223,218	2,901	-	-	-	-	-	150.9	1,574	6,215	1,223,218	2,901
Transit Priority Mixed Use (up to 95	40.2	1,409	5,254	500,375	1,480	-	-	-	-	-	40.2	1,409	5,254	500,375	1,480
Sub Total	**277.9**	**3,662**	**14,638**	**2,079,843**	**5,684**	**30.0**	**304**	**1,173**	**11,945**	**38**	**307.9**	**3,966**	**15,811**	**2,091,788**	**5,722**
Industrial															
Industrial Light	217.8	-	-	2,838,893	2,439	-	-	-	-	-	217.8	-	-	2,838,893	2,439
Industrial	940.1	-	-	15,220,165	12,068	-	-	-	-	-	940.1	-	-	15,220,165	12,068
Sub Total	**1,157.9**	**-**	**-**	**18,059,058**	**14,507**	**-**	**-**	**-**	**-**	**-**	**1,157.9**	**-**	**-**	**18,059,058**	**14,507**
Public/Quasi-Public															
Public/Quasi-Public	477.3	-	-	3,507,176	1,453	0.7	-	-	7,231	6	477.9	-	-	3,514,407	1,459
Open Space	84.1	-	-	56,550	28	5.9	-	-	-	-	90.0	-	-	56,550	28
Airport	73.6	-	-	39,850	15	-	-	-	-	-	73.6	-	-	39,850	15
Sub Total	**635.0**	**-**	**-**	**3,603,576**	**1,496**	**6.5**	**-**	**-**	**7,231**	**6**	**641.5**	**-**	**-**	**3,610,807**	**1,502**
Specific Plans															
Specific Plan - Various**	23.3	317	1,098	50,100	310	-	-	-	-	-	23.3	317	1,098	50,100	310
CSSP RL - Low Density Residential	37.9	287	1,166	-	-	-	-	-	-	-	37.9	287	1,166	-	-
CSSP RM - Medium Density	56.1	536	2,344	-	-	-	-	-	-	-	56.1	536	2,344	-	-
CSSP RH - High Density Residential	105.4	1,263	4,678	19,100	11	-	-	-	-	-	105.4	1,263	4,678	19,100	11
CSSP RU - Residential Urban	57.7	1,013	3,204	149,610	139	-	-	-	-	-	57.7	1,013	3,204	149,610	139
CSSP NC - Neighborhood Corridor	68.4	613	2,541	491,589	569	-	-	-	-	-	68.4	613	2,541	491,589	569
CSSP DC - Downtown Core	52.2	1,528	5,755	532,524	552	-	-	-	-	-	52.2	1,528	5,755	532,524	552
CSSP DT - Downtown Transition	11.2	250	926	232,681	93	-	-	-	-	-	11.2	250	926	232,681	93
CSSP UF - Urban Flexible	17.4	145	548	59,365	86	-	-	-	-	-	17.4	145	548	59,365	86
CSSP MH - Heavy Manufacturing	2.3	-	-	6,750	13	-	-	-	-	-	2.3	-	-	6,750	13
Sub Total	**432.0**	**5,952**	**22,260**	**1,541,719**	**1,773**	**-**	**-**	**-**	**-**	**-**	**432.0**	**5,952**	**22,260**	**1,541,719**	**1,773**
Other															
ROW - Utility Corridor	44.2	-	-	-	-	-	-	-	-	-	44.2	-	-	-	-
ROW - Water Features	83.1	-	-	-	-	-	-	-	-	-	83.1	-	-	-	-
ROW - Rail	77.7	-	-	-	-	-	-	-	-	-	77.7	-	-	-	-
ROW - Roadway	2.0	-	-	-	-	-	-	-	-	-	2.0	-	-	-	-
Sub Total	**207.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**207.0**	**-**	**-**	**-**	**-**
Total	**5,065.9**	**30,457**	**115,587**	**26,681,810**	**27,763**	**423.4**	**3,566**	**14,655**	**102,635**	**206**	**5,489.2**	**34,023**	**130,242**	**26,784,445**	**27,969**

*Varies by Specific Plan/**Units, square footage, and employment from the 501/601 E. Compton Blvd. Specific Plan

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3.6 – INTENDED USE OF THIS EIR

The programmatic planning framework proposed in the General Plan Update would not result in the immediate construction of any new development nor entitlement of any new project. All new development within the City will continue to be subject to the City's permitting, approval, and public participation processes. Elected and appointed officials along with City Staff will review subsequent project applications for consistency with the General Plan, applicable Specific Plans, and the Zoning Ordinance, and will prepare appropriate environmental documentation to comply with CEQA and other applicable environmental requirements.

Pursuant to Section 15168 of the State CEQA Guidelines, this EIR is a Program EIR as it relates to the General Plan Update. The goals, policies, land use designations, implementation programs, and other substantive components of the General Plan comprise the "program" evaluated in this Program EIR. Subsequent activities undertaken by the City and project proponents to implement the General Plan will be examined and consider this Program EIR to determine the appropriate level of environmental review required under CEQA. Subsequent implementation activities may include but are not limited to the items listed below.

- Rezoning properties to achieve consistency with the General Plan.
- Updating and approval of Specific Plans and other development plans and planning documents.
- Review and approval of general plan amendments, specific plans, and zone changes.
- Approval of annexations, tentative maps, variances, conditional use permits, street vacations, and other land use permits and entitlements.
- Approval of development agreements.
- Approval of facility and service master plans and financing plans.
- Approval and funding of public improvement projects.
- Approval of resource management plans.
- Issuance of permits and other approvals needed for implementation of the General Plan.
- Issuance of permits and other approvals needed for public works and private development projects.

As the Lead Agency, the City also intends this EIR to serve as the CEQA-required environmental documentation for consideration by other Responsible Agencies and Trustee Agencies that may have limited discretionary authority over future projects affected by the General Plan. Following certification of this Program EIR and adoption of the General Plan by the lead agency (City of Compton), other agencies may use this Program EIR in the approval of subsequent implementation activities. These agencies may include but are not limited to those listed below.

Local Agencies

- City of Los Angeles
- City of Carson
- City of Long Beach
- City of Paramount
- County of Lynwood
- City of Gardena
- Gateway Cities Council of Governments

Regional and State Agencies

- Los Angeles County Local Agency Formation Commission (LAFCO)
- Los Angeles County Flood Control and Water Conservation District
- Los Angeles County Metropolitan Transportation Authority
- Los Angeles County Sanitation Districts
- Southern California Association of Governments (SCAG)
- California Department of Fish and Wildlife
- California Department of Conservation
- California Department of Housing and Community Development (HCD)
- California Department of Transportation (Caltrans)
- California Department of Toxic Substance Control
- Regional Water Quality Control Board, Los Angeles Region
- South Coast Air Quality Management District

Federal Agencies

- U.S. Fish and Wildlife Services
- U.S. Army Corps of Engineers

3.7 – REFERENCES

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4.1 – AESTHETICS

This EIR chapter addresses aesthetic impacts that could result from implementation of the proposed General Plan Update (GPU). Issues of interest are identified by the CEQA Guidelines such as whether the GPU may have an adverse effect on a scenic vista, damage scenic resources, degrade the visual character or quality within the Planning Area and surrounding areas, or have the potential to create substantial light and glare.

4.1.1 – ENVIRONMENTAL SETTING

Compton is located in south Los Angeles County, and is bounded by the City of Paramount to the east, the City of Lynwood and an unincorporated county area (the Willowbrook community) to the north, unincorporated county areas to the west, and unincorporated county areas and the cities of Carson and Long Beach to the south. Compton is approximately 10.5 miles south of downtown Los Angeles and 6 miles north of downtown Long Beach. Compton is centrally located with access to major transportation corridors, including Interstate 110 (I-110) to the west, Interstate 105 (I-105) to the north, Interstate 710 (I-710) to the east, and State Route 91 (SR-91) to the south. Compton is also traversed by the Metro A Line (Blue Line) and the Alameda Corridor, which extends through the eastern half of the City and is located below grade, except for a small section south of Greenleaf Boulevard. The City is flat with elevations in the City ranging from 60 feet above mean sea level (AMSL) in the southern portion of the City to 80 feet AMSL in the northern portion of the City. There are no pronounced hillsides within the Planning Area. The Puente Hills are located approximately 12 miles to the northeast of the Planning Area; the Rancho Palos Verdes hills are located approximately 9 miles to the southwest; and the Santa Monica and San Gabriel Mountains are located approximately 16 and 20 miles to the north, respectively.

Scenic Vistas

According to the Compton General Plan, scenic vistas are defined as natural landscapes that provide views of unique flora, geologic, or other natural features that are generally free from urban intrusions (Compton, 1991). Typical scenic vistas include views of mountains and hills, large, uninterrupted open spaces, and water bodies. Scenic vistas generally play a large role in the way a community defines itself and also affects development patterns as projects are designed to take advantage of viewsheds. Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of the vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). The Puente Hills are visible to the northeast of the Planning Area, the Rancho Palos Verdes hills are visible to the southwest of the Planning Area, and the Santa Monica and San Gabriel Mountains are visible to the north and northwest of the Planning Area. These mountain ranges and hills can be seen from many locations within the Planning Area. However, these views are partially obstructed by existing development, trees, and roadway features.

Scenic Resources

While scenic vistas form a complete viewshed, scenic resources are occurrences of aesthetically pleasing natural features such as rock outcroppings, trees, prominent ridgelines, slopes, and hilltops. Scenic resources can also be man-made, such as architecturally distinctive or historic buildings, historic points of interest, or historic roadways or highways. The Planning Area does

not have any examples of natural scenic resources such as rock outcroppings, trees, prominent ridgelines, slopes, or hilltops (Compton, 2024). In addition, the Planning Area is not located within or in close proximity to a designated state scenic highway, and the nearest designated State scenic highway, State Route/Angeles Crest Highway, is located approximately 15 miles north of the City in the San Gabriel Mountains (Caltrans, 2023).

The Planning Area includes many architecturally distinctive or historic buildings and historic points of interest. These historical resources reflect the Compton community's cultural heritage, representing the achievements, struggles, and values of past community members. They provide a tangible link to the past and help us understand and appreciate our shared history and culture. One method to document historical resources is through the resource designation. A California Historical Landmark (CHL) is a designation given by the State of California to places and structures that have historical significance. CHLs are buildings, sites, or places that have played an important role in the history of California and are recognized as such by the state. The following historical resources are located within the Planning Area, including two CHLs (Compton, 2024):

- *The Heritage House (CHL No. 664).* The Heritage House was built in 1869 and is considered one of the oldest homes in the City. The house was originally constructed by a prominent local businessman named Ozro W. Childs, who was one of Compton's founders. The Victorian-style home features intricate woodwork and ornate details, including a turret, a wrap-around porch, and a gabled roof. The house has recently been restored to its original condition as part of renovation in 2024 and 2025.
- *Compton/Woodley Airport.* Compton Woodley Airport, situated at 901 West Alondra Boulevard, is a general aviation airport that has been a part of the City since the 1920s. Originally established as a privately owned airfield, Compton/Woodley Airport played a significant role in the development of aviation in Southern California. One notable aspect of airport's history is its association with the Tuskegee Airmen, a group of African American military pilots who served during World War II. The airport became an important training facility for these aviators, providing flight training for the Tuskegee Airmen Program. Today, the airport serves as an important transportation hub for private and charter flights. The airport is an uncontrolled airport and is the oldest continuously operating airport in Los Angeles County.
- *Compton City Hall and Civic Center.* Located at 205 South Willowbrook Avenue, Compton City Hall is a building that has been a symbol of civic governance since its construction in 1978. The Compton Civic Center also holds significance as a symbol of civic pride in the City. It serves as the administrative hub and central gathering place for local government activities and public events. The plaza's focal point is the King Memorial, described and illustrated above. The Compton Courthouse is also a significant landmark in the City's legal and judicial system.
- *Eagle Tree.* The Eagle Tree was one Compton's oldest trees (Sycamore tree) marking the natural boundary of Rancho San Pedro dating back to 1858. It contains a historic marker and plaque placed by the Daughters of the Golden West in 1947. However, the tree has recently fallen. A commemorative marker identifies the tree's former location and is all that remains of the historic resource.
- *Dominguez Ranch House - Outside of Compton (CHL No. 152).* The Dominguez Ranch House is a historic adobe building located in Rancho Dominguez, an unincorporated area in Los Angeles County, just south of Compton. The ranch house was built in 1826 by Manuel Dominguez, a prominent landowner in the area and one of the wealthiest men in Mexican California. The ranch house played an important role in the history of California,

serving as a center of commerce and agriculture during the Mexican and early American periods. It was the site of many historic events, including the signing of the Treaty of Cahuenga, which ended the Mexican-American War in California.

In addition, the City has cultural landmarks that help give the City its identity and visual character. They convey the City's history, important figures, and serve as a community and meeting space for residents. They often also serve as symbols of a particular area's heritage and identity. The following are some notable landmarks in Compton:

- *Douglas F. Dollarhide Community Center.* Named after the first African American mayor of Compton, the Douglas F. Dollarhide Community Center serves as a hub for community events, programs, and activities. It is located at 301 North Tamarind Avenue.
- *Richland Farms.* Known as the "Hub of the Horse World," Richland Farms is an agricultural neighborhood in Compton. It is recognized for its rural atmosphere, equestrian lifestyle, and horse-keeping traditions. The area showcases a distinct cultural heritage within the urban landscape.
- *Centennial High School.* Established in 1954, Centennial High School is an educational institution that has played a significant role in the community. The school has a long-standing history and has been a source of pride for many Compton residents.
- *MacArthur Park.* MacArthur Park is a recreational area located in Compton. It offers green spaces, playgrounds, and facilities for various outdoor activities, making it an important gathering spot for residents to relax and enjoy recreational opportunities.

Another significant component of Compton's cultural landmarks are murals. Throughout the City are numerous large-scale murals that celebrate local heroes and cultural icons and highlight social and political issues affecting the community, the region, and nation. These murals often feature bright colors and bold designs and are a testament to the artistic talent and creativity of the Compton community. The Compton Initiative, a nonprofit organization that works to improve the physical appearance of the City through community beautification projects such as mural painting and park cleanups, has been a major driver in painting murals (Compton, 2024). These projects enhance the visual appeal of the City and promote a sense of community pride and engagement.

Sculptures and monuments are another type of cultural landmark recognized in Compton. The Jessie Robinson Olympic Park Installation was dedicated to Jesse Robinson, a local advocate for amateur sports when the Summer Olympics were held in Los Angeles in 1984. The Dr. Martin Luther King, Jr. Memorial Plaza has as a focal point the King Memorial, a large sculpture of angled white planes arranged in a circle and converging at the top. It was designed by artist Gerald Gladstone in collaboration with the Civic Center's architect, Harold L. Williams of Kinsey Mead & Williams, to be a tribute to Dr. Martin Luther King Jr.

Visual Character

The City of Compton is a completely urbanized area containing very little vacant land and almost no natural open space (Compton, 2024). Single-unit residential uses dominate most of the land use within the City, followed by industrial, educational, and commercial land uses. Single-unit residential land uses are distributed citywide. Industrial uses are concentrated along the City's north, south, and central corridors. Educational land uses exist throughout the City. Commercial land uses are primarily located along the principal roadways of Long Beach Boulevard, Rosecrans

Avenue, and Compton Boulevard. Residential development in the City varies in density, with higher densities occurring in pockets throughout the City, including west of Compton Creek and between Alondra and Compton Boulevard. In this area, residential uses consist of homes with small lot sizes, allowing for a higher number of homes per acre. Reflective of the long-ago "ranchette" development approach, a few areas have relatively low densities, such as along Wilmington Avenue between Greenleaf and Alondra Boulevard. In this neighborhood, homes are set farther back from the street and have deep backyards, where animal keeping was common through the World War II era. Compton has only a few areas with very high residential density.

Generally, the age of buildings in Compton tends to be older, with only a few areas featuring construction from 1991 to the present. Many structures in Compton were constructed between 1941 and 1950, with some buildings built between 1921 and 1930, and some dating as far back as 1869 and 1920. In certain areas of northwestern and southern Compton, there is a concentration of buildings constructed between 1951 and 1980. More than half of the residences in Compton were built between 1940 and 1959, with less than one percent constructed after 2009.

Night Skies

The Planning Area is generally built out with scattered open space and undeveloped parcels. Night skies are dominated by urban and suburban lighting in the more developed portions of the Planning Area. During the day, sunlight reflecting from roadways and structures is a primary source of glare, while nighttime light and glare consist of both stationary and mobile sources. Stationary sources of nighttime light include structure illumination, interior lighting, decorative landscape lighting, and streetlights. The principal mobile source of nighttime light and glare is vehicle headlamp illumination.

4.1.2 – REGULATORY FRAMEWORK

State

California Scenic Highway Program

Created by the California Legislature in 1963**,** the Scenic Highway Program was established to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. A scenic highway is designated under this program when a local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a Scenic Highway. When a City or county nominates an eligible scenic highway for official designation, it defines the scenic corridor, which is land generally adjacent and visible to a motorist on the highway. State Laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263.

Local

City of Compton 2045 Comprehensive General Plan Update

The City of Compton 2045 Comprehensive General Plan Update includes the following goals and policies related to aesthetics:

Land Use Element

GOAL LU-2: HEALTHY AND COMPLETE NEIGHBORHOODS

Policy LU-2.1: **Neighborhood Enhancements**. Continue to improve residential neighborhoods by enhancing streetscapes and crosswalks, increasing the number of trees, creating conditions that encourage walking and bicycling, integrating green infrastructure and communications technology, and allowing connectivity to activity areas, public gathering areas, and community facilities.

Policy LU-2.4: **Low-Density Residential Neighborhoods.** Preserve and enhance the low-density nature of residential neighborhoods, and minimize height impacts from new corridor developments.

Policy LU-2.5: **Neighborhood Context.** Consider adjoining neighborhood context when planning new residential uses, including but not limited to density, height, massing, and setbacks.

Policy LU-2.5: **Neighborhood Context.** Consider adjoining neighborhood context when planning new residential uses, including but not limited to traffic, density, height, massing, and setbacks.

Policy LU-2.6: **Low-Impact Home Businesses.** Allow home offices, and other low-impact home businesses, that do not change the character of the residential unit or neighborhood and remain incidental to the primary residential use.

Policy LU-2.7: **Proactive Code Enforcement.** Foster and maintain a proactive code enforcement program that involves collaboration with stakeholders, responds to community needs, and maintains and improves the quality of properties and buildings.

Policy LU-2.9: **Registration of Vacant/Foreclosed Properties.** Require owners to register vacant and foreclosed properties to better monitor conditions.

Policy LU-2.10: **Blighted Properties.** Use fines, permit denials, or criminal charges to encourage repair and maintenance for blighted properties that threaten health and safety.

Policy LU-2.11: **Clean-up Priority Areas.** Identify and focus code enforcement efforts and penalties on “cleanup priority areas” such as City entryways and areas with high levels of blight and vacant land.

Policy LU-2.12: **Community Cleanup.** Expand the use of public trash cans, community cleanup events, and bulk item pickup opportunities.

GOAL LU-3: VIBRANT AND ATTRACTIVE MIXED-USE CORRIDORS

Policy LU-3.7: **Public-Private Partnerships for Streetscape Improvements.** Foster partnerships between the public sector and private developers to invest in streetscape improvements along corridors, including enhancements such as widened sidewalks, landscaping, lighting, and public amenities to create more attractive and pedestrian-friendly environments.

Policy LU-3.10: **Design Guidelines for Character Preservation.** Establish design guidelines and standards that aim to preserve and enhance the unique character and

architectural identity of corridors, ensuring that new development projects contribute positively to the overall aesthetic and cultural fabric in context to each corridor.

GOAL LU-9: A PATTERN AND SCALE OF DEVELOPMENT THAT PROVIDES VISUAL DIVERSITY, CHOICE OF LIFESTYLE, OPPORTUNITIES FOR SOCIAL INTERACTION, AND RESPECTS DESIRABLE COMMUNITY CHARACTER AND CONTEXT

Policy LU-9.1: **Neighborhood Preservation.** Retain the City's character by maintaining the scale of established residential neighborhoods and integrating new higher density residential development into the community fabric.

Policy LU-9.2: **Historic Neighborhood Preservation.** Identify and preserve the City's historic buildings and well-established, single-family neighborhoods including, but not limited to Richland Farms.

Policy LU-9.3: **Neighborhood Design Guidelines and Standards.** Develop and implement neighborhood design guidelines and standards that promote cohesive and attractive residential environments, including standards for building aesthetics, landscaping, and streetscape elements, to enhance the overall quality and character of Compton's residential neighborhoods.

Policy LU-9.4: **Thematic Urban Design.** Create pleasurable environments by focusing on thematic design elements: unique streetscapes, gateways, landmarks, wayfinding systems, public art, street trees and landscaping, public spaces, enhanced street corners, and urban green spaces.

Policy LU-9.5: **Mixed-Use Building Activation.** Design mixed use and commercial corridor buildings to face activate street frontages and promote social interaction through creative and innovative design strategies.

Policy LU-9.6: **Mixed-Use Corridor Revitalization.** Encourage mixed-use development along key corridors, promoting a blend of residential, commercial, and retail uses to create vibrant and walkable environments that serve the needs of residents while also supporting local businesses and economic activity.

Policy LU-9.7: **Downtown Revitalization.** Create vibrant street environment in Downtown (CSSP) by integrating business, residential, hospitality, commercial, and public uses, and designing building(s) and the street(s) and sidewalks to create a pedestrian friendly, walkable environment with strong social and civic connections.

Policy LU-9.8: **Public Space Activation Program.** Activate Downtown by creating places for people to socialize in flexible public spaces for community events and activities, such as street fairs, farmers' markets, arts festivals, celebrations, concerts, and other special events.

Policy LU-9.9: **Civic and Cultural Enhancement.** Integrate public art and cultural amenities that contribute to the civic and cultural life of Compton, and that reflect the City's history, heritage, and unique character.

Policy LU-9.10: **Streetscape Enhancement.** Create streetscapes that include amenities for visual interest and pedestrian accommodation, sidewalks that are offset from the curb, seating, trees for shade, and green buffers.

Policy LU-9.11: **Green Infrastructure Integration.** Integrate green infrastructure elements, such as urban greening, bioswales, community gardens, and street trees, into residential neighborhoods, Compton Creek, and commercial districts to enhance aesthetics, improve air quality, mitigate urban heat island effects, and promote community health and well-being.

Policy LU-9.12: **Industrial and Commercial District Character.** Promote distinctive architecture, landscaping, and shade trees along street frontages and on private property that define the character of industrial and commercial districts.

Policy LU-9.16: **Surface Parking Reduction.** Reduce the visual impact of surface parking lots through visual screening.

Community Services, Open Space, and Natural Resources Element

GOAL CR-10: **CURATE AND EXPAND ARTS AND CULTURE THAT REFLECT COMPTON'S HERITAGE AND THE CULTURAL PERSPECTIVES**

Policy CR-10.1: **Public Art and Cultural Heritage.** Enhance public spaces and preserve cultural heritage through the integration of public art, recognition of historic landmarks, and community events.

Policy CR-10.2: **Creative Economy Development.** Leverage the arts and culture sector as a driver of economic growth and job creation, supporting local artists, fostering partnerships, and promoting cultural tourism and creative industries.

Policy CR-10.3: **Arts Education and Outreach.** Foster a vibrant and inclusive cultural arts landscape within our city by promoting collaboration among City Departments, educational institutions, non-profit and community-based organizations, and community stakeholders to expand cultural arts events, programs, and initiatives.

Policy CR-10.4: **Mural Enhancement.** Continue to enrich the visual landscape by expanding and maintaining vibrant and culturally significant murals, recognizing the value of public art in fostering civic pride, cultural expression, and community identity.

Policy CR-10.5: **Artist Collaboration.** Collaborate with local artists, performers, cultural organizations, and community groups to curate engaging cultural programs and events that reflect the interests and heritage of the City's diverse population, fostering cross-cultural understanding and appreciation.

Policy CR-10.6: **Partnerships with Community-Based Organizations.** Foster collaborative partnerships with community-based organizations to expand and diversify arts and culture programming and by co-creating initiatives that celebrate Compton's heritage, engage residents, and cultivate a vibrant cultural scene.

Policy CR-10.7: **Cultural Equity and Inclusion.** Ensure equitable access to arts and culture for all residents and community members, promoting diversity and inclusivity through grants, resources, and initiatives to address barriers to participation.

Policy CR-10.8: **Environmental Sustainability in the Arts.** Promote environmentally sustainable practices within the arts and cultural sector, supporting eco-friendly initiatives, waste reduction, and the use of sustainable materials.

Policy CR-10.9: **Art and Creative Maker Spaces.** Create flexibility in land use regulations to accommodate art studios, galleries, and creative maker spaces that integrate artistic spaces into mixed use, commercial, industrial, or residential districts.

Environmental Justice Element

GOAL EJ-2: CLEAN UP AND ONGOING PREVENTION OF ILLEGAL DUMPING CITYWIDE

Policy EJ-2.1: **Graffiti Reduction Policy.** Develop strategies aligned with Crime Prevention Through Environmental Design (CPTED) principles and industry best practices to minimize opportunities for graffiti vandalism.

Policy EJ-2.2: **Neighborhood Clean-up Programs.** Encourage residents to participate in neighborhood clean-ups, beautification efforts, and community-building activities to foster a sense of ownership and pride in their city.

Policy EJ-2.3: **Blight Prevention and Management.** Implement measures to regulate and mitigate the impact of blight-inducing activities from commercial and industrial sectors known for attracting litter and debris. This includes oversight of businesses like recycling facilities, fast-food restaurants, warehouses, and industrial zones. Property owners must regularly maintain vacant lots to prevent blight accumulation. Use fines, permit denials, or criminal charges to encourage repair and maintenance for severely blighted properties that threaten health and safety.

Policy EJ-2.4: **Proactive Illegal Dumping Cleanup Initiative.** Expand the deployment of proactive cleanup teams to target areas prone to illegal dumping within Disadvantaged Communities.

Policy EJ-2.5: **Enforcement Against Illegal Dumping.** Strengthen the enforcement against illegal dumping activities by intensifying monitoring efforts during weekends and non-business hours, issuing citations, and increasing the presence of Code Enforcement. Use evaluations during budget cycles to ensure enforcement actions remain equitable and nondiscriminatory.

Policy EJ-2.6: **Priority Areas.** Compile a list of priority areas to enforce illegal dumping enforcement and vacant property maintenance.

Policy EJ-2.7: **Community Engagement on Illegal Dumping Prevention.** Enhance community-led initiatives in Disadvantaged Communities to raise awareness about the consequences of illegal dumping, provide information on affordable

waste disposal services, establish reporting mechanisms, and empower youth leadership in addressing this issue.

Municipal Code
Chapter 30 (Zoning) establishes City-wide setbacks, parking, sign standards, building height limits, and building densities that affect public and private views except for specific plans that provide separate design and planning standards for development within the specific plan areas.

4.1.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it:

A. Has a substantial adverse effect on a scenic vista.
B. Substantially damages scenic resources, including but not limited to trees, rock outcroppings or historic buildings within or in close proximity to a state scenic highway.
C. In non-urbanized areas, substantially degrades the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
D. Creates a new source of substantial light or glare that would adversely affect day or nighttime views in the area.
E. Would cause substantial adverse cumulative impacts with respect to aesthetics.

4.1.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to aesthetics, which could result from the implementation of the Project, and recommends mitigation measures as needed to reduce significant impacts.

Scenic Vistas

Impact AES-1 - Would the GPU have a substantial adverse effect on a scenic vista?

Analysis of Impacts
Scenic vistas can generally be defined as natural landscapes that form views of unique flora, geologic, or other natural features that are generally free from urban intrusions. Such resources can be impacted when a structure is built that blocks the view of the vista, or if a development is built on the vista itself. Typical scenic vistas include views of mountains and hills, large, uninterrupted open spaces, and bodies of water. Scenic vistas generally play a large role in the way a community defines itself and effects development patterns as projects are designed to take advantage of viewsheds. The Puente Hills are visible to the northeast of the Planning Area, the Rancho Palos Verdes hills are visible to the southwest of the Planning Area, and the Santa Monica and San Gabriel Mountains are visible to the north and northwest of the Planning Area. These mountain ranges and hills can be seen from many locations within the Planning Area. However, these views are partially obstructed by existing development trees, and roadway features. Although such obstructions are usually minimal in nature, they do exist, and they are typical of any type of built/urbanized environment. As the Planning Area continues to develop based on the General Plan Update (GPU), existing views in the City would continue to have minimal to partial

obstruction. Although the GPU would result in somewhat more intensive and higher density uses, impacts over time, if any, on scenic vistas would be minimal given the considerable distance of the Planning Area to some of these scenic features and the fact that these views are already affected by the existing built environment of the City and region.

Although the City does not have extensive scenic vistas outside of the City, various goals and policies of the General Plan Update emphasize maintaining and creating new attractive views within the City, emphasizing pleasant and attractive views of the City's urban context. Land Use Element Goal LU-2 and its policies strive to provide complete and healthy neighborhoods and vibrant corridors. Land Use Element Goal LU-3 and its policies encourage vibrant and attractive mixed-use corridors. Land Use Element Goal LU-7 and its policies focus on reinvention of major corridors as vibrant mixed-use, pedestrian-friendly, transit-accessible districts. Land Use Element Goal LU-9 and its policies emphasize a pattern and scale of development that provides visual diversity. Similarly, Community Services, Open Space, and Natural Resources Element Goal CR-10 and its policies aim to curate and expand arts and culture that reflect Compton's rich heritage. Finally, Environmental Justice Element Goal EJ-2 aims to prevent, reduce, and clean up illegal dumping in the City. With implementation of these goals and policies, potential impacts of the GPU with respect to scenic vistas would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Scenic Resources/Scenic Highways

Impact AES-2 - Would the GPU substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within or in close proximity to a state scenic highway?

Analysis of Impacts
The nearest official state-designated scenic highway is SR-2 which is located approximately 15 miles north of the Planning Area in the San Gabriel Mountains. Due to the distance and intervening terrain, development within the City of Compton would not be visible to motorists on SR-2. The Planning Area does not have any examples of natural scenic resources such as rock outcroppings, trees, prominent ridgelines, slopes, and hilltops. The Planning Area does include many architecturally distinctive or historic buildings and historic points of interest; however, as stated above none of these historic buildings and points are visible from a state scenic highway.

As discussed in Section 4.1.4.a above, the City does not have extensive scenic vistas outside of the City, nor are there any designated or eligible scenic highways within or proximate to the City. The various goals and policies of the General Plan Update outlined in Section 4.4.4.a above emphasize attractive views within the City urban context. Therefore, the General Plan Update goals and policies outlined in Section 4.1.4.a above also apply indirectly to scenic resources within the City. Most critical are those that help preserve historical structures, create public art, and seek to enhance views (and thus scenic resources) throughout the City. Therefore, implementation and development of the proposed GPU would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway and potential impacts would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Existing Visual Character

Impact AES-3 - Would the GPU conflict with applicable zoning and other regulations governing scenic quality?

Analysis of Impacts
The Planning Area is fully urbanized. Buildout of the Planning Area is anticipated to occur over a period of approximately 20 years. Temporary impacts to the visual character and quality of the Planning Area could occur during construction activities, although they would be limited and temporary in nature. Typical construction activities would include site preparation, grading, installation of public and private utilities, building construction, application of architectural coatings, paving of surface parking areas, public improvements, and installation of landscaping, and roadway improvements. Construction equipment including, but not limited to, backhoes, excavators, graders, rubber-tired dozers, crushing machines for concrete and asphalt, and hauling trucks and materials may be present during construction activities.

During future construction activities, implementing development project sites would undergo temporary transformations in visual character. For example, at the onset of construction, structures and asphalt parking lots would be demolished and sites would be graded. During future construction, vacant graded sites would be a temporary visual impact to receptors as the pouring of building foundations and framing of buildings during vertical construction would reintroduce permanent vertical forms to the project site. This characterization would also be temporary until building construction, paving and site landscaping are completed. Visual changes to implementing development project sites would be experienced gradually and implementing development project sites would progressively transition from active construction zones to finished development. Due to the temporary nature of construction, the visual changes anticipated during construction stages of future implementing development projects within the Planning Area would not be permanent and would not substantially degrade its visual character or the visual character of surrounding areas. Finally, the GPU includes Public Realm design standards and guidelines for public rights-of-way and Private Realm standards and guidelines for general building and site design.

As discussed in Section 4.1.4.a above, various goals and policies of the General Plan Update emphasize preservation and enhancement of Compton's corridors and land use districts. Therefore, the General Plan Update goals and policies outlined in Section 4.1.4.a above also apply indirectly to the visual character the City. Most critical are those that help preserve historical structures, create public art, and seek to enhance views (and thus visual character) throughout the City. Therefore, implementation and development of the proposed GPU would not degrade the existing visual character or quality of the City. With adherence to GPU standards and design guidelines, future developments would not substantially degrade the existing visual character or quality of the Planning Area and its surroundings and impacts would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures

No mitigation is required.

Light and Glare

Impact AES-4 - Would the GPU create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Analysis of Impacts
Excessive or inappropriately directed lighting can adversely impact night-time views by reducing the ability to see the night sky and stars. Glare can be caused by unshielded or misdirected lighting sources, or reflective surfaces. Impacts associated with glare range from a simple nuisance to potentially dangerous. Sources of daytime glare are typically concentrated in commercial areas and associated parking areas that contain reflective materials such as hi-efficiency window glass, highly polished surfaces, and expanses of pavement. Existing lighting within the Planning Area is typical for urbanized areas during nighttime hours and includes streetlights, traffic signals, security lighting around businesses and homes, auto headlights, and illuminated business signs. New uses and developments may result in an increase in the number of lighting sources currently within the Planning Area, although, given that it is already developed, such increases are expected to be minimal in nature. Implementation of the proposed GPU is not anticipated to result in the introduction of new sources of substantial light and glare to the Planning Area that would affect existing daytime views. While future implementing development project components would include windows and other glass features and may include exterior metallic elements and trims (i.e., exterior staircases associated with parking structures, shade structures for retail developments, residential balcony railings, etc.), these elements would be relatively minor in the context of the Planning Area and would be similar to existing architectural elements present in the surrounding area. Further, future projects within the Planning Area would be subject to the lighting and glare restrictions of the City of Compton Municipal Code (Section 30-21.5.K), which requires all outdoor lighting to be designed and maintained in such a manner as to prevent glare or direct illumination from intruding into any adjacent residential zone. With adherence to the City's development requirements and regulations, potential impacts with respect to light and glare, in the City as a result of implementation of the GPU would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact AES-5 - Would the GPU cause substantial adverse cumulative impacts with respect to aesthetics?

Analysis of Impacts
Scenic Vistas. A cumulative impact to scenic vistas would occur if the combined visual changes from future development within the Planning Area resulted in the substantial degradation of quality or obstruction of particularly scenic views available from a recognized scenic vista. Project-specific impacts with respect to scenic vistas were determined to be less than significant. As stated in Section 4.1.1 above, views of the San Gabriel Mountains, Santa Ana Mountains, Puente Hills, and Santa Monica Mountains exist within the Planning Area. However, these existing views

are partially obstructed by existing development, trees, and roadway features. Although such obstructions are usually minimal in nature, they do exist, and they are typical of any type of built/urbanized environment. Buildout in the City under the GPU would occur over a period of several years and at locations throughout the Planning Area. Since the Planning Area is a completely urbanized area that is already developed, it is unlikely that incremental changes from implementation of the GPU would result in cumulative impacts with respect to scenic vistas. Potential cumulative impacts of the GPU would be less than significant.

Scenic Highways. There are no scenic highways within, adjacent to, or visible from the Planning Area (i.e., no eligible or officially designated state scenic highways. As such, development within the Planning Area would not result in impacts to scenic resources within a state scenic highway. Therefore, the proposed GPU would not contribute to a potential cumulative significant impact to a scenic highway. Potential impacts of the GPU would be less than significant.

Degrade Visual Character. Construction and operation of future projects within the Planning Area was determined to result in less than significant impacts to the existing visual character and quality of the Planning Area and surrounding area. Future development projects considered in the cumulative scenario would generally be subject to the City's underlying zoning standards that include regulations pertaining to permitted uses, minimum lot dimensions, and maximum building height. The GPU includes Public and Private Realm standards and design guidelines. Future projects within the Planning Area would be subject to the GPU which encourages attractive, high quality development. As such, future development would not result in significant adverse visual changes such that the existing visual character or quality of project sites and their surroundings would be substantially degraded. Therefore, potential cumulative impacts of the proposed GPU would be less than significant.

Light and Glare. Project-related impacts with respect to light and glare were determined to be less than significant. Lighting and building materials associated with cumulative development would be subject to review and approval by the City of Compton Planning and Police Services Departments. If detailed information regarding proposed lighting and building materials are not known during preparation of necessary environmental documentation for cumulative projects, then the adoption of applicant-proposed measures or mitigation measures would likely be required by the City of Compton to ensure that lighting and glare impacts are less than significant. Therefore, cumulative impacts of the GPU would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.1.5 – REFERENCES

California Department of Transportation (Caltrans). Map of Scenic Highways. Web: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983 [Accessed December 2024].

City of Compton, 1991. *General Plan Vision 2010*. December 3, 1991.

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4.2 – AGRICULTURE AND FORESTRY RESOURCES

This EIR chapter addresses impacts to agriculture and forestry resources that could result from implementation of the proposed General Plan Update (GPU). Issues of interest are identified by the CEQA Guidelines such as whether the GPU will convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use; conflict with existing zoning for agricultural use or a Williamson Act contract; conflict with existing zoning for or rezoning of forest land or timberland; result in the loss of forest land or conversion of forest land to non-forest use or involve other changes in the existing environment could result in conversion of farmland or forest land to non-agricultural or non-forest use.

4.2.1 – ENVIRONMENTAL SETTING

Urban Agriculture

The City of Compton contains no agricultural land under commercial cultivation. However, the city does contain urban agriculture or urban farming, which is the practice of cultivating, processing, and distributing food in or around urban areas (Compton, 2024). Urban agriculture allows for the development of a variety of environmental, economic, and social benefits to the community, including increasing access to healthy foods, improving food security, enhancing environmental health, and promoting education (Compton, 2014). Further, by increasing vegetation and tree cover, farms and gardens attract pollinators like bees and keep city neighborhoods cooler, minimizing the health impacts of heat island effect. Additionally, urban equestrian programs and facilities encourage mental and physical healthy living, education, and youth development. Below is a discussion of the Compton's urban agriculture resources and amenities.

Richland Farms

In the late 1860s, Reverend Griffith Dickenson Compton led approximately 30 people from Stockton, California to settle and cultivate what is now the Planning Area (Compton, 2024). In 1888, Compton donated his land, and the area was incorporated as the City of Compton under the condition that a swath of it be zoned for agriculture. That particular area – a 10-block neighborhood sandwiched between downtown Compton and what is now the 91 Freeway – became Richland Farms, known for a variety of crops including pumpkins, sugar beets and cauliflower. By the 1940s and '50s, Compton had become a working-class suburb. African American families, many of whom had moved to the west coast to work in military production during World War II, settled in the city and were drawn to the Richland Farms neighborhood. With its large lots and agricultural zoning, residents could grow crops and raise livestock to provide for their families and their community.

Residential Agriculture

One of Compton's unique urban development facets is its lingering Residential Agriculture (RA) zoning district within the Richland Farms neighborhood (Compton, 2024). R-A zoning allows for the development of large one-family homesites in a limited agricultural environment. Permitted agriculture includes commercial field crops and orchards, chinchilla ranches, aviary and poultry raising, and up to five horses, bulls, cows, sheep, or goats per family, among other regulations. Located within this zoning are community assets such as Moonwater Farms, the Compton Cowboys, and farming initiatives within the Richland Farms neighborhood.

The R-A zoning appears in two areas of the southcentral urban core adjacent to Greenleaf Avenue (Compton, 2014). The primary area that is zoned R-A is located north of West Greenleaf Boulevard between Oleander Avenue and South Wilmington Avenue, and both sides of Raymond Street on the north. The properties on South Wilmington Avenue are not zoned residential agricultural. The second area that is zoned R-A is bounded by East Greenleaf Avenue, Compton Community College, and Tarter Lane. Neither of these areas currently support any large-scale or commercial agriculture, and these are the only two locations within the Planning Area that are zoned for agricultural uses. Residential agriculture areas in the city are used primarily as single family homes, small child day-care centers, and nurseries.

Equestrian Amenities

Compton is home to equestrian facilities located in the heart of the city (Compton, 2024). Richland Farms is often described as a “rural enclave” where it is common to see locally grown or home-processed foods, as well as amenities for horses, goats, or chickens. In recent years, the community has organized its unique facilities, using equestrianism as not only a hobby or sport but as a social unifier. Groups like the Compton Cowboys and Connecting Compton are rooted in the mission of youth engagement, education, social belonging, and community pride. Compton’s equestrian culture has been gaining attention beyond the borders of the city, offering the opportunity to bring positive messaging and investment to the wider community.

Urban Gardens and Food Hubs

Linked to Compton’s agricultural history and R-A zoning, a handful of urban farming initiatives, both community-driven nonprofits and private businesses, operate within the city (Compton, 2024). On a smaller scale, the Compton Community Garden, Alma Backyard Farms, and Moonwater Farm provide healthy food while supporting ecological and social efforts to improve Compton communities. Beyond food production, they also incorporate expanded services such as social gatherings, event space, kids’ camps, art programs, and food/garden classes. A series of organizations and businesses operate with the goal of creating healthier, more sustainable societies with food at the center. Planet Health Compton is a multifaceted marketplace dedicated to serving Compton with healthy food options, eco-friendly retail products, and community space. Community Services Unlimited, based in South LA, operates a Village Market Place Food Hub, SoulFul Café, commercial kitchen, urban farm, and produce delivery service. A handful of community gardens, such as South 40 garden, Paramount (Cortland) garden, and Willowbrook garden, are located near Compton. Besides these resources, Compton does not have abundant garden or farming options, either for growing or for retailing. There are no city-managed farmers’ markets, although private entities like Planet Health are attempting to establish one. Moonwater Farms has the only community-supported agriculture delivery program within the City. All the currently operating gardens and farms within the city are small in scale and limited in funding.

Important Farmland

The California Department of Conservation (DOC) maps all lands in the State that are considered Prime Farmlands, Farmlands of Statewide Importance, Unique Farmlands, Farmlands of Local Importance, or Grazing Lands in their Farmland Mapping and Monitoring Program (FMMP)(DOC, 2020a). According to the DOC’s Important Farmland Finder, the entire Planning Area is designated as “not mapped” meaning there is no land in the Planning Area considered Prime Farmlands, Farmlands of Statewide Importance, Unique Farmlands, Farmlands of Local Importance or Grazing Lands (DOC, 2020a). This includes the two small areas of the city that are currently zoned Residential Agriculture.

Williamson Act Contracts

According to the California Department of Conservation, Williamson Act reports and statistics, there are no Williamson Act Land Conservation Contract lands within the city, the Sphere of Influence, or surrounding areas (DOC, 2020b). The lands in the Planning Area are classified as Non-Enrolled Land or Urban and Built-Up Land.

Forest Resources

Forest land is defined in Public Resources Code Section 12220(g) 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" (CalFire). The Planning Area is built out and contains mostly ornamental trees, grasses, and shrubs common to most urbanized areas in the region. There is no forest land within the Planning Area as defined in Public Resources Code Section 12220(g).

4.2.2 – REGULATORY FRAMEWORK

State

Farmland Mapping and Monitoring Program

Important farmland maps are compiled by the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP), pursuant to the provisions of Section 65570 of the California Government Code. These maps and programs utilize data from the USDA Natural Resource Conservation Service (NRCS) soil survey and current land use information to monitor conversion of important farmland to other uses. The majority of the Planning Area has been mapped by the California Department of Conservation, although no type of farmland is designated within the Planning Area.

California Land Conservation Act/Williamson Act Contract Program

The California Land Conservation Act of 1965, also known as the Williamson Act, was adopted in 1965. This voluntary program allows local governments to enter into contracts with private landowners for the purpose of having their property assessed on the basis of its agricultural production rather than at the current market value. The property owner is thus relieved of having to pay higher property taxes, resulting from conversion of nearby lands to urban uses as long as the contracted land remains in agricultural or related open space use. The purpose of the Williamson Act is to encourage property owners to continue to farm their land with a tax incentive and to prevent the premature conversion of farmland into non-agriculture use. Participation requires that the area consist of 100 contiguous acres of agricultural land under one or more ownerships.

Upon approval of an application by the Board of Supervisors, the agricultural preserve is established, and the land within the preserve is restricted to agricultural and compatible uses for ten (10) years. Williamson Act contracts are automatically renewed annually for an additional one-year period unless the property owner applies for non-renewal or early cancellation. The Williamson Act also contains limited provisions for cancellation of contracts. Specific findings regarding the non-viability of the agricultural use must be made, and a substantial penalty for the cancellation is assessed. Participating counties and cities are required to establish their own rules and regulations regarding implementation of the act within their jurisdiction. The City of

Compton has no land under the Williamson Act and there are no Williamson Act Contracts within the Planning Area.

California Department of Forestry and Fire Protection (CAL FIRE)

CAL FIRE enforces the laws that regulate logging on privately-owned lands in California. The Forest Practice Act was enacted in 1973 to ensure that logging is done in a manner that will preserve and protect fish, wildlife, forests, and streams. The State Board of Forestry and Fire Protection enacts and enforces additional rules to protect these resources. CAL FIRE ensures that private landowners abide by these laws when harvesting trees. Although there are specific exemptions in some cases, compliance with the Forest Practice Act and Board rules apply to all commercial harvesting operations for landowners. A Timber Harvesting Plan (THP) is the environmental review document submitted by landowners to CAL FIRE outlining what timber is proposed to be harvested, how it will be harvested, and the steps that will be taken to prevent damage to the environment.

Local

City of Compton 2045 Comprehensive General Plan Update

The City of Compton 2045 Comprehensive General Plan Update includes the following goals and policies related to agricultural and forest resources within the Planning Area:

Community Services, Open Space, and Natural Resources Element

GOAL CR-5: ESTABLISH A MANAGED COMMUNITY FOREST THAT ADHERES TO BEST PRACTICES, WHILE MAXIMIZING SOCIAL, CULTURAL, AND ECOLOGICAL BENEFITS FOR THE COMMUNITY

Policy CR-5.1: **Street Tree Prioritization.** Prioritize park and street tree resources for high tree canopy need communities.

Policy CR-5.2: **Strategic Street Tree Selection.** Establish an approved tree species list and guidelines for selecting street trees in new development project public rights-of-way that prioritize pedestrian safety, minimize maintenance challenges, and ensure visibility of business signs and do not block streetlights or damage sidewalks.

Policy CR-5.3: **Expand Tree Coverage.** Increase tree canopy coverage within the urban environment to provide shade, enhance biodiversity, and improve air quality and aesthetics.

Policy CR-5.4: **Forest Management Practices.** Implement sustainable management practices for community forests, including tree planting, pruning, maintenance, and pest management, to ensure the health, safety, and longevity of urban trees.

Policy CR-5.5: **Tree Expansion.** Target new development for increase tree planting requirements, including parking lots, and focus on tree plantings on street corridors, parks, open spaces, as well as along the Compton Creek, Los Angeles River corridors, and along Alameda Corridor.

Policy CR-5.6: **Drought-Resilient Landscaping.** Use native plant species and sustainable landscaping practices in Compton's open spaces to increase drought resilience and reduce the city's overall carbon footprint.

Policy CR-5.7: **Rewilding.** Promote rewilding opportunities along Compton Creek, the Los Angeles River, and adjacent green spaces by restoring native habitats, enhancing biodiversity, and creating natural areas that benefit both the environment and the community.

GOAL CR-8: **AN URBAN AGRICULTURAL ENVIRONMENT THAT PROMOTES COMMUNITY-BASED FARMING AND ENHANCES ACCESS TO FRESH, LOCALLY GROWN PRODUCE**

Policy CR-8.1: **Urban Agriculture and Food Education.** Strengthen urban agriculture programs by providing technical and financial support to small farms and developing community gardens with wellness initiatives across Compton.

Policy CR-8.2: **Community-Based Farming Education.** Partner with organizations l to create more educational programs focused on sustainable farming, food production, and wellness, targeting youth and under-resourced communities.

Policy CR-8.3: **Promote Agricultural Zoning Flexibility.** Introduce flexible zoning regulations that allow for the expansion of agricultural activities beyond Richland Farms, encouraging urban farming and livestock-raising opportunities in other parts of the city.

Policy CR-8.4: **Retail Opportunities for Local Produce.** Encourage the development of farmers' markets, grocery stores, and mobile markets that sell locally grown produce from urban farms, helping to strengthen the city's food economy and improve access to healthy foods in underserved neighborhoods.

Policy CR-8.5: **Sustainable Livestock and Equine Programs.** Continue to support equine programs like the Compton Cowboys and Compton Jr. Equestrians, while integrating livestock and farming education into these initiatives, promoting agricultural traditions and offering personal growth opportunities through hands-on learning.

Policy CR-8.6: **Community-Led Urban Agriculture Initiatives.** Facilitate partnerships between the City and organizations like the Compton Community Garden and Planet Health Compton to empower residents in starting and managing urban agriculture projects that address local food security and sustainability needs.

Policy CR-8.7: **Urban Agriculture and Health and Wellness Programs.** Integrate urban agriculture initiatives with citywide health and wellness programs to improve residents' access to fresh produce, promote ecological sustainability, and strengthen community ties through gardening and farming activities.

Environmental Justice Element

GOAL EJ-3: **A FOOD SYSTEM THAT OFFERS HEALTHY, CULTURALLY RELEVANT, AND AFFORDABLY ACCESSIBLE FOOD CHOICES FOR EVERYONE**

Policy EJ-3.2: **Fresh Food and Vegetable Access.** Increase access to fresh foods and vegetables for neighborhood food deserts, including healthy market partnerships, farmers' markets, community gardens, home gardens, and pop-up farm stands.

Policy EJ-3.3: **Commercial Farms.** Expand and attract high-tech and indoor vertical farms to increase access to fresh, reliable, year-round supply of healthy foods to Compton residents..

Policy EJ-3.4: **Support Urban Agriculture.** Provide resources and support for the development of community gardens and urban agriculture initiatives, including Richland Farms, Compton Community Garden, Alma Farms, and People's Garden. Allocate more land for community garden plots, offering technical assistance and training to gardeners, and facilitating partnerships with local organizations and schools.

Policy EJ-3.5: **Encourage Community Gardens.** Encourage neighborhood groups to organize, design, and manage community gardens, particularly where space is available that is not suitable for housing, parks, pathways, or recreation facilities.

Policy EJ-3.6: **Development Standards.** Expand opportunities for urban and community food-growing activities by removing barriers that exist in the Zoning Code and creating a clear development framework. Establish clear and easy to understand development standards that communicate how urban agricultural activities are allowed and where.

Our Mobility Element

GOAL OM-8: **EQUESTRIAN FACILITIES ENHANCEMENTS WITHIN RICHLAND FARMS AND OTHER AREAS WITH HORSE-RELATED ACTIVITIES**

Policy OM-8.1: **Equestrian Paths.** Designate and construct dedicated equestrian trails and/or paths alongside or separate from roadways to provide safe routes for equestrians within and around the Richland Farms area.

Policy OM-8.2: **Equestrian Crossings.** Install designated equestrian crossings in Richland Farms at intersections and roadways to allow safe passage for horses and riders, including use of signage, flashing lights, or pedestrian-activated signals to alert motorists to the presence of equestrians.

Policy OM-8.3: **Trailhead Facilities.** Develop trailhead facilities with amenities such as trailer parking, hitching posts, mounting blocks, and rest areas to support equestrian trail riding activities around Richland Farms and Greenleaf Parkway and corridor.

Policy OM-8.4: **Horse-Friendly Intersections.** Design intersections with features such as wide turning radii and textured pavement to accommodate horses and riders safely, including but not limited to dedicated horse crossing zones and signage to alert motorists to yield to equestrians.

Policy OM-8.5: **Equestrian-Friendly Street Design.** Consider street design features such as wider shoulders, reduced traffic speeds, and traffic calming measures to accommodate equestrians sharing the road with motorists.

Policy OM-8.6: **Richland Farms Streets.** Maintain THE rural nature of Richland Farm streets, including the absence of sidewalks and gutters and low-level streetlights, but integrate green infrastructure elements and appropriate drainage facilities.

Compton Municipal Code

Chapter 30 Zoning establishes the RA zone which is the only agricultural use zone in the city. Principal permitted uses in the RA zone include:

1. One-family dwellings;
2. Small family homes, foster family homes, small group homes and family child care homes as defined, regulated and licensed by the California Health and Safety Code (the provisions of subsection 30-11.3 of this Chapter shall apply);
3. Private and commercial field crops, orchards, horticultural nurseries, and similar agricultural uses;
4. Chinchilla ranches;
5. Aviary, poultry (not to exceed six roosters) and rabbits for private use only;
6. One horse, bull or cow for each 2,500 square feet of parcel area, not to exceed a total of five, for the use of the family occupying the property;
7. Three adult dogs and three adult cats and their litters up to four months of age and three other household pets;
8. Home occupations;
9. The rooming and boarding of not more than two persons in addition to members of the family occupying the property;
10. The storage of petroleum products for use on the property only;
11. Swimming pools for private use only;
12. Non-habitable accessory buildings, including private garages, private hobby shops, laundry rooms and buildings, including an office necessary for the conduct of the permitted agricultural uses;
13. City parks, playgrounds, police and fire stations, and libraries;
14. Public elementary, junior high and high schools offering full curricula as required by State laws;
15. Water company wells, pumping plants, and reservoirs and electric distribution substations;
16. Sales of household items, including rummage sales and garage sales; provided, however, such sales shall not be held on more than 12 days in any calendar year;
17. Uses and buildings customarily incidental to any use and building set forth in this subsection.
18. Any use or building which the Commission finds, as evidenced by resolution in writing, is similar to any of the uses and buildings set forth in this subsection;
19. Five sheep and/or five goats (not more than five of each per family);
20. Worm farms (not more than 19 beds, four feet by eight feet in dimension or on equivalent area per parcel of land).
21. Secondary dwelling units (the provisions of subsection 30-11.2 of this Chapter shall apply).
22. Indoor marijuana cultivation is allowed consistent with State law which permits no more than six live marijuana plants to be planted, cultivated, harvested, dried, or processed

within a single private residence or inside an accessory structure located upon the grounds of a private residence that is fully enclosed and secured as long as the marijuana cultivation activities comply with the regulations set forth in paragraph c of subsection 9-24.4.

23. Supportive and Transitional Housing.

Uses Permitted Subject to Conditional Use Permits. The following uses and buildings may be permitted in the Residential Agriculture Zone (R-A) provided a conditional use permit has been obtained pursuant to the provisions of Section 30-26:

1. Planned residential developments (the provisions of Section 30-18 shall apply); and
2. Large group homes regulated and licensed by the California Health and Safety Code;
3. Private elementary, junior high and high schools offering full curricula as required by State laws.

Prohibited Agricultural Uses. For the purposes of clarification, the following agricultural uses and buildings shall be specifically prohibited in the Residential Agriculture Zone (R-A):

1. The maintenance of horses, except for the primary use of the members of a family residing on the premises;
2. Hogs;
3. Fox and monkey farms and horse and mink ranches;
4. Dairies;
5. Slaughterhouses;
6. Wild animals whose natural habitat is not in residence with man;
7. Roadside sales stands;
8. Apiaries; and
9. Any use or building which the Commission finds, as evidenced by resolution in writing, is similar to any of the uses and buildings set forth in this subsection.
10. Commercial marijuana uses, except as permitted by subsection 9-24.4.
11. Marijuana cultivation outdoors upon the grounds of a private residence.
12. Marijuana cultivation indoors that does not comply with subsection 30-7.2a.

4.2.3 – SIGNIFICANCE THRESHOLDS

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land including the Forest and Range Assessment Project. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it would:

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 by Public Resources Code 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.
F. Cause substantial adverse cumulative impacts with respect to agricultural and forest resources.

4.2.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to Important Farmland, Forestland, and Timberland, which could result from the implementation of the GPU and recommends mitigation measures, as needed, to reduce significant impacts.

Important Farmland

Impact AG-1 - Would the GPU 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?

Analysis of Impacts
The California Important Farmland Finder prepared by the California Department of Conservation does not identify any portion of the Planning Area as containing any prime farmland, unique farmland, or farmland of Statewide Importance. The Farmland Finder identifies the entirety of the Planning Area as being “Urban and Built-Up Land” (DOC 2024). Therefore, the proposed GPU would not result in the conversion of any such farmland to a non-agricultural use. The majority of the Planning Area is built-up and urbanized with residential, commercial, and industrial uses, with some open space and parks land uses. The Planning Area contains no large-scale commercial agricultural uses. Some portions of the city with the Low-Density Residential Land Use Designation, primarily within the old Richmond Farms community, have the RA - Residential Agriculture zoning designation, which allows for the development of small-scale agricultural uses in conjunction with single-family residential use.

GPU Goals and Policies. Community Services, Open Space, and Natural Resources Element Goal CR-8 and its policies encourage an urban agricultural environment that promotes community-based farming and enhances access to fresh, locally grown produce. Environmental Justice Element Goal EJ-3 and its policies seek a food system that offers healthy, culturally relevant, and affordably accessible food choices for everyone. Therefore, the proposed GPU supports existing and future agricultural uses in the Planning Area. Given that there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and with implementation of the proposed GPU goals and policies related to urban agriculture, impacts would be less than significant.
Level of Significance Before Mitigation
No impact.

Mitigation Measures
No mitigation is required.

Williamson Act Agricultural Contract

Impact AG-2 - Would the GPU conflict with existing zoning for agricultural use, or a Williamson Act contract?

Analysis of Impacts
The city's Zoning Code includes the RA - Residential Agriculture zoning district, which appears in two portions of the southcentral, urban core of the city, and includes in it the Richland Farms neighborhood. This designation allows for the development of large one-family homesites in a limited agricultural environment. Permitted agricultural uses include commercial field crops and orchards, chinchilla ranches, aviary and poultry raising, and up to five horses, bulls, cows, sheep, or goats per family. None of the RHNA inventory sites identified in the Housing Element is currently zoned RA and the proposed GPU does not include any development projects. As such, the GPU would not conflict with existing zoning for agricultural use. According to the California Department of Conservation, there are no parcels within the City that have entered into a Williamson Act contract. As there are no Williamson Act contracts located within the Planning Area, the proposed GPU would not conflict with a Williamson Act contract.

GPU Goals and Policies. Finally, as previously stated, the proposed GPU includes policies intended to preserve existing agricultural uses in the City. Community Services, Open Space, and Natural Resources Element Goal CR-8 and its policies encourage an urban agricultural environment that promotes community-based farming and enhances access to fresh, locally grown produce. Environmental Justice Element Goal EJ-3 and its policies seek a food system that offers healthy, culturally relevant, and affordably accessible food choices for everyone. Finally, Our Mobility Element Goal OM-8 and its policies incorporate enhancements for equestrian facilities into street upgrades in Richland Farms and other areas with horse-related activities. For these reasons, development under the GPU would not conflict with existing zoning for agricultural uses or a Williamson Act contract and no impacts would occur.

Level of Significance Before Mitigation
No impact.

Mitigation Measures
None required.

Forestland/Timberland

Impact AG-3 - Would the GPU 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))?

Analysis of Impacts
According to the California Department of Forestry and Fire Protection website, no forest land, timberland, or timberland production areas, as defined in the public resources codes (PRC) 12220(g) and 4526 or government code 51104(g), are located within, or adjacent to, the Planning Area (CalFire 2023). In addition, there is no land within the Planning Area that is zoned timberland. The Planning Area is a completely built-out urbanized area. Therefore, the proposed GPU would not conflict with existing zoning for forest land, timberland, or timberland production areas, or result in the loss or conversion of forest lands to non-forest uses, as none exist.

Level of Significance Before Mitigation
No impact.

Mitigation Measures
No mitigation required.

Loss of Forestland

Impact AG-4 - Would the GPU result in the loss of forest land or conversion of forest land to non-forest use?

Analysis of Impacts
There are no forest lands within the Planning Area, which is a completely urbanized area. The Planning Area is primarily comprised of commercial, industrial, residential, and open space uses along with public rights-of-way.

GPU Goals and Policies. While there is no forest land and timber land located within the Planning Area, the City has established goals and policies within the GPU to cultivate an urban forest resource for the community. Community Services, Open Space, and Natural Resources Element Goal CR-5 and its accompanying policies seeks to establish a managed community forest that adheres to best practices, while maximizing social, cultural, and ecological benefits for the community. Policy CR-5.1 seeks to prioritize park and street tree resources for high tree canopy need communities. Policy CR-5.2 aims to establish an approved tree species list and guidelines for selecting street trees in new development project public rights-of-way that prioritize pedestrian safety, minimize maintenance challenges, and ensure visibility of business signs and do not block streetlights or damage sidewalks. Policy CR-5.3 promotes increasing the tree canopy within the City to provide new sources of shade and improve air quality and aesthetics. Policy CR-4.4 seeks to implement sustainable management practices for community forests, including tree planting, pruning, maintenance, and pest management, to ensure the health, safety, and longevity of urban trees. Finally, Policy CR-5.5 targets new development for increased tree planting requirements, including parking lots, and focus on tree plantings on street corridors, parks, open spaces, as well as along the Compton Creek and Los Angeles River corridors. Therefore, the proposed GPU would not result in the loss of forest land or conversion of forest land to a non-forest use and no impact would occur.

Level of Significance Before Mitigation
No impact.

Mitigation Measures
None required.

Conversion of Farmland/Forestland

Impact AG-5 - Would the GPU 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?

As discussed in previous responses, the City has no Williamson Act contracts and there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the Planning Area. The Planning Area contains no large-scale commercial agricultural uses. Additionally, the RA - Residential Agriculture zoning designation constitutes the extent of agricultural zoning

within the Planning Area. None of the RHNA inventory sites identified in the Housing Element is currently zoned RA and the proposed GPU does not include any development projects. The proposed GPU includes goals and policies intended to support existing agriculture uses and the establishment of new agriculture uses within the Planning Area. As such, the proposed GPU would result in the conversion of farmland to non-agricultural uses. Similarly, while the Planning Area is completely urbanized and contains no forest resources, the proposed GPU contains goals and policies intended to establish a community forest within the Planning Area. Therefore, development as part of the proposed GPU would not result in the conversion of forest land to a non-forest use. For these reasons, the proposed GPU have no impact.

Level of Significance Before Mitigation
No impact.

Mitigation Measures
None required.

Cumulative Impacts

Impact AG-6 - Would the project cause substantial adverse cumulative impacts with respect to Agriculture and Forestry Resources?

Analysis of Impacts
As described in the previous responses, the proposed GPU would not result in impacts related to agricultural resources, Prime Farmland, Unique Farmland, or Farmland of Statewide Important, Williamson Act contracts, forest lands, timberland, or Timberland Production areas. Because of the developed nature of the Planning Area, and because the GPU would not impact agricultural uses, Farmland, Williamson Act contracts, forest lands, timberland, or Timberland Production areas, the proposed GPU would not contribute to a cumulatively significant impact related to agriculture and forestry resources.

Level of Significance Before Mitigation
No impact.

Mitigation Measures
No mitigation is required.

4.2.5 – REFERENCES

California Department of Forestry and Fire Protection (CalFire). State Inventory of Forest Land. Web: https://www.fire.ca.gov [Accessed December 2024].

California Department of Conservation (DOC 2020a). Farmland Mapping and Monitoring Program: Important Farmland Finder. Web: https://maps.conservation.ca.gov/DLRP/CIFF/ [Accessed December 2024].

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4.3 – AIR QUALITY

This EIR chapter provides information on the environmental and regulatory air quality setting of the Planning Area and evaluates the potential amount of emissions of regulated air pollutants that could be generated by construction and operation of projects pursuant to the General Plan Update (GPU). The methodologies and assumptions used in the preparation of this section follow the CEQA Guidelines developed by the South Coast Air Quality Management District (SCAQMD, 2019a), as amended and supplemented. Information on existing air quality conditions, federal, and State ambient air quality standards, and pollutants of concern was obtained from the U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and SCAQMD. This air quality analysis has been closely coordinated with the Energy and Greenhouse Gas analyses in Chapters 4.6 and 4.8, respectively, of this EIR. Please refer to Appendix D for detailed air quality and greenhouse gas emissions estimates (MIG, 2024).

4.3.1 – ENVIRONMENTAL SETTING

Air quality is a function of pollutant emissions and topographic and meteorological influences. The physical features and atmospheric conditions of a landscape interact to affect the movement and dispersion of pollutants and determine its air quality.

South Coast Air Basin

The U.S. EPA and CARB are the federal and State agencies charged with maintaining air quality in the nation and California, respectively. The U.S. EPA delegates much of its authority over air quality to CARB which has geographically divided the State into 15 air basins for the purposes of managing air quality on a regional basis. An air basin is a CARB-designated management unit with similar meteorological and geographic conditions.

The city of Compton is located in the South Coast Air Basin (Basin) which includes Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside counties. The basin encompasses approximately 6,745 square miles of coastal plains and is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east.

Air quality in the Basin is managed by the SCAQMD. Pursuant to the California Clean Air Act, the SCAQMD is responsible for bringing air quality within the basin into conformity with federal and state air quality standards by reducing existing emission levels and ensuring that future emission levels meet applicable air quality standards. SCAQMD works with federal, state, and local agencies to reduce pollutant emissions through adoption and implementation of rules and regulations. Please refer to Section 4.3.2 for a description of the regulatory setting of the Planning Area as it relates to air quality.

Basin Climate and Meteorology

The climate of the Los Angeles region is classified as Mediterranean, but weather conditions within the Basin are also dependent on local topography and proximity to the Pacific Ocean. The climate is dominated by the Pacific high-pressure system that results in generally mild, dry summers and mild, wet winters. This temperate climate is occasionally interrupted by extremely hot temperatures during the summer, hot dry westerly “Santa Ana” winds during the fall, and

storms from the Pacific northwest during the winter. In addition to the Basin's topography and geographic location, El Niño and La Niña patterns in the central Pacific Ocean can also have large effects on weather and rainfall received in the Basin between November and March.

The Pacific high-pressure system drives the prevailing winds in the Basin. The winds tend to blow onshore in the daytime and offshore at night. In the summer, an inversion layer is often created over the coastal areas and increases ozone levels. A temperature inversion is created when a layer of cool air is overlain by a layer of warmer air; this can occur over coastal areas when cool, dense air that originates over the ocean is blown onto land and flows underneath the warmer, drier air that is present over land. In the winter, areas throughout the basin often experience a shallow inversion layer that prevents the dispersion of surface level air pollutants, resulting in higher concentrations of criteria air pollutants such as carbon monoxide (CO) and oxides of nitrogen (NO_X).

In the fall months, the Basin's weather is often impacted by Santa Ana winds. These winds are the result of a high-pressure system over the Nevada-Utah region that overcomes a westerly wind pattern and forces hot, dry winds from the east to the Pacific Ocean. These winds can be powerful and persistent during these times.

An El Niño condition is a warming of the surface waters of the eastern Pacific Ocean. It is a climate pattern that occurs across the tropical Pacific Ocean that is usually associated with drastic weather occurrences, including enhanced rainfall in Southern California. Conversely, a La Niña condition is the term for cooler than normal sea surface temperatures across the Eastern Pacific Ocean. The Los Angeles region receives less than normal rainfall during La Niña years.

Throughout the Basin, annual average temperatures vary from the low to middle 60s degrees Fahrenheit (^{o} F). Due to a decreased marine influence, the eastern portion of the Basin shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the Basin, with average minimum temperatures of 47° F in downtown Los Angeles and 36° F in San Bernardino. All portions of the Basin have recorded maximum temperatures above 100° F.

Although the climate of the Basin can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of the Basin's climate. Humidity restricts visibility in the Basin. The sulfur dioxide is converted to sulfates and is heightened in the air with high relative humidity. The annual average relative humidity within the Basin is 71 percent along the coast and 59 percent inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent with low stratus clouds being a characteristic feature. These effects decrease with distance from the coast.

More than 90 percent of rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to fourteen inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Rainfall between the months of April and November usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the Basin with frequency being higher near the coast.

In 2024, in the vicinity of the Planning Area, the average maximum daily temperatures ranged from a high of 79 degrees Fahrenheit in August to a low of 48 degrees Fahrenheit in December and January. Annual precipitation was approximately 21 inches, falling mostly from January through March (NOAA, 2025).

Sunlight
Three-quarters of available sunshine is received in the Basin while the remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. The shortest day of the year has approximately ten hours of possible sunshine, while the longest day of the year has approximately 14.5 hours of possible sunshine.

Temperature Inversions
There are two distinct temperature inversion structures that control vertical mixing of air pollution in the Basin. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing that effectively acts as an impervious lid to pollutants over the entire Basin. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level.

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as NO_X and CO from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants within the basin.

Wind Patterns
The distinctive climate of the Basin is determined by its terrain and geographical location. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the southwest with high mountains ringing the rest of the Basin.

Wind patterns across the Basin including Compton are characterized by westerly and southwesterly on-shore winds during the day and easterly or northeasterly breeze at night. Winds are characteristically light although the speed is somewhat greater during the dry summer months than during the rainy winter season.

Regulated Air Pollutants

The U.S. EPA has established National Ambient Air Quality Standards (NAAQS) for six common air pollutants: ozone (O_3), particulate matter (PM), which consists of “inhalable coarse” PM (particles with an aerodynamic diameter between 2.5 and 10 microns in diameter, or PM_{10}) and “fine” PM (particles with an aerodynamic diameter smaller than 2.5 microns, or $PM_{2.5}$), CO, nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead. The U.S. EPA refers to these six common pollutants as “criteria” pollutants because the agency regulates the pollutants on the basis of human health and/or environmentally-based criteria and because they are known to cause adverse human health effects and/or adverse effects on the environment (U.S. EPA 2020a and 2020b).

CARB has also established California Ambient Air Quality Standards (CAAQS) for the six criteria air pollutants regulated by the federal Clean Air Act (the CAAQS are more stringent than the NAAQS), plus the following additional air pollutants due to their known adverse effects on human health or the environment (CARB 2020a): hydrogen sulfide (H_2S), sulfates (SO_X), vinyl chloride, and visibility reducing particles.

A description of the air pollutants associated with the proposed GPU and its vicinity is provided below. Air pollutants not commonly associated with the existing or proposed sources in the Planning Area such as hydrogen sulfide and visibility reducing particles, are not described below.

- **Ground-level Ozone**, commonly referred to as smog, is not emitted directly into the atmosphere. It is created from chemical reactions between NO_X and volatile organic compounds (VOCs), also called reactive organic gases (ROG), in the presence of sunlight (U.S. EPA, 2022a). Thus, ozone formation is typically highest on hot sunny days in urban areas with NO_X and ROG pollution. Ozone irritates the nose, throat, and air pathways and can cause or aggravate shortness of breath, coughing, asthma attacks, and lung diseases such as emphysema and bronchitis.
    - **ROG** is a CARB term defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, and includes several low-reactive organic compounds which have been exempted by the U.S. EPA (CARB, 2004).
    - **VOCs** is a U.S. EPA term defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions. The term exempts organic compounds of carbon which have been determined to have negligible photochemical reactivity such as: methane, ethane, and methylene chloride (CARB, 2004).
- **Particulate Matter**, also known as particle pollution, is a mixture of extremely small solid and liquid particles made up of a variety of components such as organic chemicals, metals, and soil and dust particles (U.S. EPA 2022b).
    - **PM_{10}**, also known as inhalable coarse, respirable, or suspended PM, consists of particles less than or equal to 10 micrometers in diameter (approximately $1/7^{th}$ the thickness of a human hair). These particles can be inhaled deep into the lungs and possibly enter the bloodstream, causing health effects that include, but are not limited to, increased respiratory symptoms (e.g., irritation, coughing), decreased lung capacity, aggravated asthma, irregular heartbeats, heart attacks, and premature death in people with heart or lung disease (U.S. EPA 2022b).
    - **$PM_{2.5}$**, also known as fine PM, consists of particles less than or equal to 2.5 micrometers in diameter (approximately $1/30^{th}$ the thickness of a human hair). These particles pose an increased risk because they can penetrate the deepest parts of the lung, leading to and exacerbating heart and lung health effects (U.S. EPA 2022b).
- **Carbon Monoxide (CO)** is an odorless, colorless gas that is formed by the incomplete combustion of carbon-based fuels. Motor vehicles are the single largest source of carbon monoxide in the Basin. At high concentrations, CO reduces the oxygen-carrying capacity of the blood and can aggravate cardiovascular disease and cause headaches, dizziness, unconsciousness, and even death (U.S. EPA 2022c).
- **Nitrogen Dioxide (NO_2)** is a by-product of combustion. NO_2 is not directly emitted, but is formed through a reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_X and are major contributors to ozone formation. NO_2 also contributes to the formation of particulate matter. NO_2 can cause breathing difficulties at high concentrations (U.S. EPA, 2022d).

- **Sulfur Dioxide (SO_2)** is one of a group of highly reactive gases known as SO_X. Fossil fuel combustion in power plants and industrial facilities are the largest emitters of SO_2. Short-term effects of SO_2 exposure can include adverse respiratory effects such as asthma symptoms. SO_2 and other SO_X can react to form PM (U.S. EPA 2022e).
- **Sulfates (SO_4^{2-})** are the fully oxidized ionic form of sulfur. SO_4^{2-} are primarily produced from fuel combustion. Sulfur compounds in the fuel are oxidized to SO_2 during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Sulfate exposure can increase risks of respiratory disease (CARB 2009).
- **Lead** is a metal found naturally in the environment as well as in manufactured products. Mobile sources used to be the main contributor to ambient lead concentrations in the air. In the early 1970s, the U.S. EPA established national regulations to gradually reduce the lead content in gasoline, and in 1996, lead was banned from gasoline. As a result of these efforts, emissions of lead from the transportation sector and levels of lead in the air decreased dramatically. Lead can adversely affect multiple organ systems of the body and people of every age group. Lead poisoning in young children can cause brain damage, behavioral problems, and liver or kidney damage. Lead poisoning to adults can cause reproductive problems, muscle and joint pain, nerve disorders and kidney disease (CARB 2016a).

Common criteria air pollutants, such as ozone precursors, SO_2, and PM, are emitted by a large number of sources and have effects on a regional basis (i.e., throughout the Basin). Other pollutants, such as hazardous air pollutants (HAPs; described in more detail below under "Toxic Air Contaminants"), toxic air contaminants (TACs; described in more detail below), and fugitive dust, are generally not as prevalent and/or emitted by fewer and more specific sources. As such, these pollutants have much greater effects on local air quality conditions and local receptors.

Ambient Air Quality Standards and Basin Attainment Status

In general, the NAAQS and CAAQS define "clean" air, and are established at levels designed to protect the health of the most sensitive groups in our communities by defining the maximum amount of a pollutant (averaged over a specified period of time) that can be present in outdoor air without any harmful effects on people or the environment. Air pollutant levels are typically described in terms of concentration, which refers to the amount of pollutant material per volumetric unit of air. Concentrations are typically measured in parts per million (ppm) or micrograms per cubic meter ($\mu g/m^3$).

The U.S. EPA, CARB, and regional air agencies assess the air quality of an area by measuring and monitoring the amount of pollutants in the ambient air and comparing pollutant levels against NAAQS and CAAQS. Based on these comparisons, regions are classified into one of the following categories.

- **Attainment**. A region is "in attainment" if monitoring shows ambient concentrations of a specific pollutant are less than or equal to the NAAQS or CAAQS. In addition, an area that has been re-designated from nonattainment to attainment is classified as a "maintenance area" for 10 years to ensure that the air quality improvements are sustained.
- **Nonattainment.** If the NAAQS or CAAQS are exceeded for a pollutant, the region is designated as nonattainment for that pollutant. It is important to note that some NAAQS and CAAQS require multiple exceedances of the standard in order for a region to be classified as nonattainment. Federal and State laws require nonattainment areas to

develop strategies, implementation plans, and control measures to reduce pollutant concentrations to levels that meet, or attain, standards.

- **Unclassified.** An area is unclassified if the ambient air monitoring data are incomplete and do not support a designation of attainment or nonattainment.

Table 4.3-1 (Ambient Air Quality Standards and Basin Attainment Status) lists the NAAQS and CAAQS and summarizes the Basin's attainment status.

Table 4.3-1
Ambient Air Quality Standards and Basin Attainment Status

Pollutant	Averaging Time[B]	California Standards[A]		National Standards[A]	
		Standard[C]	Attainment Status[D]	Standard[C]	Attainment Status[D]
Ozone	1-Hour (1979)	--	--	240 µg/m^3	Nonattainment
	1-Hour (Current)	180 µg/m^3	Nonattainment	--	--
	8-Hour (1997)	--	--	160 µg/m^3	Nonattainment
	8-Hour (2008)	--	--	147 µg/m^3	Nonattainment
	8-Hour (Current)	137 µg/m^3	Nonattainment	137 µg/m^3	Pending
PM_{10}	24-Hour	50 µg/m^3	Nonattainment	150 µg/m^3	Attainment
	Annual Average	20 µg/m^3	Nonattainment	--	--
$PM_{2.5}$	24-Hour	--	--	35 µg/m^3	Nonattainment
	Annual Average (1997)	--	--	15 µg/m^3	Nonattainment
	Annual Average (Current)	12 µg/m^3	Nonattainment	12 µg/m^3 [D]	Nonattainment
Carbon Monoxide	1-Hour	23,000 µg/m^3	Attainment	40,000 µg/m^3	Attainment
	8-Hour	10,000 µg/m^3	Attainment	10,000 µg/m^3	Attainment
Nitrogen Dioxide	1-Hour	339 µg/m^3	Attainment	188 µg/m^3	Unclassifiable/ Attainment
	Annual Average	57 µg/m^3	Attainment	100 µg/m^3	Attainment
Sulfur Dioxide	1-Hour	655 µg/m^3	Attainment	196 µg/m^3	Attainment
	24-Hour	105 µg/m^3	Attainment	367 µg/m^3	Unclassifiable/ Attainment
	Annual Average	--	--	79 µg/m^3	Unclassifiable/ Attainment
Lead	3-Months Rolling	--	--	0.15 µg/m^3	Nonattainment (Partial)
Hydrogen Sulfide	1-Hour	42 µg/m^3	Attainment	--	
Sulfates	24-Hour	25 µg/m^3	Attainment	--	
Vinyl Chloride	24-Hour	26 µg/m^3	Attainment	--	

Source: CARB 2016b, SCAQMD 2024a, modified by MIG.

(A) This table summarizes the CAAQS and NAAQS and the Basin's attainments status. This table does not prevent comprehensive information regarding the CAAQS and NAAQS. Each CAAQS and NAAQS has its own averaging time, standard unit of measurement, measurement method, and statistical test for determining if a specific standard has been exceeded. Standards are not presented for visibility reducing particles, which are not concentration-based. The Basin is unclassified for visibility reducing particles.

(B) Ambient air standards have changed over time. This table presents information on the standards previously used by the U.S. EPA for which the Basin does not meet attainment.

(C) All standards are shown in terms of micrograms per cubic meter (µg/m^3) rounded to the nearest whole number for comparison purposes (with the exception of lead, which has a standard less than 1 µg/m^3). The actual CAAQS and NAAQS standards specify units for each pollutant measurement.

(D) On February 7, 2024, the U.S. EPA lowered the primary annual average health-based standard for PM2.5 from 12 µg/m3 to 9 µg/m3. The U.S. EPA generally makes initial attainment/nonattainment designations within 2 years of the issuance of a new standard.

Toxic Air Contaminants

In addition to criteria air pollutants, the U.S. EPA and CARB have classified certain pollutants as Hazardous Air Pollutants (HAPs) or Toxic Air Contaminants (TACs), respectively. The U.S. EPA has identified 187 HAPs, including such substances as benzene and formaldehyde; CARB also considers particulate emissions from diesel-fueled engines and other substances to be TACs. Since CARB's list of TACs references and includes the U.S. EPA's list of HAPs, this EIR uses the term TAC when referring to HAPs and TACs. TACs can cause severe health effects at very low concentrations (non-cancer effects), and many are suspected or confirmed carcinogens (i.e., can cause cancer) (U.S. EPA 2019a, CARB 2019b). People exposed to TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects such as (but not limited to) reduce immune system, as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and/or other health problems (U.S. EPA 2020a, CARB 2020b). A description of the TACs associated with the proposed GPU and its vicinity is provided below.

- **Gasoline-Powered Mobile Sources.** According to the SCAQMD's *Multiple Air Toxics Exposure Study in the South Coast Air Basin* (SCAQMD, 2021), or MATES V, gasoline-powered vehicles emit TACs, such as benzene, which can have adverse health risks; however, gasoline-powered sources emit TACs in much smaller amounts than diesel-powered vehicles.
- **Diesel Particulate Matter (DPM)**. Diesel engines emit both gaseous and solid material; the solid material is known as DPM. Almost all DPM is less than 1 µm in diameter, and thus is a subset of $PM_{2.5}$. DPM is typically composed of carbon particles and numerous organic compounds. Diesel exhaust also contains gaseous pollutants including VOCs and NO_x. The primary sources of diesel emissions are ships, trains, trucks, rail yards and heavily traveled roadways. These sources are often located near highly populated areas, resulting in greater DPM related health consequences in urban areas. The majority of DPM is small enough to be inhaled into the lungs and what particles are not exhaled can be deposited on the lung surfaces and in the deepest regions of the lungs where they are most susceptible to injury. In 1998, CARB identified DPM as a toxic air contaminant based on evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. DPM also contributes to the same non-cancer health effects as $PM_{2.5}$ exposure (CARB 2016c). SCAQMD's MATES V study identifies that diesel emissions account for approximately 50% of the total air toxics and cancer risk in the Basin, while Benzene, 1,3-Butadiene, and Carbonyls make up approximately 25% of the cancer risk. Sixty-four percent or more of the cancer risks for the zip codes within the Planning Area are driven by diesel emissions and receptor exposure to those emissions (SCAQMD 2021).
- **PM from Wheel-Rail Interactions**: PM may also be generated from friction between rail and locomotive wheels (wheel-rail interaction). This abrasion process can suspend metals such as iron, chromium, manganese, and copper in the form of PM (CARB 2019b, Loxham et al. 2013); however, the potential for PM to be generated is dependent on the weight of the train and the conditions of the wheels and track on which the train rides. The city contains the Metrolink, a diesel-powered commuter rail system, as well as freight trains traveling along the Alameda Corridor. The Metrolink and freight trains may generate PM from wheel-rail interaction.
- **Oil production** also generates TACs in the form of VOCs (e.g., acetaldehyde, acrolein, benzine, 1,3-butadiene, and propylene), polycyclic aromatic hydrocarbons (e.g.,

naphthalene and benzo(a)pyrene), metals (e.g., arsenic, cadmium, copper, lead, manganese, mercury, nickel, and zinc), halides (e.g., chlorine), sulfur-containing compounds (e.g., hydrogen sulfide), and DPM.

- **Toxic elements and pollutants** such as butadiene, benzene, perchloroethylene, formaldehyde, acetaldehyde, arsenic, cadmium, and lead are found in the basin (SCAQMD, 2015). Many toxins such as benzene, butadiene, and lead, are associated with refinery and other industrial operations that exist in the Basin.

Local Air Quality Conditions

The SCAQMD monitors air quality within the Basin. Existing levels of ambient air quality and historical trends within the Planning Area are best documented by measurements taken by the SCAQMD. The Planning Area is located in SCAQMD Source Receptor Area (SRA) 12 (South Central Los Angeles County). Air quality monitoring stations usually measure pollutant concentrations at varying heights above ground level depending on the monitoring site and the pollutants being monitored. Therefore, air quality is often referred to in terms of ground-level concentrations. The closest air quality monitoring station is the Compton Monitoring Station, located at 700 North Bullis Road, Compton, California (in the northeastern portion of the Planning Area). The most recent three years of air quality data for O_3, NO_2, CO, SO_2, and $PM_{2.5}$ from the Compton monitoring station for SRA 12 are provided in Table 4.3-2 (Local Air Quality Conditions (2020-2022).

Table 4.3-2
Local Air Quality Conditions 2020-2023

Pollutant	Ambient Air Standard	Year[(A)]		
		2021	2022	2023
Ozone (O_3)				
Maximum 1-hour Concentration (ppm)		0.085	0.111	0.084
Maximum 8-hr Concentration (ppm)		0.076	0.085	0.071
Number of Days Exceeding State 1-hr Standard	>180 µg/m3	0	1	0
Number of Days Exceeding State 8-hr Standard	>137 µg/m3	1	1	2
Days Exceeding Federal 1-hr Standard	>0.124 ppm	0	0	0
Days Exceeding Federal 8-hr Standard	>0.070 ppm	1	1	1
Carbon Monoxide (CO)				
Maximum 1-hr Concentration (ppm)		4.3	3.4	3.2
Maximum 8-hr Concentration (ppm)		3.7	3.0	2.6
Days Exceeding State 1-hr Standard	>23,000 µg/m^3	--	--	--
Days Exceeding Federal/State 8-hr Standard	>10,000 µg/m^3	--	--	--
Days Exceeding Federal 1-hr Standard	>40,000 µg/m^3	--	--	--
Nitrogen Dioxide (NO_2)				
Maximum 1-hr Concentration (ppb)		68.2	64.9	53.4
Annual Arithmetic Mean Concentration (ppb)		14.0	14.4	12.7
Days Exceeding State 1-hr Standard	>180 µg/m^3	0	0	0
Coarse Particulate Matter (PM_{10}) **[(B)]**				
Fine Particulate Matter ($PM_{2.5}$)				
Maximum 24-hr Concentration (µg/m^3)		102.1	52.8	54.6
Annual Arithmetic Mean (µg/m^3)		13.41	12.25	11.12
Samples Exceeding Federal 24-hr Standard	>35 µg/m^3	12	6	2

Source: SCAQMD 2020a, 2020b, 2020c
(A) "--" indicates data are not available.
(B) There is no PM_{10} data in SRA 12 nor any other SRA in the vicinity of the Planning Area.

Existing Emissions Levels in the Planning Area

The Planning Area is bisected by the Alameda Corridor and the Metro A Line (Blue Line). It is in close proximity to multiple interstates/freeways, including I-91, I-405, I-710, I-105, and I-110, and SR-47. Trains and vehicles traveling along these transportation corridors contribute to pollutant concentrations in the city. Truck trips from industrial and commercial land uses within the city also contribute to pollutant concentrations within and in proximity of the city. In addition, emissions from stationary sources (e.g., those found at industrial facilities) and area sources (e.g., painting activities, gas stations, construction sites, etc.) contribute to pollutant concentrations throughout the city. The existing land uses in the Planning Area are summarized in Table 3-1 (Existing Land Use) of the Project Description (see Chapter 3). Existing land uses generate emissions from the following sources:

- **Small "area" sources.** Existing land uses generate emissions from small area sources including landscaping equipment and the use of consumer products such as paints, cleaners, and fertilizers that result in the evaporation of chemicals to the atmosphere during product use.
- **Energy use and consumption**. Existing land uses generate emissions from the combustion of natural gas in building water and space heating equipment, as well as industrial processes.
- **Mobile sources.** Existing land uses generate emissions from vehicles travelling to and from the Planning Area.

Existing emissions were estimated using the California Emissions Estimator Model, or CalEEMod, Version 2022.1.1, based on default data assumptions contained within CalEEMod, with the following project-specific modifications:

- **Land Use Development:** The default acreage and square footage for each of the existing land uses within the Planning Area were adjusted to reflect existing development conditions (see Chapter 3, Project Description, Table 3-2).
- **Mobile Sources:**
    - **Trip Generation and Distance:** The default weekday and weekend trip generation rates and trip lengths were adjusted based on transportation demand modeling data prepared for the GPU by Iteris. The model used trip distances of 8.27 miles and 8.14 miles for residential and nonresidential land uses, respectively, which were derived from annual VMT estimates. Because of these adjustments, which would have accounted for the difference between primary, diverted, and pass-by trips, all trips were adjusted to be 100% primary trips

The emissions generated by current land uses in the Planning Area are shown in Table 4.3-3 (Compton GPU: Existing Land Use Emissions Estimates). The emissions are shown for two scenarios:

- **Year 2023 (existing conditions)**, which are based on Year 2023 vehicle fleet characteristics (e.g., vehicle type, age, emission rates).
- **Year 2045 (future conditions)**, which are based on Year 2045 vehicle fleet characteristics and represent the estimated emissions that existing land uses would generate in the future (assuming no increase in population or change in land uses). This

scenario provides an estimate of how emissions would change in the Planning Area as a result of regulations that would reduce motor vehicle emissions in the future, and allows for distinguishing the potential change in emissions that would occur from the proposed change in land uses that would occur with implementation and buildout of the Compton GPU in Year 2045, as opposed to a change in emissions that would occur from regulatory requirements that would be in place whether or not the Compton GPU is adopted.

Table 4.3-3
Compton GPU: Existing Land Use Emissions Estimates

Emissions Source	Maximum Daily Pollutant Emissions (Pounds per Day) (A)							
	ROG	NOx	CO	SO_2	PM_{10}		$PM_{2.5}$	
					Dust	Exhaust	Dust	Exhaust
Year 2023 (Existing Conditions)								
Area Sources	9,466	586	17,061	37	--	2,019	--	1,982
Energy	23	393	231	2	--	31	--	31
Mobile Sources	1,796	1,540	15,402	32	2,772	22	704	21
Year 2023 Total(B)	*11,285*	*2,520*	*32,694*	*71*	*2,772*	*2,073*	*704*	*2,034*
Year 2045 (Future Conditions)								
Area Sources	9,456	586	17,079	37	--	2,019	--	1,982
Energy	23	393	231	2	--	31	--	31
Mobile Sources	1,008	657	8,739	25	2,771	9	704	9
Year 2045 Total(B)	*10,487*	*1,637*	*26,048*	*64*	*2,771*	*2,060*	*704*	*2,022*

Source: MIG 2025, see Appendix D.

(A) Emissions estimated using CalEEMod, V 2022.1.1. Estimates are based on default model assumptions unless otherwise noted in this document. Maximum daily ROG, CO, SO_X, PM_{10}, and $PM_{2.5}$ emissions occur during the summer. Maximum daily NO_X emissions occur during the winter.

(B) Totals may not equal due to rounding.

As shown in Table 4.3-3, there is a decrease in mobile source emissions between Year 2023 and Year 2045 conditions. This decrease in emissions is due to improvements in exhaust emission control systems in newer vehicles, along with fewer older vehicles in use[i]. In contrast, PM_{10} and $PM_{2.5}$ dust emissions remain approximately the same because these emissions are associated with paved road dust, tire and brake wear, etc. and the amount of modeled VMT does not change between the 2020 and 2045 conditions.

Sensitive Receptors

Some people are more affected by air pollution than others. Sensitive air quality receptors include specific subsets of the general population that are susceptible to poor air quality and the potential adverse health effects associated with poor air quality. Both CARB and the SCAQMD consider residences, schools, parks and playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes to be sensitive air quality land uses and receptors (SCAQMD, 2019a; CARB, 2005). In general, the sensitive air quality receptors within the Planning Area include, but are not limited to:

- Existing low- and medium-density residential receptors within the Planning Area;
- Existing elementary and intermediate schools, and education or institutional facilities; and

[i] For example, the U.S. EPA's Emission Standards Reference Guides indicates light duty vehicles and light duty trucks have the following NOx exhaust emissions at approximately 50,000 miles of use: 1 gram/mile for 1981 to 1993 model year vehicles, 0.4 grams/mile for 1994 to 1999 model year vehicles, and will drop to 0.05 grams/mile by 2025 (U.S. EPA 2016e and 2016f).

- Existing parks and recreational facilities, including, but not limited to, Gonzales Park, Lueders Park, Burrell-McDonald Park, South Park, Wilson Park, Tragniew Park, and Kelly Park.

In addition to existing sensitive receptors in and near the Planning Area, the implementation of the General Plan would result in new, sensitive residential receptors within the Planning Area.

Existing Air Pollution-Related Health Risks

Sensitive air quality receptors are exposed to air pollution associated with transportation sources and with industrial and warehousing activities in proximity of the Planning Area. The Planning Area is bound by Interstate 110, Interstate 105, Interstate 710, and State Route 91. In addition, as discussed previously, the Planning Area is bisected by the Alameda Corridor and Metro A Line. These transportation corridors carry trucks and trains that emit DPM as they operate and cause localized areas of DPM concentrations. There are also stationary sources located throughout the city. CARB indicates there are 37 facilities within the Planning Area that report emissions pursuant to AB 2588 (CARB, 2021). Due to reporting requirements, only six (6) of these facilities, which are listed below, were required to report their emissions to the SCAQMD under AB 2588, according to the SCAQMD's 2023 Annual Report on AB 2588 Air Toxics Hot Spots Program (SCAQMD, 2024b). Please see Appendix D for a full list of emissions and risks from the facilities, as provided by the CARB database.

Under the State's Air Toxics Hot Spots Information and Assessment Act (AB 2588; see Section 4.3.2) the SCAQMD is required to prepare an annual report of activities related to facilities that emit TACs. According to the SCAQMD's 2023 Annual Report on AB 2588 Air Toxics Hot Spots Program, there were six facilities within and near the Planning Area that were required to report their emissions to the SCAQMD under AB 2588. These facilities include:

- Bowman Plating Co, Inc. (SCAQMD ID 18989), located on East 126th Street to the west of the Planning Area with a cancer risk value of 17 excess cancer chances per million and non-cancer acute and chronic hazard indices of 0.01 and 0.01, respectively;
- Owens Corning Roofing and Asphalt, LLC (SCAQMD ID 35302), located on North Tamarind Avenue in the northern portion of the Planning Area, with a cancer risk value of 14 excess cancer chances per million and non-cancer acute and chronic hazard indices of 0.10 and 0.10, respectively;
- Demenno-Kerdoon DBA World Oil Recycling (SCAQMD ID 800037), located on North Alameda Street in the northern portion of the Planning Area, with a cancer risk value of 4.9 excess cancer chances per million and non-cancer acute and chronic hazard indices of 0.01 and 0.02, respectively;
- FS Precision Tech, LLC (SCAQMD ID 142267), located on East Victoria Street south of the Planning Area, with a cancer risk value of 2.0 excess cancer chances per million and non-cancer acute and chronic hazard indices of 0.10 and 0.20, respectively;
- Foamex Innovations, Inc. (SCAQMD ID 161142), located on Wright Road to the north of the Planning Area, with a cancer risk value of 0.30 excess cancer chances per million and non-cancer acute and chronic hazard indices of 0.00 and 0.00, respectively;
- E.M.E. Inc/Electro Machine & Engineering (SCAQMD ID 45938), located on East Oaks Street in the northern portion of the Planning Area, with a cancer risk value of 0.00 excess cancer chances per million and non-cancer acute and chronic hazard indices of 0.00 and 0.00, respectively.

According to the SCAQMD's MATES V Carcinogenic Risk Map, the Planning Area has an estimated cancer risk ranging between 557 and 800. (SCAQMD, 2021).[ii] These cancer risk estimates are orders of magnitude higher than the SCAQMD's significance threshold of 10 cases in one million for cancer risk. These estimates, however, are based upon regional modeling efforts that largely do not account for site specific emission rates and dispersion characteristics that typically result in refined and substantially lower health risk estimates.

CalEnviroScreen is a mapping tool that helps identify California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. While CalEnviroScreen was originally developed as part of Senate Bill (SB) 535 and used to identify disadvantaged communities for the purposes of allocating funding from the State's Cap-and-Trade regulation, its application and scope have expanded over the years. The tool uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. The CalEnviroScreen model is made up of four components – two pollution burden components (exposures and environmental effects) and two population characteristics components (sensitive populations and socioeconomic factors). The four components are further divided into 21 indicators. An indicator is a measure of either environmental conditions, in the case of pollution burden indicators, or health and vulnerability factors, in the case of population characteristic indicators.

- **Exposure** indicators are based on the measurements of different types of pollution that people may come into contact with. Exposure indicators include:
    - Air Quality: Ozone
    - Air Quality: $PM_{2.5}$
    - Children's Lead Risk from Housing
    - Diesel Particulate Matter
    - Drinking Water Contaminants
    - Pesticide Use
    - Toxic Releases from Facilities
    - Traffic Density
- **Environmental effects** indicators are based on the locations of toxic chemicals in or near communities. Environmental effects indicators include:
    - Cleanup Sites
    - Groundwater Threats
    - Hazardous Waste
    - Impaired Water Bodies
    - Solid Waste Sites and Facilities
- **Sensitive population** indicators measure the number of people in a community who may be more severely affected by pollution because of their age or health. Sensitive population indicators include:

[ii] According to the SCAQMD (2021), cancer risk refers to the probability of contracting cancer associated with exposure to a substance. It is expressed as the chance per million population of a cancer case occurring. The cancer risk calculated from model data for the zip codes within the Planning area range from 557 to 567. A risk ranging from 557 to 567 per million means that in a population of one million individuals (exposed over a 70-year lifetime), 557 to 567 additional cancer cases would be expected. For reference, a cancer risk of 567 per million in zip code 90221 (a zip code within the Planning Area) is approximately 86.0% higher than other receptors within the SCAQMD's jurisdiction. The cancer risk at the MATES monitoring site in Compton is 800 per million.

  - Asthma
  - Cardiovascular Disease
  - Low Birth Weight Infants

- **Socioeconomic factors** indicators are based on community characteristics that result in increased vulnerability to pollutants. Environmental effects indicators include:

  - Educational Attainment
  - Housing Burden
  - Linguistic Isolation
  - Poverty
  - Unemployment

Each census tract receives scores for as many of the 21 indicators as possible, and the scores are then mapped so that different communities can be compared. Percentiles are assigned to each census tract based on the census tract's score in relation to the rest of the state. An area with a high percentile is one that experiences a much higher pollution burden than areas with low scores. For example, if a census tract has an indicator in the 40th percentile, it means that indicator's percentile is higher than 40 percent of the census tracts in the state. CalEnviroScreen also provides a total (or cumulative) score, which is the product of multiplying the 13 pollution burden components by the 8 population characteristics. This total / cumulative score helps contextualize how multiple contaminants from multiple sources affect people, while taking into account their living conditions (e.g., nonchemical factors such as socioeconomic and health status). Communities that are within the top 25th percentile for total CalEnviroScreen scores (i.e., scoring in the 75th percentile or higher for the cumulative score) are considered disadvantaged communities pursuant to SB 535 (OEHHA, 2017).

Of the 23 census tracts within Compton, all have scores in the top 25th percentile, qualifying them as disadvantaged communities based on the SB 535 definition. According to the OEHHA CalEnviroScreen 4.0 Map, the Planning Area generally has CalEnviroScreen scores that are above 90, including census tracts with scores of 100. Indicators such as toxic releases and lead from housing contribute to the high percentile scoring.

4.3.2 – REGULATORY FRAMEWORK

Federal

Federal Clean Air Act

The Federal Clean Air Act (CAA), as amended, provides the overarching basis for both Federal and State air pollution prevention, control, and regulation. The Act establishes the U.S. EPA's responsibilities for protecting and improving the nation's air quality. The U.S. EPA oversees Federal programs for setting air quality standards and designating attainment status, permitting new and modified stationary sources of pollutants, controlling emissions of hazardous air pollutants, and reducing emissions from motor vehicles and other mobile sources. In 1971, to achieve the purposes of Section 109 of the CAA, the U.S. EPA developed primary and secondary NAAQS. Primary standards are designed to protect human health with an adequate margin of safety. Secondary standards are designed to protect property and public welfare from air pollutants in the atmosphere.

State

California Clean Air Act

In addition to being subject to Federal requirements, air quality in the state is also governed by more stringent regulations under the California Clean Air Act, which was enacted in 1988 to develop plans and strategies for attaining the CAAQS. As discussed above, in California, both the Federal and State Clean Air acts are administered by CARB. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional level.

In-Use Off-Road Diesel Equipment Program

CARB's In-Use Off-Road Diesel Equipment regulation is intended to reduce emissions of NO_x and PM from off-road diesel vehicles, including construction equipment, operating within California. The regulation imposes limits on idling; requires reporting equipment and engine information and labeling all vehicles reported; restricts adding older vehicles to fleets; and requires fleets to reduce their emissions by retiring, replacing, or repowering older engines or installing exhaust retrofits for PM. The requirements and compliance dates of the off-road regulation vary by fleet size, and large fleets (fleets with more than 5,000 horsepower) must meet average targets or comply with Best Available Control Technology (BACT) requirements beginning in 2014. CARB has off-road anti-idling regulations affecting self-propelled diesel-fueled vehicles of 25 horsepower and up. The off-road anti-idling regulations limit idling on applicable equipment to no more than five minutes, unless exempted due to safety, operation, or maintenance requirements. In 2022, CARB approved amendments requiring the use of renewable diesel fuel starting January 1, 2024. Fleets comprised of Tier 4 Final equipment or zero-emission equipment are exempt from this requirement.

On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation

CARB's On-Road Heavy-Duty Diesel Vehicles (In-Use) regulation (also known as the Truck and Bus Regulation) is intended to reduce the emission of NO_X, PM, and other criteria pollutants generated from existing on-road diesel vehicles operating in California. The regulation applies to nearly all diesel-fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that are privately or federally owned, and for privately and publicly owned school buses. Heavier trucks and buses with a GVWR greater than 26,000 pounds must comply with a schedule by engine model year or owners can report to show compliance with more flexible options. Fleets complying with the heavier trucks and buses schedule must install the best available PM filter on 1996 model year and newer engines and replace the vehicle 8 years later. Trucks with 1995 model year and older engines had to be replaced starting in 2015. Replacements with a 2010 model year or newer engine meet the final requirements, but owners can also replace the equipment with used trucks that have a future compliance date (as specified in regulation). Starting on January 1, 2023, all trucks and buses operating in California, with few exceptions, were required to have 2010 model year engines or newer.

CARB Stationary Diesel Engines – Emission Regulations

In 1998, CARB identified DPM as a TAC. To reduce public exposure to DPM, in 2000, the Board approved the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles (Risk Reduction Plan) (CARB 2000). Integral to this plan is the implementation of control measures to reduce DPM such as the control measures for stationary diesel-fueled engines. As such, diesel generators must comply with regulations under CARB's amendments *to Airborne Toxic Control Measure for Stationary Compression Ignition Engines* and be permitted by SCAQMD.

CARB Air Quality and Land Use Handbook

In 1998, CARB identified particulate matter from diesel-fueled engines as a TAC. CARB's Air Quality and Land Use Handbook is intended to serve as a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process (CARB 2005). The CARB Handbook recommends that planning agencies consider proximity to air pollution sources when considering new locations for "sensitive" land uses, such as residences, medical facilities, daycare centers, schools, and playgrounds. Air pollution sources of concern include freeways, rail yards, ports, refineries, distribution centers, chrome plating facilities, dry cleaners, and large gasoline service stations. Key recommendations in the Handbook relative to the Planning Area include taking steps to consider or avoid siting new, sensitive land uses:

- Within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day;
- Within 300 feet of gasoline fueling stations; or
- Within 300 feet of dry cleaning operations (dry cleaning with TACs is being phased out and will be prohibited in 2023). The SCAQMD (Regulation 14, Rule 21) has established emission controls for the use of perchloroethylene, the most common dry-cleaning solvent.

CARB prepared a technical supplement to the Handbook, a *Technical Advisory on Strategies to Reduce Air Pollution Exposure Near High Volume Roadways* (CARB 2017), that provides recommendations for strategies to minimize exposure of the public to air pollutants due to proximity to high volume roadways, such as reducing traffic emissions and removing pollution from the air.

Air Toxics "Hot Spots" Program

State requirements specifically address emissions of air toxics through Assembly Bill (AB) 1807 (known as the Tanner Bill) that established the State Air Toxics "Hot Spots" Program and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588) (California Health and Safety Code Section 44300 et seq.). Under the Air Toxics Hot Spots Information and Assessment Act of 1987 (or Air Toxics "Hot Spots" Act) and Air Toxics Hot Spots Program, the State (CARB) must collect data on toxic emissions from stationary sources (facilities) throughout the State and ascertain potential health risks that these emissions pose to members of community for developing cancer or for resulting in non-cancer health effects. California's Children's Environmental Health Protection Act of 1999 (California Health and Safety Code Section 39606), also requires explicit consideration of infants and children in assessing risks from air toxics.

Substances regulated under California's Air Toxics Hot Spots Program are defined in statute and include a list of substances developed by the following sources:

- International Agency for Research on Cancer (IARC);
- U.S. EPA;
- U.S. National Toxicology Program (NTP);
- CARB Toxic Air Contaminant Identification Program List;
- Hazard Evaluation System and Information Service (HESIS) (State of California);
- Proposition 65 (Safe Drinking Water and Toxic Enforcement Act of 1986) list of carcinogens and reproductive toxicants (State of California); and
- Any additional substance recognized by the State Board as presenting a chronic or acute threat to public health when present in the ambient air.

On May 6, 2005, the SCAQMD adopted a *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* containing numerous recommendations focused on land use planning, such as locating sensitive receptors away from substantial sources of TACs and CO hot spots (e.g., high-traffic freeways and roads, distribution centers, refineries, etc.). When locating receptors near large generators of TAC emissions, the SCAQMD recommends conducting CO hot spot analyses and analyzing health risks for these new developments.

California Building Industry Association v. Bay Area Air Quality Management District (2015)
The California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015) ruled that CEQA review is focused on a project's impact on the environment "and not the environment's impact on the project." The opinion also holds that when a project has "potentially significant exacerbating effects on existing environmental hazards" those impacts are properly within the scope of CEQA because they can be viewed as impacts of the project on "existing conditions" rather than impacts of the environment on the project. The Supreme Court provided the example of a project that threatens to disperse existing buried environmental contaminants that would otherwise remain undisturbed. The Court concluded that it is proper under CEQA to undertake an analysis of the dispersal of existing contaminants because such an analysis would be focused on how the project "would worsen existing conditions." The court also found that the limited number of express CEQA provisions that require analysis of the impacts of the existing environment on a project – such as impacts associated with school siting and airports – should be viewed as specific statutory exceptions to the general rule that such impacts are not properly within CEQA's scope.

Regional

Southern California Association of Governments
The Southern California Association of Governments (SCAG) is a Joint Powers Authority under California law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. SCAG encompasses the counties of Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial.

SCAG is designated as a Metropolitan Planning Organization (MPO) and as a Regional Transportation Planning Agency. Under SB 375, SCAG, as a designated MPO, is required to prepare a Sustainable Communities Strategy (SCS) as an integral part of its Regional Transportation Plan (RTP). On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS). The 2020 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Information contained in Chapter 3: A Path to Greater Access, Mobility, and Sustainability of the 2020 RTP/SCS forms the basis for the land use and transportation components of the Air Quality Management Plan (AQMP), and are utilized in the preparation of air quality forecasts and consistency analysis included in the AQMP (SCAG, 2020). The current Air Quality Management Plan for the Basin is based on the growth assumptions contained in the 2020 RTP/SCS. The RTP/SCS was updated in April 2024 when SCAG's Regional Council adopted Connect SoCal 2024. This analysis uses the data contained in Connect SoCal 2020 because it forms the basis of SCAQMD's 2022 AQMP.

SCAQMD Air Quality Management Plan (AQMP)
Under State law, the SCAQMD is required to prepare an overall plan for air quality improvement, known as an AQMP. The purpose of an AQMP is to bring an air basin into compliance with federal and State air quality standards. The SCAQMD 2022 AQMP was adopted on December 2, 2022. The 2022 AQMP provides new and revised demonstrations for how the SCAQMD, in coordination

with federal, State, regional and local governments will bring the Basin back into attainment for the following NAAQS: 2008 8-hour ozone; 2012 annual PM2.5; 2006 24-hour PM2.5; 1997 8-hour ozone; and 1997 1-hour ozone.

To achieve the reductions necessary to bring ambient air quality back into attainment the SCAQMD has identified seven primary objectives for the AQMP, which include:

1. Eliminating reliance on unknown future technology measures to demonstrate future attainment of air quality standards;
2. Calculating and accounting for co-benefits associated with measures identified in other, approved planning efforts (e.g., SCAG RTP/SCS);
3. Developing a strategy with fair-share emission reductions at the federal, State, and local levels;
4. Investing in strategies and technologies that meet multiple objectives regarding air quality, climate change, air toxic exposure, energy, and transportation—especially in disadvantaged communities;
5. Seeking, identifying, and securing significant sources of funding for incentives to implement early deployment and commercialization of zero and near-zero technologies, particularly in the mobile source sector;
6. Enhancing the socio-economic analysis and selecting the most efficient and cost-effective path to achieve multi-pollutant and -deadline targets; and
7. Prioritize non-regulatory, innovative approaches that can contribute to the economic vitality of the region while maximizing emission reductions.

The emission forecasts and demonstrations presented in the 2022 AMQP rely heavily on information contained in other planning and strategy documents. For example, the 2022 AQMP's long-term emissions inventory is based on the growth and land use projections contained in the SCAG's 2020 RTP/SCS. Additionally, the conclusions relating to ozone compliance are based on implementation of measures presented in CARB's Mobile Source Strategy and State Implementation Plan (SIP) strategy. The Mobile Source Strategy outlines a suite of measures targeted at on-road light- and heavy-duty vehicles, off-road equipment, and federal and international sources. A subset of the statewide strategy is a mobile source strategy for the South Coast SIP. Because the SCAQMD has limited authority in regulating mobile source emissions, coordination and cooperation between SCAQMD, CARB, and the U.S. EPA is imperative to meeting the Nox reductions required to meet ozone standards. Although not incorporated specifically from another planning document strategy, the 2022 AQMP also provides numerous control measures for stationary sources (SCAQMD, 2017).

SCAQMD Rules and Regulations

The SCAQMD adopts rules that establish permissible air pollutant emissions and governs a variety of business, processes, operations, and products to implement the AQMP and the various federal and State air quality requirements. In general, rules that would be applicable to the GPU could include:

- **Rule 401 (Visible Emissions)** prohibits discharge into the atmosphere from any single source of emission for any contaminant for a period or periods aggregating more than three minutes in any one hour that is as dark or darker in shade than that designated as No. 1 on the Ringelmann Chart, as published by the U.S. Bureau of Mines.
- **Rule 402 (Nuisance)** prohibits discharges of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons

or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- **Rule 403 (Fugitive Dust)** prohibits emissions of fugitive dust from any grading activity, storage pile, or other disturbed surface area if it crosses the project property line or if emissions caused by vehicle movement cause substantial impairment of visibility (defined as exceeding 20 percent capacity in the air). Rule 403 requires the implementation of Best Available Control Measures and includes additional provisions for projects disturbing more than five acres and those disturbing more than fifty acres.
- **Rule 445 (Wood Burning Devices)** prohibits installation of woodburning devices such as fireplaces and wood-burning stoves in new development unless the development is located at an elevation above 3,000 feet or if existing infrastructure for natural gas service is not available within 150-feet of the development.
- **Rule 481 (Spray Coating Operations)** imposes equipment and operational restrictions during construction for all spray painting and spray coating operations.
- **Rule 1108 (Cutback Asphalt)** prohibits the sale or use of any cutback asphalt containing more than 0.5 percent by volume organic compounds which evaporate at 260°C (500°F) or lower.
- **Rule 1113 (Architectural Coatings)** establishes maximum concentrations of VOCs in paints and other applications and establishes the thresholds for low-VOC coatings.
- **Rule 1143 (Consumer Paint Thinners and Multi-Purpose Solvents)** prohibits the supply, sale, manufacture, blend, package or repackage of any consumer paint thinner or multi-purpose solvent for use in the District unless consumer paint thinners or other multi-purpose solvents comply with applicable VOC content limits.
- **Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities)** specifies work practice requirements to limit asbestos emissions from building demolitions and renovation activities, including the removal and associated disturbance of asbestos-containing materials. The requirements for demolition and renovation activities include asbestos surveying, notification, asbestos containing materials removal procedures and time schedules, asbestos containing materials handling and clean-up procedures, and storage, disposal, and land filling requirements for asbestos containing waste materials.
- **Rule 2202 (On-Road Motor Vehicle Mitigation Options)** provides employers with options to reduce mobile source emissions generated from employee commutes. The rule applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period.

Local

City of Compton 2045 Comprehensive General Plan Update
The GPU includes the following goals and policies related to air quality:

Community Services, Open Space, and Natural Resources Element

GOAL CR-2: ESTABLISH ENERGY CONSERVATION AND EFFICIENCY STANDARDS THAT PROMOTE SUSTAINABLE PRACTICES AND REDUCE ENERGY CONSUMPTION

Policy CR-2.1: **Building Energy Efficiency Standards.** Require new construction and major renovations to comply with energy efficiency standards established by the California Energy Commission (Title 24), incorporating measures such as high-efficiency HVAC systems, insulation, and lighting to reduce energy consumption and greenhouse gas emissions.

Policy CR-2.2: **Energy Efficient Lighting.** Encourage the use of energy-efficient lighting technologies, such as LED fixtures, in public facilities, streetlights, and outdoor spaces to reduce electricity consumption, improve visibility, and enhance safety.

Policy CR-2.3: **Renewable Energy Integration.** Support the development and integration of solar photovoltaic systems, on public buildings, facilities, and vacant land to generate clean, renewable energy and reduce dependence on fossil fuels.

Policy CR-2.4: **Energy Conservation Education and Outreach.** Implement educational programs and outreach campaigns to raise awareness about energy conversation practices, energy-saving technologies, and available incentives for residents businesses, and community organizations.

Policy CR-2.5: **Municipal Energy Management.** Implement energy management practices and policies within municipal operations to optimize energy use, reduce utility costs, and demonstrate leadership in sustainability efforts.

Policy CR-2.6: **Collaboration and Partnerships.** Collaborate with utilities, government agencies, non-profit organizations, and community stakeholders to leverage resources, share best practices, and implement energy conservation initiatives effectively.

GOAL CR-6: AN ENVIRONMENT WHERE CLEAR AIR QUALITY AND REDUCED GREENHOUSE GAS EMISSIONS PROTECT COMMUNITY HEALTH

Policy CR-6.1: **Transportation Emissions Reduction.** Promote alternative transportation modes, such as walking, biking, public transit, and carpooling, to reduce vehicle miles traveled and associated air pollution emissions.

Policy CR-6.2: **Electric Vehicle Infrastructure.** Support the development and expansion of electric vehicle infrastructure, including charging stations.

Policy CR-6.3: **Sustainable Land Use and Urban Planning.** Encourage compact, mixed-use development patterns and transit-oriented development.

Policy CR-6.4: **Air Quality Monitoring and Surveillance.** Establish an air quality monitoring network to monitor ambient air pollutant levels, track trends in air quality, and identify areas of concern or environmental justice disparities.

Policy CR-6.7: **Resources and Training.** Provide resources, training, and support for community-led air quality monitoring initiatives, citizen science projects, and advocacy campaigns to empower communities to take action on air quality issues.

Policy CR-6.8: **Collaboration and Partnerships.** Collaborate with regional air quality management agencies, governmental organizations, non-profit groups, and academic institutions to coordinate air quality improvement efforts, share resources, and leverage expertise.

Policy CR-6.9: **Regional Air Quality.** Participate in regional air quality planning processes and advocacy efforts to address cross-border air pollution issues and promote regional collaboration on air quality management strategies.

Environmental Justice Element

GOAL EJ-1: REDUCED POLLUTION AND REMOVAL OF PUBLIC HEALTH DISPARITIES

Policy EJ-1.1: **Toxic Air Contaminants Reduction.** Implement land use and transportation strategies aimed at decreasing public exposure to toxic air contaminants within neighborhoods and sensitive uses adjacent to industrial areas.

Policy EJ-1.2: **Stationary Source Emissions.** Consult with California Air Resources Board and the South Coast Air Quality Management District to ensure the appropriate monitoring of stationary source emissions and to receive aid and assistance to reduce exposures to harmful air pollutants, especially in Disadvantaged Communities.

Policy EJ-1.3: **Buffering Industrial Uses.** Require heavy industrial activities to have on-site buffers when adjacent or in close proximity to residential neighborhoods, schools, and other sensitive areas, with the objective of shielding sensitive uses from air pollutant emissions, noise, and unpleasant odors.

Policy EJ-1.4: **Performance Standards for New Developments.** Develop Zoning Code performance standards for new industrial and commercial projects to minimize adverse effects on air quality, noise, and safety, particularly in Disadvantaged Communities.

Policy EJ-1.5: **Stricter Regulation of Polluting Uses.** Enforce more rigorous permitting standards and restrict variances for new high-intensity industrial or commercial activities near sensitive areas in Disadvantaged Communities.

Policy EJ-1.6: **Enhanced Code Enforcement**. Prioritize code enforcement efforts to tackle illegal land uses and activities that pose pollution hazards, particularly in Disadvantaged Communities.

Policy EJ-1.8: **Mitigating Truck-Related Impacts.** Implement measures to mitigate the impact of truck loading and delivery activities associated with new warehouses and truck-related businesses, including noise, odors, air pollution, and greenhouse gas emissions. Establish a local ordinance that exceeds the State vehicle idling restrictions, including restrictions for bus layovers, delivery vehicles, trucks at warehouses and distribution facilities, and taxis, particularly when these activities take place near sensitive land uses.

Policy EJ-1.9: **Promoting Electric Vehicle Infrastructure.** Ensure that industrial and warehouse facilities, as well as truck-related businesses, install electric vehicle

charging infrastructure in alignment with California Air Resources Board regulations.

Policy EJ-1.10: **Local Monitoring.** Develop a citywide air quality monitoring program to identify areas with high levels of air pollution, including diesel-powered emissions, and to track changes over time. Establish a community-based monitoring program where volunteers collect environmental data using low-cost sensors or monitoring kits.

Policy EJ-1.11: **Vegetation Management.** Implement vegetation management programs along freeways and rail corridors to reduce emissions by promoting green buffers and planting air-purifying vegetation.

Policy EJ-1.12: **Coordination with Air Quality Agencies.** Collaborate with the South Coast Air Quality Management District and community partners to assess human exposure to toxic air contaminants, especially in Disadvantaged Communities. Impose appropriate conditions on projects to safeguard public health and safety.

Policy EJ-1.13: **Community Air Protection Initiatives.** Support the development and implementation of Community Air Monitoring Plans and Community Emissions Reduction Plans in collaboration with stakeholders, including businesses, community members, and relevant agencies.

Policy EJ-1.15: **Local Partnerships.** Partner with local school districts, community-based organizations, and other stakeholders to provide portable indoor air filtration units to low-income households in priority areas. Partner with local school districts and explore funding strategies to ensure all public schools have updated HCAC systems with HEPA filters.

Land Use Element

GOAL LU-3: VIBRANT AND ATTRACTIVE MIXED-USE CORRIDORS

Policy LU-3.9: **Active Transportation Infrastructure Investment.** Identify resources that can be targeted toward the development of active transportation infrastructure such as bike lanes, pedestrian pathways, and public transit stops along corridors to promote accessibility and support alternative modes of transportation.

GOAL LU-5: REINVENTION OF MAJOR CORRIDORS AS VIBRANT MIXED-USE, PEDESTRIAN-FRIENDLY, TRANSIT-ACCESSIBLE DISTRICTS

Policy LU-5.4: **Transit-Oriented Development.** Promote transit-oriented development strategies that leverage existing transit infrastructure, such as the Metro A Line Compton and Artesia Stations, to catalyze sustainable and transit-friendly development within walking distance of transit stops, enhancing accessibility, reducing dependence on private vehicles, and supporting compact, mixed-use urban growth patterns.

Policy LU-5.6: **Transit-Supportive Development.** Promote development surrounding the Metro A Line Compton and Artesia Stations that provide transit-supportive housing types/densities and businesses that contribute to a lively living environment

GOAL LU-7: **PRESERVATION AND GROWTH OF INDUSTRIAL BUSINESSES THAT STIMULATE ECONOMIC DEVELOPMENT AND JOB GROWTH AND MINIMIZE ADVERSE IMPACTS**

Policy LU-7.2: **Clean and Green Industries Promotion.** Promote and encourage clean and green industries that provide well-paying jobs, revenue and other community and environmental benefits; support efforts to require existing industries to decrease harmful emissions and impacts; and promote a mix of uses and a range of activities on industrial land to create jobs and revenue while avoiding conflict between industrial and non-industrial uses.

Policy LU-7.3: **Hazardous Substances Regulation.** Monitor uses that use, store, produce, or transport toxic substances, unhealthy air emissions, and other pollutants or hazardous materials.

Policy LU-7.4: **Strategic Industrial Zoning.** Site heavy industrial, large warehouses, and trucking and logistics in areas where the location and roadway pattern will provide minimal impacts on residential and commercial uses.

Policy LU-7.5: **Pollution Reduction Technology.** Encourage technological solutions to reduce pollutants and airborne emissions associated with rail and road freight transport and other industrial operations.

Policy LU-7.6: **Industrial-Residential Interface Management Strategy.** Apply appropriate screening, buffers, transitional uses, and other controls to transition from industrial and commercial uses to any adjacent residential uses and thus reduce potential noise and air pollution impacts.

Policy LU-7.7: **Green Industrial Practices Incentive.** Encourage industrial businesses to utilize green building strategies, green vehicle fleets, energy-efficient equipment, and support renewable energy systems.

GOAL LU-9: **A PATTERN AND SCALE OF DEVELOPMENT THAT PROVIDES VISUAL DIVERSITY, CHOICE OF LIFESTYLE, OPPORTUNITIES FOR SOCIAL INTERACTION, AND RESPECTS DESIRABLE COMMUNITY CHARACTER AND CONTEXT**

Policy LU-9.11: **Green Infrastructure Integration.** Integrate green infrastructure elements, such as urban greening, bioswales, community gardens, and street trees, into residential neighborhoods, Compton Creek, and commercial districts to enhance aesthetics, improve air quality, mitigate urban heat island effects, and promote community health and well-being.

Policy LU-9.15: **Transit-Oriented Design.** Incorporate existing and proposed transit stops or stations into project design.

GOAL LU-10: EQUITABLE DISTRIBUTION OF PUBLIC FACILITIES, INFRASTRUCTURE, HOUSING, AND SERVICES

Policy LU-10.1: Healthy Communities. Improve community health by ensuring equal access to parks, groceries that provide good-quality fresh food and community facilities, and by reducing pollution burdens.

Policy LU-10.6: Environmental Health Integration Policy. Consider proximity to environmental health risks when planning for residential uses.

Policy LU-10.8: Equitable Development Standards. Implement development policies to protect public health, safety, and welfare equitably among all segments of the population.

Policy LU-10.11: Environmental Justice Enforcement Protocol. Eliminate disproportionate environmental burdens and pollution experienced by historically disadvantaged communities through adherence to the environmental justice policies.

Policy LU-10.12: Balanced Land Use Distribution Strategy. Avoid overconcentration of potentially hazardous industrial businesses in any one geographic area, community, or neighborhood.

Mobility Element

GOAL OM-6: A TRANSPORTATION SYSTEM DESIGNED TO MINIMIZE VEHICLE MILES TRAVELED AND GREENHOUSE GAS EMISSIONS

Policy OM-6.1: Integrated Transportation and Land Use. Align transportation and land use planning to decrease vehicle miles traveled and reduce greenhouse gas emissions.

Policy OM-6.2: GHG Reduction. Work to reduce greenhouse gas emissions through reduction in [VMT]] achieved via land use planning, improved transit access, and improved active transportation infrastructure.

Policy OM-6.3: Transportation Demand Management Evaluation. Assess the effectiveness of transportation demand management strategies and intelligent transportation systems in lowering vehicle miles traveled.

Policy OM-6.4: Alternative Transportation Incentives. Encourage businesses to offer incentives for employees to use alternative modes of transportation, such as carpooling, vanpooling, public transit, cycling, and walking.

Policy OM-6.5: Employer Transportation Demand Management Support. Support the adoption of employer transportation demand management requirements outlined in the regulations of the [SCAQMD].

Policy OM-6.6: Ridesharing Promotion. Increase ridesharing awareness and participation through publicity and information dissemination via web-based apps and collaborative efforts with other agencies and jurisdictions.

Policy OM-6.7: **Electric Vehicle Infrastructure.** Apply the latest California Green Building Standard Code for electric vehicle infrastructure in developments.

GOAL OM-7: **A STREET NETWORK MANAGED TO MINIMIZE CONGESTION AND TRAFFIC IMPACTS**

Policy OM-7.6: **Transportation Demand Management.** Promote Transportation Demand Management strategies to minimize the number of average daily vehicle trips along City streets.

GOAL OM-11: **SAFE, EFFICIENT, AND SUSTAINABLE FREIGHT TRANSPORTATION**

Policy OM-11.8: **Freight Emissions Reduction.** Implement measures to reduce emissions from freight transportation activities, including incentivizing the use of low-emission and zero-emission vehicles, promoting freight electrification, and adopting clean technology standards for freight vehicles and equipment.

Public Safety Element

GOAL PS-6: **MINIMIZED RISKS ASSOCIATED WITH THE STORAGE, HANDLING, AND TRANSPORTATION OF HAZARDOUS MATERIALS TO PROTECT PUBLIC HEALTH, SAFETY, AND THE ENVIRONMENT FROM POTENTIAL HAZARDS**

PS-6.6: **Regulatory Compliance and Enforcement.** Enforce compliance with federal, state, and local regulations governing the use, storage, and transportation of hazardous materials, including permitting requirements, reporting obligations, and inspection protocols.

PS-6.8: **Hazardous Waste Regulation.** Consult with appropriate agencies to regulate the generation, storage, treatment, and disposal of hazardous wastes from industrial, commercial, and residential sources to prevent environmental contamination and human exposure to toxic substances.

4.3.3 – SIGNIFICANCE THRESHOLDS

Based on the CEQA Guidelines, Appendix G: Items III (a) through (d), implementation of the GPU would have a significant impact related to air quality if it would:

A. Conflict with or obstruct implementation of the applicable air quality plan?
B. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
C. Expose sensitive receptors to substantial pollutant concentrations?
D. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?
E. Would the project cause substantial adverse cumulative impacts with respect to air quality?

Regional Significance Thresholds

The SCAQMD's *CEQA Air Quality Handbook's* significance thresholds were used for evaluating the impacts associated with the implementation of the proposed GPU. The SCAQMD has established mass daily thresholds for regional pollutant emissions, as shown in Table 4.3-4.

Table 4.3-4
SCAQMD Regional Emission Significance Thresholds

Air Contaminant	Construction (Maximum Pounds Per Day)	Operation (Maximum Pounds Per Day)
NO_X	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150
CO	550	550
Lead	3	3

Source: SCAQMD 2019b

Carbon Monoxide "Hot Spots" Thresholds

The SCAQMD does not have a current methodology for screening CO hotspots. However, the SCAQMD performed CO modeling as part of its 2003 AQMP at four busy intersections during morning and evening peak hour periods. The busiest intersection studied in the analysis—Wilshire Boulevard and Veteran Avenue—had 8,062 vehicles per hour during morning peak hours, 7,719 vehicles per hour during evening peak hours, and approximately 100,000 vehicles per day. The 2003 AQMP estimated that the 1-hour CO concentration for this intersection was 4.6 ppm, which is less than a fourth of the 1-hour CAAQS CO standard (20 ppm) (SCAQMD, 2003a). Therefore, for purposes of this EIR, the GPU would have the potential for a CO hotspot if it would exceed the peak hour traffic volumes modeled by the SCAQMD in its 2003 AQMP (8,000 vehicles per hour), thereby having the potential to result in CO concentrations that exceed 1-hour State [20 ppm], 1-hour Federal [35 ppm], and/or State and Federal 8-hour [9 ppm] ambient air quality standards for CO.

Toxic Air Contaminant Thresholds

The SCAQMD recommends preparation of a Health Risk Assessment (HRA) for large commercial or industrial projects to determine the specific health risks posed by long-term emissions of TACs from a project. Following OEHHA and SCAQMD guidance, health risks from TAC emissions are estimated based on "Individual Cancer Risk," which is the likelihood that a person exposed to TACs over 70-year lifetime will get cancer or suffer some other "non-cancer" effect (measured by what is called as a "hazard index"). Numerous weighting factors (e.g., age sensitivity factors, breathing rates, etc.) are applied during health risk calculations to account for those members of the public who may be more sensitive to pollution than others (e.g., sensitive receptors). A project is considered to have a significant impact if it results in any of the following:

- A maximum incremental cancer risk greater than or equal to 10 in one million;
- A population-wide cancer burden greater than 0.5 (in areas where cancer risk is greater than or equal to one in a million); or
- A chronic or acute hazard index greater than or equal to 1.0.

The California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015) ruled CEQA review is focused on a project's impact on the environment "and not the environment's impact on the project." The opinion also holds that when a project has "potentially significant exacerbating effects on existing environmental hazards" those impacts are properly within the scope of CEQA because they can be viewed as impacts of the project on "existing conditions" rather than impacts of the environment on the project. The Supreme Court provided the example of a project that threatens to disperse existing buried environmental contaminants that would otherwise remain undisturbed. The Court concluded that it is proper under CEQA to undertake an analysis of the dispersal of existing contaminants because such an analysis would be focused on how the project "would worsen existing conditions." The court also found that the limited number of express CEQA provisions that require analysis of the impacts of the existing environment on a project – such as impacts associated with school siting and airports – should be viewed as specific statutory exceptions to the general rule that such impacts are not properly within CEQA's scope.

In another recent Supreme Court Ruling – Sierra Club v. County of Fresno 6 Cal. 5th 502 (2018) – the Supreme Court held that CEQA requires a Lead Agency to make a reasonable effort to provide an appropriate, project-specific context and connection between mass pollutant emissions estimates (i.e., pounds per day or tons per year) and the potential health impacts associated with such emissions estimates, or to explain what is and is not yet known about the GPU's "bare" emissions numbers and their potential adverse health impacts.

Consistent with these court rulings, the impact discussion presented below focuses on the proposed GPU's effect on air quality and existing health risks, rather than the effect of existing air quality and its potential risks on the proposed GPU's residents. The analysis evaluates whether the proposed GPU would create or exacerbate adverse public health risk conditions at sensitive receptor locations, as identified in the SCAQMD's CEQA significance criteria.

4.3.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to air quality that could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

Conflicts with Local Air Quality Plan

Impact AQ-1 – Would the GPU conflict with or obstruct implementation of the applicable air quality plan?

Analysis of Impacts

As described in Section 4.3.1, the proposed Compton GPU is within the South Coast Air Basin, which is under the jurisdiction of the SCAQMD. Pursuant to the methodology provided in Chapter 12 of the SCAQMD *CEQA Air Quality Handbook*, a project is consistent with the AQMP if it:

1) Is consistent with the growth assumptions of the AQMP; and
2) Does not increase the frequency or severity of an air quality standards violation, or cause a new one.

Consistency Criterion 1 refers to the growth forecasts and associated assumptions included in the 2022 AQMP. Projects that are inconsistent with the AQMP growth assumptions would

interfere with attainment of air quality standards because this growth would exceed the growth included in the projections used to formulate the AQMP.

The proposed GPU includes land use designations that support development of up to 5,776 total dwelling units, accommodating a population increase of approximately 22,552 residents, for a total population of up to 130,242 residents by 2045. Employment within the Planning Area would reach 27,969 jobs by 2045.[iii] The comparison of the AQMP's and the proposed GPU's potential growth projections is provided in Table 4.3-5.

Table 4.3-5
Comparison of RTP/SCS and Compton GPU 2045 Population, Dwelling Units, and Employment Projections

Scenario	Population	Dwelling Units(A)	Employment
GPU(B)	130,242	34,023	27,969
AQMP/ RTP/SCS(C)	103,100	25,949	30,200
Within RTP/SCS Growth Assumptions?	No	No	Yes

Source: SCAG, 2020

(A) The RTP/SCS dwelling unit data includes only occupied dwelling units, while the Compton GPU dwelling unit data includes both occupied and unoccupied dwelling units. Therefore, to create a direct comparison of the projections within the GPU and RTP/SCS, the vacancy rate for the City of Compton (5.2%) was applied (SCAG 2021). Using the vacancy rate and the RTP/SCS data of 24,600 occupied households, MIG assumes a total dwelling unit value of 25,949.

(B) The GPU projections include population, dwelling unit, and employment data from both the City limits and the City's sphere of influence

(C) The SCAG 2020 RTP/SCS formulates the growth projections which the 2022 AQMP is based on.

As shown in Table 4.3-5, the total employment is within the employment accounted for by the 2020 RTP/SCS. However, the growth envisioned in the GPU is inconsistent with the totals for population and dwelling units that the 2020 RTP/SCS projected for 2045. Therefore, from a population growth standpoint, the proposed GPU would be inconsistent with the AQMP.

Consistency Criterion 2 refers to the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). Please refer to Section 4.3.1 for a description of the state and federal ambient air quality standards (CAAQS and NAAQS, respectively), and the Basin's attainment status. As described in Section 4.3.1, the Basin is designated nonattainment for national and state O_3, PM_{10}, and $PM_{2.5}$ standards. The analyses of potential emissions under Impact AQ-2 indicates the GPU could result in significant emissions that cannot be mitigated during construction activities, which would include NOx and ROG (precursor emissions to ozone) and PM_{10} and $PM_{2.5}$. The analysis contained under Impact AQ-2 also indicates the operational ROG and NOx emissions (precursor emissions to O_3) as well as PM_{10} and $PM_{2.5}$, associated with implementation of the proposed GPU would exceed the SCAQMD-recommended CEQA thresholds of significance, which have been designed to bring the region into attainment for CAAQS and NAAQS.

Implementation of the proposed GPU would result in population, household, and employment growth that is in excess of that accounted for in the 2022 AQMP. This growth could generate construction and operational emissions of criteria air pollutants, including ROG and NO_X (O_3

[iii] The 2024 RTP/SCS indicates there would be 25,500 households and 31,200 jobs in the City of Compton in 2050. Since the 2022 AQMP is based on the growth assumptions in the 2020 RTP/SCS, these values from the 2024 RTP/SCS are not used in the analysis for Impact AQ-1.

precursor pollutants), PM_{10}, and $PM_{2.5}$ that could exceed SCAQMD-recommended thresholds of significance. The SCAQMD, in developing its CEQA significance thresholds, considered the emission levels at which a project's individual emissions would be cumulatively considerable (SCAQMD, 2003b; page D-3). Even though the mass amount of emissions attributable to a single project (i.e., pounds per day) does not necessarily contribute to air pollution levels measured throughout the Basin and in or near the City, the SCAQMD considers projects that result in emissions that exceed its CEQA significance thresholds to result in individual impacts that are cumulatively considerable and significant. Since the proposed GPU could result in construction and operational emissions that exceed SCAQMD regional CEQA thresholds, the proposed GPU could increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of air quality standards, particularly national and state ozone standards. This is considered a potentially significant impact.

Summary of Potential Impacts. The population growth that could occur under the GPU by 2045 would be inconsistent with the 2020 RTP/SCS growth forecast. As discussed under Impact AQ-2, the project would implement Mitigation Measure AQ-2A and Mitigation Measure AQ-2B, which would require the preparation of a project-specific air quality study prior to future development activities and mitigation incorporated into the project if emissions are shown to be above SCAQMD-recommended CEQA significance thresholds. Nonetheless, because it cannot be definitively known or stated at this time that construction emissions would be able to be mitigated such that all criteria air pollutant emissions would be below SCAQMD-recommended thresholds of significance, implementation of the proposed GPU could still increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of air quality standards in the Basin. Furthermore, operational ROG, NOx, CO, PM_{10}, and $PM_{2.5}$ emissions would be expected to continue to exceed SCAQMD thresholds, even after the incorporation of Mitigation Measures AQ-2A and AQ-2B. For these reasons, the proposed GPU would be inconsistent with the AQMP. This impact would be significant and unavoidable.

Level of Significance Before Mitigation
Potentially significant impact.

Mitigation Measures
See Mitigation Measure AQ-2A and AQ-2B, below.

Level of Significance After Mitigation
Significant and Unavoidable

Cumulatively Considerable Net Increase of Criteria Air Pollutants

Impact AQ-2 – Would the GPU result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard?

Analysis of Impacts
The proposed GPU sets forth the City's vision for the types of development that would occur over the next approximately 20 years. The GPU's proposed land use designations permit higher development intensity within the Planning Area boundaries than compared to the existing General Plan. Criteria air pollutants and other emissions would result from construction activities, and from the operation of residences, businesses, and other land uses within the Planning Area. GPU implementation would generate short-term construction and long-term operational emissions of regulated air pollutants (i.e., criteria air pollutants and TACs). These emissions would be released

to the ambient air and disperse according to the topographic and meteorological influences that prevail near the Planning Area and in the greater Basin. The SCAQMD maintains regional significance thresholds to assess how individual projects may affect air quality on a regional scale. The potential for construction and operational emissions associated with GPU implementation to impact air quality is discussed below.

Construction Emissions. The proposed GPU would not directly result in construction of any development or infrastructure; however, future development supported by the GPU would result in short-term construction-related criteria pollutant emissions that have the potential to have an adverse effect on air quality. Short-term criteria air pollutant emissions would occur during demolition, site preparation, grading, building construction, paving, and architectural coating activities associated with specific, new development projects. Emissions would occur from the use of equipment, worker, vendor and hauling trips, and disturbance of onsite soils (fugitive dust). ROG and NO_X emissions are primarily associated with gas and diesel equipment exhaust and the application of architectural coatings. Fugitive dust emissions (PM_{10} and $PM_{2.5}$) are primarily associated with site preparation and vary depending on factors such as soil silt content, soil moisture, wind speed, acreage of disturbance area, and VMT by construction vehicles on- and off-site. Typical pieces of construction equipment associated with development and redevelopment projects include bulldozers, graders, excavators, loaders, and trucks.

Although it is not possible to know the exact type, number, location, or duration of future construction projects, future development activities would generally entail demolition, site preparation, grading, building construction, paving, and painting. Since Compton is generally a built-out city, many new projects in the city will likely require the demolition of existing structures to make room for newer ones. Fugitive dust (PM_{10}) emissions would typically be greatest during building demolition, site preparation, and grading due to the disturbance of soils and transport of material. NO_X emissions would also result from the combustion of diesel fuels used to power off-road heavy-duty pieces of equipment (e.g., backhoes, bulldozers, excavators, etc.). ROG emissions would generally be greatest during architectural coating activities. The types and quantity of equipment, as well as duration of construction activities, would be dependent on project-specific conditions. Larger projects would require more equipment over a longer timeframe than smaller ones. It is possible that either no construction could be occurring within the Planning Area at any given time, or multiple projects could be occurring simultaneously. It is plausible that one or more projects developed under implementation of the proposed GPU could have the potential to exceed one or more of the SCAQMD's construction criteria air pollutant threshold of significance. For example, a project involving a substantial amount of demolition, excavation, or grading could have significant NOx or PM_{10} emissions and a project with substantial architectural coating activities could have significant ROG emissions. Therefore, this impact is potentially significant and requires mitigation.

Operational Emissions. The project would accommodate new residential and non-residential land uses, much of which would involve replacing existing development. Overall, project implementation would increase residential dwelling units and the non-residential square footage in the Planning Area under year 2045 growth conditions. Growth under the GPU would result in long-term regional emissions of criteria air pollutants associated with the operation of area sources, energy sources, and mobile sources. Area source emissions, which are widely distributed and made of many small emissions sources (e.g., landscaping equipment, consumer products, painting operations, etc.), were modeled according to the size and type of land uses proposed. Energy sources, which include natural gas combustion for heating and other purposes, were also modeled based on the size and type of land uses included in the GPU's proposed 2045 growth forecast. Mobile-source emissions were modeled based on the daily vehicle trips that

would result from the proposed GPU. The net change in emissions of regulated air pollutants that would occur with implementation of the GPU was modeled using CalEEMod, V. 2022.1.1. The net change in operational emissions for the GPU was modeled based on the GPU's 2045 growth projection, using default data assumptions provided by CalEEMod, with the following project-specific modifications:

- **Land Use Development:** The default acreage and square footage for proposed development intensities within the Planning Area were adjusted to reflect proposed development conditions (see Chapter 3, Project Description, Table 3-3).
- **Area Sources:** Woodstoves and hearths were excluded from new development pursuant to SCAQMD Rule 445.
- **Mobile Sources:**
    - **Trip Generation and Distance:** The default weekday and weekend trip generation rates and trip lengths were adjusted based on transportation demand modeling data prepared for the GPU by Iteris. The model used trip distances of 8.18 miles and 8.03 miles for residential and nonresidential land uses, respectively, which were derived from annual VMT estimates. Because of these adjustments, which would have accounted for the difference between primary, diverted, and pass-by trips, all trips were adjusted to be 100% primary trips.

The net increase in long-term operational emissions that would be generated by GPU growth is shown in Table 4.3-6. As explained in Section 4.3.1, under the "Existing Emissions Levels in the Planning Area" discussion, the net change in emissions evaluated in this EIR is based on the difference between the existing land uses under future year 2045 conditions and the proposed GPU land uses under 2045 growth conditions.

Table 4.3-6
2045 Project Growth Forecast Operational Emissions (Unmitigated)

Emissions Scenario	Maximum Daily Pollutant Emissions (Pounds per Day)[A]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Project Growth Forecast Operational Emissions in Year 2045 (Compton GPU)						
Area Sources[B]	11,174	733	20,398	44	2,432	2,387
Energy Sources	24	422	245	3	33	33
Mobile Source	1,150	700	9,837	28	3,102	795
Total[B]	*12,348*	*1,855*	*30,480*	*75*	*5,567*	*3,215*
Existing General Plan Land Uses Year 2045 Condition[C]						
Area Sources	9,456	586	17,079	37	2,019	1,982
Energy Sources	23	393	231	2	31	31
Mobile Source	1,008	657	8,739	25	2,780	712
Total[B]	*10,487*	*1,637*	*26,048*	*64*	*4,831*	*2,725*
Net Increase in Emissions Levels						
Area Sources	1,718	147	3,319	7	413	405
Energy Sources	1	29	14	1	2	2
Mobile Source	142	43	1,098	3	322	83
Total[B]	*1,861*	*218*	*4,432*	*11*	*736*	*490*
SCAQMD CEQA Threshold	55	55	550	150	150	55
Threshold Exceeded?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**

Source: MIG, 2024 (see Appendix D) and SCAQMD 2019b.

(A) Emissions estimated using CalEEMod, V 2022.1.1. Estimates are based on default model assumptions unless otherwise noted in this document. Maximum daily ROG, CO, SO_X, PM_{10}, and $PM_{2.5}$ emissions occur during the summer. Maximum daily NO_X emissions occur during the winter.
(B) Totals may not equal due to rounding.
(C) See Table 4.3-3.

As shown in Table 4.3-6, maximum daily operational emissions associated with potential 2045 growth under the GPU exceed the SCAQMD's recommended regional pollutant thresholds for all pollutants except SO_2. Area sources (e.g., consumer products, gas fireplaces, and landscaping equipment) and mobile sources combined account for almost all net ROG, CO, PM_{10}, and $PM_{2.5}$ emissions, and for approximately 87% of net NO_x emissions, that would occur under the implementation of the GPU, with the remaining 13% of net NO_x emissions attributable to energy sources (e.g., natural gas consumption). Area sources and mobile sources account for, respectively, approximately 92% and 8% of net ROG emissions, 67% and 20% of net NO_x emissions, 75% and 25% of net CO emissions, 56% and 44% of net PM_{10} emissions, and 83% and 17% of net $PM_{2.5}$ emissions. Whereas the increases in mobile source emissions are directly attributable to increases in VMT (associated with more people living and working within the Planning Area), the increases in area sources would be due to a combination of factors, including reapplication of architectural coatings and the use of consumer products (e.g., cleaning products), but is primarily due to increased emissions from natural gas hearths. Approximately 90% of the increase in maximum daily area source ROG emissions (1,509 out of 1,717 pounds per day), 97% of the increase in maximum daily area source NO_X emissions, 88% of the increase in maximum daily area source CO emissions, and 100% of the increase in maximum daily area source PM_{10} and $PM_{2.5}$ emissions are associated with new natural gas hearths.

Emissions from mobile sources are expected to decrease over time, due to vehicle turnover, improvements in emissions technologies, and compliance with regulations. Additionally, the GPU contains policies that would reduce air pollution from passenger vehicles, (e.g., Policy LU-3.9: Active Transportation Infrastructure Investment, Policy LU-5.4: Transit-Oriented Development, Policy OM-6.1: Integrated Transportation and Land Use, Policy CR-6.1: Transportation Emissions Reduction, and Policy CR-6.2: Electric Vehicle Infrastructure) and heavy-duty truck travel and idling (e.g., Policy LU-7.5: Pollution Reduction Technology, Policy OM-11.8: Freight Emissions Reduction, Policy EJ-1.8: Mitigating Truck-Related Impacts, and Policy EJ-1.9: Promoting Electric Vehicle Infrastructure). See Section 4.3.2 for a description of the GPU policies most directly related to air quality.

Nevertheless, as described in Section 4.3.1, the South Coast Air Basin is designated nonattainment for national and state ozone standards, and NOx and ROG are ozone precursor pollutants. Additionally, the Basin is in nonattainment for state PM_{10} standards and national and state $PM_{2.5}$ standards. The exceedances of SCAQMD operational thresholds for ROG, NOx, PM_{10}, and $PM_{2.5}$ represent potentially significant impacts that require mitigation.

Summary of Potential Impacts

Construction Emissions. As discussed above, construction emissions associated with future development activities facilitated under implementation of the proposed GPU could exceed SCAQMD-recommended CEQA significance thresholds for regional criteria air pollutant emissions.

Operational Emissions. As shown in Table 4.3-6, the modeled, maximum daily operational emission associated with potential 2045 growth under the GPU would result in ROG, NOx, CO,

PM_{10}, and $PM_{2.5}$ emissions that exceed SCAQMD-recommended CEQA significance thresholds. This is considered a potentially significant impact.

Provided below are mitigation measures to reduce short-term construction and long-term operational pollutants. Even with the implementation of feasible mitigation measures, potential impacts would remain significant, adverse and unavoidable.

Level of Significance Before Mitigation
Potentially significant construction and operational impacts.

Mitigation Measures

AQ-2A: Require a Project-level Construction Air Quality Assessment for Conditional uses and New Discretionary Development Projects.

Prior to a discretionary approval by the City for development projects subject to CEQA (meaning, non-exempt CEQA projects), project applicants shall prepare and submit a technical assessment evaluating potential project-specific construction-related air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD's adopted thresholds of significance, the City shall require that applicants for new development projects incorporate strategies to reduce air pollutant emissions during construction activities. The specific strategies identified for a project shall be included as conditions of project approval, and be incorporated into all appropriate construction bid, engineering, and planning documents prepared for the project. Potential strategies to reduce construction-related emissions include, but are not limited to:

- Using heavy-duty off-road construction equipment that meets U.S. EPA Tier IV Final emissions standards (for equipment greater than 50 horsepower), either through original manufacturer's certification or through the use of California Air Resources Board verified diesel emissions control strategies (e.g., a diesel particulate filter).
- Using electric equipment, particularly for equipment less than 50 horsepower
- Using alternative fuels such as renewable diesel, biodiesel (no more than B20 blend), or liquefied or compressed natural gas biodiesel,
- Using smaller equipment that can complete the same construction activities in the same time as standard-sized equipment.
- Limiting idling time of diesel-powered construction equipment to two (2) minutes.
- Ensuring equipment brought to a site has been properly serviced and maintained in accordance with manufacturer's standards.
- Implementing applicable SCAQMD fugitive dust control measures.
- Using interior and exterior coatings that meet SCAQMD Rule "Low-VOC" or "Super-Compliant" definitions.

AQ-2B: Require a Project-level Operational Air Quality Assessment for New Discretionary Development Projects.

Prior to a discretionary approval by the City for development projects subject to CEQA (meaning non-exempt CEQA projects) project applicants shall prepare and submit a technical assessment evaluating potential project-specific operation air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the SCAQMD's adopted thresholds of significance, the City shall require that applicants for new development projects incorporate strategies to reduce air pollutant emissions during operational activities. The specific strategies identified for a project shall be included as conditions of approval, and be incorporated into all appropriate planning documents for the project. Potential strategies to reduce operational emissions include, but are not limited to the following:

- Reducing vehicle trips or vehicle miles travelled (VMT) generated by residential and non-residential projects
- Reducing or eliminating new natural gas fireplaces and hearths in residential projects
- Reducing or eliminating new natural gas appliances in residential and non-residential projects
- Reducing or prohibiting gasoline-powered landscaping equipment in residential and non-residential projects
- Incorporating clean of air vehicle parking, bicycle parking, and electric vehicle and truck charging infrastructure that meets the additional, voluntary standards established in the version of the CALGreen code in effect at the time the building permit application is submitted for a project
- Incorporating appropriate transit-supporting infrastructure into site plans

Level of Significance After Mitigation
Significant and unavoidable for both construction and operational impacts.

Exposure of Sensitive Receptors to Pollutants

Impact AQ-3 – Would the GPU expose sensitive receptors to substantial pollutant concentrations?

Analysis of Impacts
Growth projected to occur under the GPU could expose existing and new sensitive receptors to substantial concentrations of criteria air pollutants and TAC emissions that pose adverse health effects. The potential for the proposed GPU to expose sensitive receptors to substantial pollutant concentrations is evaluated below.

CO Hotspots. Based on the travel demand forecast modeling conducted for the GPU by Iteris, the estimated maximum number of vehicles moving through any road segment under the GPU's

2045 growth project would be approximately 5,660 vehicles per hour (Iteris 2024b).[iv] This level of traffic is substantially below the screening threshold of 44,000 vehicles per hour for a CO hotspot analysis (See Section 4.3.3). Therefore, the GPU would not cause or significantly contribute to CO concentrations that exceed State or Federal ambient air quality standards for CO. This impact would be less than significant.

Construction Emissions. As discussed under Impact AQ-2, future development activities facilitated under implementation of the proposed GPU would generate emissions, including emissions of DPM (a TAC), during construction activities. These emissions would occur intermittently over the approximately 20-year growth period associated with the GPU. Although specific details regarding project development within the Planning Area are not known at this time, it is possible that one or more projects developed under implementation of the proposed GPU could have the potential to exceed SCAQMD thresholds of significance for cancerogenic and non-cancerogenic health risks (see Section 4.3.3). This represents a potentially significant impact.

Operational Emissions. In addition to criteria air pollutant and TAC emissions on a local scale, receptor exposure to elevated concentrations of criteria air pollutants (e.g., CO, O_3, and PM) is capable of causing adverse health effects on heart, lung, and other organ systems. As described under Impact AQ-2, the proposed GPU would generate cumulatively considerable ROG and NOx emissions, which are precursors for O_3, and for PM_{10} and $PM_{2.5}$ emissions – pollutants for which the region is designated nonattainment. However, operational emissions would not expose receptors to substantial operational pollutant concentrations, as described below.

In the amicus brief filed by the SCAQMD on the California Supreme Court's decision in *Sierra Club versus County of Fresno*, the SCAQMD noted that, "[it] takes a large amount of additional precursor emissions [e.g., NOx] to cause a modeled increase in ambient ozone levels… a project emitting only 10 tons per year of NOx or VOC is small enough that its regional impact on ambient ozone levels may not be detected in the regional air quality models used to determine ozone levels…" (SCAQMD 2015). Although implementation of the GPU is anticipated to increase ROG, NO_X, and PM emissions within the Planning Area and greater SCAG region, any analysis linking potential adverse health risks to corresponding pollutant concentrations would be speculative for several reasons.

First to estimate potential adverse health effects from regional emissions, it is necessary to have information on the sources of the ozone precursor emissions, such as the location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors exposed to the emissions (SCAQMD 2015). While the general nature of the emissions sources occurring with implementation of the proposed GPU is known (i.e., area source, energy source, mobile source), the specific location of these sources within the Planning Area is not known, nor is other information, including source emission rate, exit velocity, operating characteristics (e.g., daytime or nighttime, seasonal or steady-state), etc.

Second, approximately nine (9) percent of the ROG emissions estimated to occur under net 2045 growth would be from mobile sources (i.e., vehicle trips) that would potentially travel on numerous local and regional roadways throughout the Planning Area and beyond that would be subject to varying meteorological and topographical influences. These emissions would be subject to small

[iv] The maximum hourly number of vehicles along any road segment under 2045 Project conditions was estimated based on the road segment with the highest ADT (Alondra Boulevard east of Atlantic Avenue with 31,700 trips) and the road intersecting it (Atlantic Boulevard between Compton Boulevard and Alondra Boulevard with 24,900 trips). A value of ten percent (10%) of the average daily trips was used as an approximation of peak hour traffic.

scale air patterns, such as those formed as wind passes between buildings and other anthropogenic features (e.g., cars), creating eddies and other turbulence that affect pollutant transport. The remaining approximately 91 percent of ROG emissions would be attributable to area sources, including hearths, consumer products, landscaping equipment, and architectural coatings. Approximately 90 percent of net maximum daily ROG emissions would be attributable to hearths, 7 percent to the additional use of consumer products, 2 percent to landscaping equipment, and 1 percent to architectural coatings. Area sources including hearths would vary in temporal and spatial distribution throughout the Planning Area. Furthermore, sources such as consumer products and architectural coatings may be used indoors as well as outdoors – the rate at which they are used, as well as operational characteristics of how they are used (e.g., windows opened or closed) – would affect the rate and manner that they are dispersed in accordance with wind circulation patterns in their vicinity.

Third, as mentioned previously, the SCAQMD has stated (SCAQMD 2015, pgs. 10-11):

> *"For the so-called criteria pollutants, such as ozone, it may be more difficult to quantify health impacts . . . It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources . . . Scientifically, health effects from ozone are correlated with increases in the ambient level of ozone in the air a person breathes . . . However, it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region. For example, the SCAQMD's 2012 AQMP showed that reducing NOx by 432 tons per day (157,680 tons/year) and reducing VOC by 187 tons per day (68,255 tons/year) would reduce ozone levels at the SCAQMD's monitor site with the highest levels by only 9 parts per billion. SCAQMD staff does not currently know of a way to accurately quantify ozone-related health impacts caused by NO_X or VOC emissions from relatively small projects."*

As noted previously, the total estimated increase in ROG emissions associated with implementation of the GPU is estimated to be approximately 1,835 pounds per day under unmitigated conditions, or approximately 0.5% of the ROG increase identified by the SCAQMD in its amicus brief filed on the California Supreme Court's decision in *Sierra Club versus County of Fresno*. As such, the increase in ROG emissions is anticipated to increase O_3 concentrations more likely in the parts per trillion range, rather than the parts per billion range. This is a magnitude of order less than the change identified by the SCAQMD.

Finally, adverse health effects associated with receptor exposure to criteria air pollutant concentrations are cumulative in nature. In other words, any potential health effects associated with GPU operational emissions would also need to be considered in light of background pollutant emissions. As discussed previously in this EIR chapter, there are many efforts being undertaken at the state and regional level to reduce criteria air pollutant emissions from stationary and mobile sources. These actions are anticipated to reduce pollutant concentrations throughout the Planning Area and Basin over the next few decades. Therefore, even if the proposed GPU does increase emissions in and in proximity of the Planning Area, criteria air pollutant concentrations in the region could still be lower in the future than they are currently due to the advancement of cleaner technologies.

As described above, it would be speculative to transform the mass increase in criteria air pollutant emissions that could occur with implementation of the proposed GPU into quantifiable health risks for several specific reasons, including the uncertain location of emission points, velocity of emissions, the meteorology and topography of the area (which could affect the transport rate and

photochemical reactions needed to produce ozone), and background criteria air pollutant emissions in the future. However, given that the GPU's operational emissions are far less than that modeled by the SCAQMD for its 2012 AQMP, which showed a relatively minor decrease in criteria air pollutant concentrations for a large amount of mass emissions, emissions associated with implementation of the proposed GPU would not expose sensitive receptors to substantial pollutant concentrations. This impact would be less than significant.

Exacerbation of Existing Sources of Pollution. GPU growth would generally add new residential development in the Planning Area and could place new sensitive receptors in proximity to existing sources of emissions, such as the I-710 Freeway and local stationary sources of emissions.

Per the ruling by the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015), projects are not required to analyze how existing conditions might impact a project's future users or residents. As such, this analysis does not focus on potential, future receptor exposure to existing emissions from existing sources of pollutants in and near the Planning Area. Rather, it focuses on the incremental increase in pollutant concentrations and associated impacts (including adverse health impacts) that could occur if existing operations were to change as a result of GPU growth.

As shown in Table 3-3 and Table 3-6 of the Project Description, full buildout of the proposed GPU result in an approximate 1.8 million square foot increase in industrial building space, which could involve the operation of stationary equipment and diesel-powered trucks. However, policies in the GPU (e.g., Policy LU-7.4: Strategic Industrial Zoning, Policy LU-7.6: Industrial-Residential Interface Management Strategy, and Policy EJ-1.3: Buffering Industrial Uses) seek to reduce land use conflicts between industrial activities and sensitive receptors. Additionally, the proposed GPU would increase the number of residential dwelling units, specifically through mixed-use development, and the adopted Compton Station Specific Plan. Mixed-use developments generally do not include major sources of operational criteria air pollutant emissions (e.g., stationary sources associated with industrial developments) due to land-use conflicts with residential dwelling units on top of / in the immediate proximity of the non-residential land uses associated with the mixed-use development. This impact would be less than significant.

Additional Information on Existing Sources of Pollutants. The proposed GPU could result in new sensitive receptors being exposed to significant sources of TAC emissions. The CARB *Air Quality and Land Use Handbook* recommends avoiding the siting of new sensitive land uses (e.g., residences, schools, etc.) within:

- 300 feet of large gasoline fueling stations (with a throughput of more than 3.6 million gallons of gasoline per year);
- Within 300 feet of dry cleaning operations;
- Within 500 feet of freeways, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day; and
- Within 1,000 feet of a major rail service or maintenance yard.

A review for gas stations and dry cleaning facilities within the Planning Area indicates there may be approximately 12 dry cleaning facilities and multiple gas station facilities located within the Planning Area. SR-91 and I-710 and the BNSF railroad and Metro A Line are also located within the Planning Area. There are existing residential receptors near these facilities, in some cases within 300 feet, and the proposed GPU would locate some new residences within 300 feet of these locations. However, the GPU contains policies that would consider residential proximity to health risks during planning (Policy LU-10.6: Environmental Health Integration Policy), regulate

industrial and commercial activities near sensitive receptors (Policy EJ-1.5: Stricter Regulation of Polluting Uses), and implement vegetation management programs as buffers along freeway and rail corridors (Policy EJ-1.5: Stricter Regulation of Polluting Uses).

As identified in Section 4.3.1, all census tracts within the Planning Area are considered disadvantaged communities based on the SB 535 scoring definition. The proposed GPU could result in the placement of additional, residential receptors within these census tracts that are exposed to high levels of pollution; however, as noted above, the City would implement various policies to help control existing sources of pollutants and reduce receptor exposure to those pollutants. Specifically, the proposed GPU includes policies related to air quality monitoring and collaboration on air quality planning, reducing exposure from stationary sources, setting conditions on projects, and providing air filtration units (Policy CR-6.4: Air Quality Monitoring and Surveillance, Policy CR-6.7: Resources and Training, Policy CR-6.8: Collaboration and Partnerships, Policy CR-6.9: Regional Air Quality, Policy EJ-1.2: Stationary Source Emissions, Policy EJ-1.12: Coordination with Air Quality Agencies, Policy EJ-1.13: Community Air Protection Initiatives, Policy EJ-1.15: Local Partnerships).

Level of Significance Before Mitigation
Potentially significant construction emissions impact.

Level of Significance After Mitigation
There is uncertainty regarding the specific nature of construction activities that would be facilitated under implementation of the proposed GPU. Despite the implementation of Mitigation Measure AQ-2A, which requires the preparation of project-specific air quality analysis prior to the construction of any new development and incorporation of mitigation if emissions levels are shown to be above SCAQMD-recommended thresholds of significance for cancerogenic and non-cancerogenic risks, as well as SCAQMD LSTs, it cannot be definitively known or stated at this time that all future development projects occurring under implementation of the proposed GPU would be able to reduce potential risks and localized construction air pollutant emissions to levels that are below SCAQMD thresholds. Therefore, with regard to localized criteria air pollutant and TAC emissions generated during future construction activities, this impact would be significant and unavoidable even with the incorporation of feasible mitigation measures.

Objectionable Odors

Impact AQ-4 – Would the GPU result in other emissions such as those leading to odors adversely affecting a substantial number of people?

Analysis of Impacts
According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations, such as manufacturing uses that produce chemicals, paper, etc. (e.g., asphalt batch plants, chemical manufacturing plants, composting/green waste facilities, painting/coating operations. The GPU does not propose such sources. Construction occurring within the Planning Area could produce odors from fuel combustion or solvents/paints used. These odors would be temporary, quickly disperse, and would not affect a substantial number of people. Under the 2045 growth projection, the GPU would increase the amount of residential and non-residential development in the city, including multi-family development that could be located close to retail, restaurant, and other commercial land uses that may generate localized sources of odors that may or may not be objectionable to nearby residential land uses; however, locating future receptors in proximity of sources of odors would not constitute a CEQA impact. The

California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015) ruled that CEQA review is focused on a project's impact on the environment "and not the environment's impact on the project." Therefore, even if receptors are located in proximity of existing sources of odor, this would be a case of how the existing environment would impact the project, which is (generally) not an assessment required under CEQA. The GPU does not in and of itself permit or authorize any new, major sources of potential odors (e.g., wastewater treatment plant), and odor impacts would be less than significant with standard environmental review practices.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact AQ-5 – Would the GPU cause substantial adverse cumulative impacts with respect to Air Quality?

Analysis of Impacts
As described in Section 4.3.1, the Basin is designated nonattainment for national and State O_3 standards, national and State $PM_{2.5}$ standards, and national PM_{10} standards. The SCAQMD, in developing its CEQA significance thresholds, considered the emission levels at which a project's individual emissions would be cumulatively considerable (SCAQMD, 2003b; page D-3). The SCAQMD considers projects that result in emissions that exceed its CEQA significance thresholds to result in individual impacts that are cumulatively considerable and significant. The growth that could occur under the GPU's 2045 growth conditions would be inconsistent with the 2020 RTP/SCS growth forecasts and, as discussed under Impact AQ-2, could result in construction and operational emissions that exceed the SCAQMD's recommended regional CEQA thresholds. Although the mass amount of emissions attributable to a single project (i.e., pounds per day) does not necessarily contribute to air pollution levels measured within the Basin and in or near the City, the SCAQMD, in developing its CEQA significance thresholds, considered the emission levels at which a project's individual emissions would be cumulatively considerable (SCAQMD 2003b; page D-3). The SCAQMD considers projects that result in emissions that exceed its CEQA significance thresholds to result in individual impacts that are cumulatively considerable and significant. Since potential growth under the GPU would be inconsistent with current AQMP projections and could lead to construction and operational emissions that exceed SCAQMD regional CEQA thresholds, the proposed GPU could increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of air quality standards, particularly national and state O_3, PM_{10}, and $PM_{2.5}$ standards. This is considered a potentially significant impact.

Level of Significance Before Mitigation
Potentially significant impact.

Mitigation Measures
See Mitigation Measures AQ-2A and AQ-2B.

Level of Significance After Mitigation
Significant and unavoidable.

4.3.5 – REFERENCES

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List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	**Full Phrase or Description**
AB	Assembly Bill
AQMP	Air Quality Management Plan
BACT	Best Available Control Technology
Basin	South Coast Air Basin
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CO	Carbon monoxide
DPM	Diesel particulate matter
EIR	Environmental Impact Report
GVWR	Gross vehicle weight rating
H_2S	Hydrogen sulfide
HAP	Hazardous Air Pollutants
HRA	Health Risk Assessment
I	Interstate
lbs	Pounds
LOS	Level of Service
LST	Localized Significance Threshold
m^3	Cubic meter
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NO	Nitrogen oxide
NO_2	Nitrogen dioxide
NO_x	Oxides of nitrogen
NTP	United State National Toxicology Program
O_3	Ozone
OEHHA	Office of Environmental Health Hazard Assessment
PM	Particulate matter
ppb	Parts per billion
ppm	Parts per million
$PM_{2.5}$	Fine particulate matter
PM_{10}	Coarse particulate matter
ROG	Reactive organic gases
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SIP	State Implementation Plan
SO_2	Sulfur dioxide
SO_4^{2-}	Sulfates
SO_x	Oxides of sulfur
SR	State Route
SRA	Source Receptor Area
TAC	Toxic Air Contaminants

U.S.	United States
U.S. EPA	United States Environmental Protection Agency
V.	Version
VMT	Vehicle Miles Traveled
VOC	Volatile organic compounds
µg	Micrograms
%	Percent
° F	Degrees Fahrenheit

4.4 – BIOLOGICAL RESOURCES

This EIR chapter addresses biological resource impacts associated with implementation of the General Plan Update (GPU). Issues of interest are biological resources impacts identified by the CEQA Guidelines are whether the GPU will: cause a substantial adverse effect on special status wildlife species; have a substantial effect on any riparian habitat/sensitive natural communities; have a substantial adverse effect on state or federally protected wetlands; interfere substantially with wildlife movement or use of wildlife nurseries; conflict with local policies protecting biological resources; or conflict with the provision of an adopted habitat conservation plan.

4.4.1 – ENVIRONMENTAL SETTING

The City of Compton is relatively flat and has an elevation ranging from approximately 60 to 80 feet above mean sea level (AMSL). The City is developed with mostly residential uses as well as some industrial and commercial developments. There are no Significant Ecological Areas (SEAs) designated by Los Angeles County within the Planning Area. The park system within the Planning Area consists of fourteen parks totaling approximately 67 acres that may provide low or marginal quality habitat for biological resources. Potential issues related to biological resources within the Planning Area are discussed in detail below.

Sensitive Wildlife and Plant Species

Since Compton has been largely developed, no populations of rare or sensitive species are known to occur within the City's limits. Due to the level of disturbance within the Planning Area, no sensitive plant species are expected to be encountered, and vegetation is primarily ruderal. Wildlife expected within the Planning Area would be non-sensitive wildlife that generally inhabit disturbed urban areas (such as raccoons, squirrels, coyotes, rats, common bird species, etc.). The Planning Area is located on the South Gate, California 7.5-minute series United States Geological Survey (USGS) topographic quadrangle map. Table 4.4-1 shows sensitive species that have been recorded in the California Natural Diversity Database (CNDDB) for the South Gate topographic quadrangle (which encompasses the Planning Area and adjacent areas). All of these species have low potential to occur and/or are not expected to occur within the Planning Area due to the marginally suitable habitat available or lack of habitat. The nearest potentially extant populations of species identified in the database search are expect to be outside of the Planning Area within or near the Los Angeles River.

Sensitive Natural Communities and Habitats

Since the Planning Area is largely developed, no sensitive natural communities are known to occur within the City's limits or the City's Sphere of Influence. Vegetation communities within the Planning Area include only "*Developed or Disturbed"* land. This category refers to areas of the Planning Area that have been modified by human activity. The vegetation communities found here are generally composed of non-native ornamental trees and shrubs. Parks within the Planning Area provide very limited habitat, but trees and other plantings may support migrating songbirds, raptors, and other wildlife known to occupy disturbed urban environments. Commonly planted landscape ornamentals within the Planning Area include species such as Canary Island Pine (*Pinus canariensis*), blue gum (*Eucalyptus globulus*), sweet gum *(Liquidambar styraciflua)*, oleander *(Nerium oleander)* mock orange (*Pittosporum tobira*), African daisy *(Dimorphotheca*

sinuate), rosemary *(Rosmarinus officinalis*), and fountain grass *(Pennisetum setaceum*) to name a few. Non-native herbs [such as cheeseweed (*Malva parviflora*), prostrate knotweed (*Polygonum aviculare*), sow thistle (*Sonchus oleraceus*), wild radish (*Raphanus sativus*)] and grasses [e.g., (*Bromus* spp.), Johnsongrass (*Sorghum halepense*), and Bermuda grass (*Cynodon dactylon*)] are found throughout the Planning Area in vacant parcels.

Table 4.4-1
Federal- and State-Listed Species and Other Special Status Species

Type	Scientific Name	Common Name	Status	Occurrence in Planning Area
Amphibians	*Spea hammondii*	Western spadefoot	SSC	Low potential to occur in Planning Area.
Birds	*Aquila golden chrysaetos eagle*	*Golden eagle*	FP, WL	Low potential to occur in Planning Area
	Athene cunicularia	*Burrowing Owl*	SSC	Low potential to occur in Planning Area.
	Coccyzus americanus occidentalis	Western yellow-billed cuckoo	FT, SE	Low potential to occur in Planning Area.
	Empidonax traillii extimus	Southwester willow flycatcher	FE, SE	Low potential to occur in Planning Area.
	Setophaga petechia	Yellow warbler	SSC	Low potential to occur in Planning Area.
	Spizella breweri	Brewers sparrow	FT	Low potential to occur in Planning Area.
	Polioptila calfornica californica	Coastal California gnatcatcher	FT	Low potential to occur in Planning Area.
	Vireo bellii pusillus	Least Bell's vireo	FE, SE	Low potential to occur in Planning Area.
Mammals	*Myotis velifer*	Cave myotis	SSC	Low potential to occur in Planning Area.
	Taxidea taxus	American badger	SSC	Low potential to occur in Planning Area.
Reptiles	*Anniella stebbinsi*	Southern California legless lizard	SSC	Low potential to occur in Planning Area.
	Phrynosoma blainvillii	Coast horned lizard	SSC	Low potential to occur in Planning Area.
Plants	*Centromadia parryi ssp. Australis*	Southern tarplant	1B.1	Low potential to occur in Planning Area.
	Navarretia protrata	Prostrate vernal pool navarretia	1B.2	Low potential to occur in Planning Area.
	Orcuttia californica	California Orcutt grass	FE, SE, 1B.1	Low potential to occur in Planning Area.
	Phacelia stellaris	Brands star phacelia	1B.1	Low potential to occur in Planning Area.

Source: California Natural Diversity Database. December 2020
Relevant Species Status Codes:
FE = Federally listed as endangered; FT = Federally Threatened ; FSC = Federal Special Concern Species (a "term-of-art" for former Category 2 candidates);
ST = State Threatened; SE = State-listed as Endangered; SCE = State Candidate Endangered; SSC = California Special Concern species by CDFW;
1B.1 = Plants rare, threatened, or endangered in California and elsewhere, seriously threatened in California; 1B.2 = Plants rare, threatened, or endangered in California or elsewhere, fairly threatened in California; 4.2 = Plants of limited distribution, fairly threatened in California.

Waterways

Compton Creek

Compton Creek, a tributary of the Los Angeles River, traverses the Planning Area (Compton, 2024). Compton Creek begins just east of south Main Street between 107th and 108th Streets in the City of Los Angeles and runs down through the unincorporated community of Willowbrook. It traverses through Compton diagonally in a northwest-to-southeasterly direction from El Segundo Boulevard to the confluence with a channelized portion of the Los Angeles River near the Long Beach Freeway (I-710) in Long Beach. The upper 5.8 miles of Compton Creek is constrained within a concrete box channel. This portion of Compton Creek lacks natural riparian vegetation and areas for water to infiltrate the groundwater basin, while carrying floodwater during major rainstorms into the Los Angeles River. The lower 2.7 miles of Compton Creek has reinforced sides and an earthen bottom and supports a mixture of native riparian vegetation and invasive species. However, only the upper 0.55 miles of this portion of the creek is located within the Planning Area (the portion of the creek generally between Crystal Casino and East Manville Street in the southeastern portion of the planning Area). This portion of Compton Creek supports a residual avian wetland community including red-winged blackbird, great blue heron, green-backed heron, black-crowned night heron, great and snowy egret, killdeer, black-necked stilt, and mallard, in addition to a variety of native and exotic songbirds. The nearest larger natural areas (e.g., portions of the Los Angeles River, the lake at Magic Johnson Park, and portions of the Dominguez Channel) that may support biological resources are markedly separate from the Planning Area and not connected directly with Compton Creek.

Compton Creek Natural Park. Located alongside Compton Creek, the Mountains and Recreation & Conservation Authority built a three-acre park on unused land belonging to adjacent George Washington Elementary School (Compton, 2024). The park features some of the natural habitat and plant communities found in the Compton Creek watershed as well as shade trees and grassy areas. In addition, the sustainably designed park includes environmentally friendly features such as natural retention basins and bioswales for stormwater treatment, and a 127,000-gallon underground cistern that stores rainwater to irrigate the park. The creek side park provides a habitat for local and migratory birds, plus an environmental learning area for the school. The Los Angeles Conservation Corps maintains the park and houses an onsite operations building with an office and recruitment station to offer local youth training in conservation related skills.

Compton Creek Pilot Restoration. Under the Southern California Wetlands Recover Project, the Compton Creek Pilot Restoration project will promote significant ecological benefits to the Compton Creek Watershed through hands-on cleanup and restoration activities and promote long-term stewardship of the soft-bottom portion of Compton Creek through community-based education and involvement (Compton, 2024).

Compton Creek Regional Garden Park Master Plan. The Compton Creek Regional Garden Park Master Plan identifies approaches to redevelop the City's existing flood control channel and adjacent land into a safe, ecologically beneficial, multi-use, public greenway (Compton, 2024). The Master Plan capitalizes on a shift in public policy in Los Angeles County that redefines the function of its watercourses from single-purpose flood protection systems to integrated, multipurpose corridors. The plan builds upon the data and principles established in the Compton Creek Watershed Management Plan, which encourages comprehensive and collaborative strategies for environmental resource enhancements, open space provisions, water quality improvements, and sustainable economic development.

Los Angeles River

The Los Angeles River is a major river through Los Angeles County, with its headwaters originating in the Simi Hills and Santa Susana Mountains (Compton, 2024). It flows nearly 51 miles from Canoga Park through the San Fernando Valley, Downtown Los Angeles, and the Gateway Cities to its mouth in Long Beach, where dumps into San Pedro Bay. The Los Angeles River, paralleling the Long Beach Freeway, traverses the eastern edges of the City's boundary, adjacent to the City of Paramount, within a concrete-lined channel. The Long Beach Freeway creates a barrier to the river from Compton residential neighborhoods. Compton Creek merges with the Los Angeles River just south of the City near Del Amo Boulevard.

Los Angeles River Master Plan. In 2022, the Los Angeles County Department of Public Works developed the Los Angeles River Master Plan, addressing a broad spectrum of social and environmental aspects related to the Los Angeles River, its watershed, and the communities along its banks (Compton, 2024). This ambitious plan aims to bring the reimagined river to life over the next two and a half decades, fostering connections among people, culture, water, open space, and wildlife along this iconic waterway. A series of enhancements are proposed for the river segment stretching from Compton to Paramount, including multi-purpose trails, major planned projects, and project sites, both planned and proposed.

Riparian/Wetland Habitats

The Planning Area is nearly devoid of wetlands except for a 0.55-mile portion of Compton Creek generally between Crystal Casino and East Manville Street in the southeastern portion of the planning Area. Except for this portion of Compton Creek, waterways within the Planning Area (Compton Creek and an unnamed stormwater channel) include only concrete-lined channels that do not support any vegetation. Nonetheless, water when present may support species. Wetlands and jurisdictional waters are regulated by federal, state, and local agencies, as described in section 4.4.2 below. Exhibit 4.4-2 (Wetlands and Riparian Habitat) shows the location of wetlands and riparian habitat within the Planning Area. Just outside of the Planning Area within the Los Angeles River, wetland areas can be found that are significantly more substantive than any features within the Planning Area.

4.4.2 – REGULATORY FRAMEWORK

Federal

Endangered Species Act (FESA) (1973)

FESA, as amended, provides the regulatory framework for the protection of plant and animal species (and their associated critical habitats), which are formally listed, proposed for listing, or candidates for listing as endangered or threatened under FESA. FESA has the following four major components: (1) provisions for listing species, (2) requirements for consultation with the United States Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA NMFS), (3) prohibitions against "taking" (meaning harassing, harming, hunting, shooting, wounding, killing, trapping, capturing, or collecting, or attempting to engage in any such conduct) of listed species, and (4) provisions for permits that allow incidental "take". FESA also discusses recovery plans and the designation of critical habitats for listed species. Section 7 requires Federal agencies, in consultation with, and with the assistance of the USFWS or NOAA NMFS, as appropriate, to ensure that actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of threatened or endangered species or result in the destruction or adverse modification of critical habitat for these

species. Both the USFWS and NOAA NMFS share the responsibility for the administration of FESA.

Federal Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703 et seq.), Title 50 Code of Federal Regulations (CFR) Part 10
The MBTA prohibits taking, killing, possessing, transporting, and importing of migratory birds, parts of migratory birds, and their eggs and nests, except when specifically authorized by the Department of the Interior. As used in the act, the term "take" is defined as meaning, "to pursue, hunt, capture, collect, kill or attempt to pursue, hunt, shoot, capture, collect or kill, unless the context otherwise requires." With a few exceptions, most birds are considered migratory under the MBTA. Disturbances that cause nest abandonment and/or loss of reproductive effort or loss of habitat upon which these birds depend would be in violation of the MBTA.

The Clean Water Act Sections 404 and 401
The United States Army Corps of Engineers (USACE) and the United States Environmental Protection Agency (EPA) regulate the discharge of dredged or fill material into waters of the United States, including wetlands, under section 404 of the Clean Water Act (CWA) (33 USC 1344). Waters of the United States are defined in Title 33 CFR Part 328.3(a) and include a range of wet environments such as lakes, rivers, streams (including intermittent or "blueline" streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds. The lateral limits of jurisdiction in those waters may be divided into three categories – territorial seas, tidal waters, and non-tidal waters – and is determined depending on which type of waters is present (Title 33 CFR Part 328.4(a), (b), (c)). Activities in waters of the United States regulated under section 404 include fill for development, water resource projects (e.g., dams and levees), infrastructure developments (e.g., highways, rail lines, and airports), and mining projects. Section 404 of the CWA requires a federal permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from section 404 regulation (e.g., certain farming and forestry activities).

Section 401 of the CWA (33 U.S.C. 1341) requires an applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the United States to obtain a water quality certification from the state in which the discharge originates. The discharge is required to comply with the applicable water quality standards. A certification obtained for the construction of any facility must also pertain to the subsequent operation of the facility. The EPA has delegated responsibility for the protection of water quality in California to the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs).

State

California Endangered Species Act (CESA)(1984)
CESA expands on the original Native Plant Protection Act (NPPA) of 1977 and enhances legal protection for plants, but the NPPA remains part of the California Fish and Game Code (CFGC). To align with FESA, CESA created the categories of "threatened" and "endangered" species. It converted all "rare" animals into CESA as threatened species but did not do so for rare plants. Thus, these laws provide the legal framework for protection of California-listed rare, threatened, and endangered plant and animal species. The California Department of Fish and Wildlife (CDFW) implements NPPA and CESA, and its Wildlife and Habitat Data Analysis Branch maintains the California Natural Diversity Database (CNDDB), a computerized inventory of information on the general location and status of California's rarest plants, animals, and natural

communities. During the CEQA review process, the CDFW is given the opportunity to comment on the potential of the proposed Project to affect listed plants and animals.

Fully Protected Species and Species of Special Concern

The classification of "fully protected" was the CDFW's initial effort to identify and provide additional protection to those animals that were rare or faced possible extinction. Lists were created for fish, amphibians and reptiles, birds, and mammals. Most of the species on these lists have subsequently been listed under CESA and/or FESA. The CFGC sections (fish at §5515, amphibians and reptiles at §5050, birds at §3511, and mammals at §4700) dealing with "fully protected" species states that these species "…may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to take any fully protected species," although take may be authorized for necessary scientific research. This language makes the "fully protected" designation the strongest and most restrictive regarding the "take" of these species. In 2003, the code sections dealing with fully protected species were amended to allow the CDFW to authorize take resulting from recovery activities for state-listed species.

Species of special concern (SSC) are broadly defined as animals not listed under FESA or CESA, but which are nonetheless of concern to the CDFW because they are declining at a rate that could result in listing or historically occurred in low numbers and known threats to their persistence currently exist. This designation is intended to result in special consideration for these animals by CDFW, land managers, consulting biologists, and others. It is intended to focus attention on these species to help avert the need for costly listing under FESA and CESA and cumbersome recovery efforts that might ultimately be required. This designation also is intended to stimulate collection of additional information on the biology, distribution, and status of poorly known at-risk species, and focus research and management attention on them. Although these species generally have no special legal status, they are given special consideration under CEQA during project review.

California Fish and Game Code sections 3503 and 3513

According to section 3503 of the CFGC, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird (except English sparrow (*Passer domesticus*) and European Starling (*Sturnus vulgaris*). Section 3503.5 specifically protects birds in the orders Falconiformes and Strigiformes (birds-of-prey). Section 3513 essentially overlaps with the MBTA, prohibiting the take or possession of any migratory non-game bird. Disturbances that cause nest abandonment and/or loss of reproductive effort are considered "take" by CDFW.

California Fish and Game Code Sections 1600-1603

Under section 1602 of CFGC, CDFW has authority over any proposed activity that may substantially modify a river, stream, or lake. CDFW requires notification for any activity that will do one or more of the following: (1) substantially obstruct or divert the natural flow of a river, stream, or lake; (2) substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or (3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake.

The notification requirement applies to any work undertaken in or near a river, stream, or lake that flows at least intermittently through a bed or channel. This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. The CDFW typically considers a river, stream, or lake to include its riparian vegetation, but it may also extend to its floodplain. The term "stream", which includes creeks and rivers, is defined in the CCR as follows: "a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life". This includes watercourses having a surface or subsurface flow that supports

or has supported riparian vegetation (14 CCR 1.72). In addition, the term stream can include ephemeral streams, dry washes, watercourses with subsurface flows, canals, aqueducts, irrigation ditches, and other means of water conveyance if they support aquatic life, riparian vegetation, or stream-dependent terrestrial wildlife. Riparian is defined as "on, or pertaining to, the banks of a stream"; therefore, riparian vegetation is defined as, "vegetation which occurs in and/or adjacent to a stream and is dependent on, and occurs because of, the stream itself".

If the CDFW determines that the activity may substantially adversely affect fish and wildlife resources, a Lake or Streambed Alteration Agreement (LSAA) will be prepared, which includes reasonable conditions necessary to protect those resources. The applicant may then proceed with the activity in accordance with the final LSAA. Section 1602 does not extend to isolated wetlands and waters, such as small ponds not located on drainages.

Native Plant Protection Act (1977) (CFGC §§ 1900 through 1913)
The NPPA enacted the CDFW to carry out the Legislature's intent to "preserve, protect and enhance rare and endangered plants in this State." The NPPA is administered by the CDFW, which has the authority to designate native plants as endangered or rare and to protect them from "take."

Sensitive Plants – California Native Plant Society
The California Native Plant Society (CNPS), a non-profit plant conservation organization, publishes and maintains an Inventory of Rare and Endangered Vascular Plants of California. The Inventory assigns plants to the following categories:

- 1A Presumed extinct in California;
- 1B Rare, threatened, or endangered in California and elsewhere;
- 2 Rare, threatened, or endangered in California but more common elsewhere;
- 3 Plants for which more information is needed – A review list; and
- 4 Plants of limited distribution – A watch list.

Additional endangerment codes are assigned to each taxon as follows:

- .1 Seriously endangered in California (over 80% of occurrences threatened/high degree of immediacy of threat).
- .2 Fairly endangered in California (20-80% occurrences threatened).
- .3 Not very endangered in California (<20% of occurrences threatened or no current threats known).

Plants on Lists 1A, 1B, and 2 of the CNPS Inventory consist of plants that qualify for listing by CDFW and/or other state agencies (e.g., California Department of Forestry and Fire Protection). As part of the CEQA process, such species should be fully considered, as they meet the definition of threatened or endangered under the NPPA and Sections 2062 and 2067 of the CFGC. CRPR 3 and 4 species are considered to be plants about which more information is needed or are uncommon enough that their status should be regularly monitored. Such plants may be eligible or may become eligible for state listing, and CNPS and CDFW recommend that these species be evaluated for consideration during the preparation of CEQA documents.

Sensitive Natural Communities
Sensitive natural communities are habitats that are either unique in constituent components, of relatively limited distribution in the region, or of particularly high wildlife value. These communities may or may not necessarily contain special-status species. Sensitive natural communities are

usually identified in local or regional plans, policies or regulations, or by the CDFW or the USFWS. The CNDDB identifies a number of natural communities as rare, which are given the highest inventory priority. Impacts to sensitive natural communities and habitats must be considered and evaluated under the CEQA (CCR: Title 14, Div. 6, Chap. 3, Appendix G)

Natural Community Conservation Planning Act

The Natural Community Conservation Planning (NCCP) program of the CDFW takes a broad-based ecosystem approach to plan for the protection and perpetuation of biological diversity. The NCCP program, established pursuant to the 1991 NCCP Act (Fish and Game Code 2003) is broader in its orientation and objectives than CESA or FESA. While CESA and FESA are designed to identify and protect species that have already declined in significant numbers, the NCCP program seeks to prevent species listing by focusing on the long-term stability of wildlife and plant communities.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Act (Porter-Cologne Act) (California Water Code section 13260) requires “any person discharging waste, or proposing to discharge waste, within any region that could affect the “waters of the state” to file a report of discharge” with the RWQCB through an application for waste discharge. The RWQCB protects all waters in its regulatory scope but has special responsibility for isolated wetlands and headwaters. These water bodies have high resource value, are vulnerable to filling, and may not be regulated by other programs (e.g. section 404 of the CWA).

Section 401 of the Clean Water Act

Regional Water Quality Conservation Boards (RWQCBs) regulate activities in “waters of the state”, including wetlands, through section 401 of the CWA. “Waters of the state” are defined by the Porter-Cologne Water Quality Control Act (see below) as “any surface water or groundwater, including saline waters, within the boundaries of the state.” While the USACE administers permitting programs that authorize impacts to “waters of the US”, any USACE permit authorized for a project would be invalid unless the RWQCB has issued a project-specific water quality certification or waiver of water quality. A water quality certification requires a finding by the RWQCB that the activities permitted by the USACE will not violate water quality standards individually or cumulatively over the term of the issued USACE permit.

National Wetlands Inventory

The USFWS maintains the National Wetlands Inventory (NWI) and Wetlands Mapper System to identify the location of wetlands and riparian habitats. NWI maps are intended to provide general reference only and do not define the jurisdictional limits for any wetland regulatory program.

Local

City of Compton 2045 Comprehensive General Plan Update

The City of Compton 2045 Comprehensive General Plan Update includes the following goals and policies related to biological resources.

Community Services, Open Space, and Natural Resources Element

GOAL CR-5: ESTABLISH A MANAGED COMMUNITY FOREST THAT ADHERES TO BEST PRACTICES, WHILE MAXIMIZING SOCIAL, CULTURAL, AND ECOLOGICAL BENEFITS FOR THE COMMUNITY

Policy CR-5.1: **Street Tree Prioritization.** Prioritize park and street tree resources for high tree canopy need communities.

Policy CR-5.2: **Strategic Street Tree Selection.** Establish an approved tree species list and guidelines for selecting street trees in new development project public rights-of-way that prioritize pedestrian safety, minimize maintenance challenges, and ensure visibility of business signs and do not block streetlights or damage sidewalks.

Policy CR-5.3: **Expand Tree Coverage.** Increase tree canopy coverage within the urban environment to provide shade, enhance biodiversity, and improve air quality and aesthetics.

Policy CR-5.4: **Forest Management Practices.** Implement sustainable management practices for community forests, including tree planting, pruning, maintenance, and pest management, to ensure the health, safety, and longevity of urban trees.

Policy CR-5.5: **Tree Expansion.** Target new development for increase tree planting requirements, including parking lots, and focus on tree plantings on street corridors, parks, open spaces, as well as along the Compton Creek, Los Angeles River corridors, and along Alameda Corridor.

Policy CR-5.6: **Drought-Resilient Landscaping.** Use native plant species and sustainable landscaping practices in Compton's open spaces to increase drought resilience and reduce the City's overall carbon footprint.

Policy CR-5.7: **Rewilding.** Promote rewilding opportunities along Compton Creek, the Los Angeles River, and adjacent green spaces by restoring native habitats, enhancing biodiversity, and creating natural areas that benefit both the environment and the community.

Land Use Element

Policy LU-9.11: **Green Infrastructure Integration.** Integrate green infrastructure elements, such as urban greening, bioswales, community gardens, and street trees, into residential neighborhoods, Compton Creek, and commercial districts to enhance aesthetics, improve air quality, mitigate urban heat island effects, and promote community health and well-being.

Public Safety Element

Policy PS-4.5: **Floodplain Restoration and Habitat Enhancement.** Restore and enhance natural floodplain areas, wetlands, and riparian habitats within Compton Creek to provide natural flood protection, improve water quality, and enhance ecosystem resilience to flooding and climate change impacts.

Compton Municipal Code

The City's Municipal Code has various provisions that serve to protect biological resources. As part of protections for stormwater runoff, the City's Municipal Code Section 31-1.6-11 discharges of stormwater runoff that is likely to impact a sensitive biological species or habitat are required

to develop a Standard Urban Stormwater Mitigation Plan (SUSMP). Projects are required to have SUSMP-related BMPs incorporated into project plans to prevent stormwater runoff-related impacts. Section 20-4 of the City's municipal code also calls for the protection of trees during construction or repair of buildings, and outlining other measures to manage and implement its tree ordinance.

4.4.3 – SIGNIFICANCE THRESHOLDS

As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the proposed General Plan Update could result in a significant impact if it would:

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 CDFW or USFWS.
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 CDFW or USFWS.
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 HCP, Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan.
G. Would the project cause substantial adverse cumulative impacts with respect to biological resources?

4.4.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to biological resources which could result from the implementation of the GPU and recommends mitigation measures as needed to reduce significant impacts.

Special Status Species Protections

Impact BIO-1 – Would the GPU 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?

Analysis of Impacts

Since the area of Compton has been largely developed, no populations of rare or sensitive species are known to occur within the City's limits. Wildlife expected within the Planning Area would be non-sensitive wildlife that generally inhabit disturbed urban areas (such as raccoons, squirrels, coyotes, rats, common bird species, etc.). The Planning Area is located on the South Gate, California 7.5-minute series United States Geological Survey (USGS) topographic quadrangle map. Table 4.4-1 shows sensitive species that have been recorded in the California

Natural Diversity Database (CNDDB) for the South Gate topographic quadrangle (which encompasses the Planning Area and adjacent areas). All of these species have low potential to occur and/or are not expected to occur within the Planning Area due to the marginally suitable habitat available or lack of habitat. An approximately 0.55-mile portion of Compton Creek provides the only potential wetland habitat for wildlife species within the Planning Area; however, Compton Creek would not be impacted by development facilitated by implementation of the proposed GPU either directly or indirectly. In addition, the Community Services, Open Space, and Natural Resources Element of the proposed GPU contains Goal 5 and its policies which mainly support urban forestry in the City, and strive to establish a managed community forest that adheres to best practices, while maximizing social, cultural, and ecological benefits for the community. With implementation of these goals and policies, existing and future trees within the Planning Area would continue to support a variety of bird species tolerant of human activity and proximity. Based on the lack of resources and the urbanized nature of the City, implementation of the proposed GPU would not result in any significant impacts to listed or otherwise sensitive species or their habitats.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Sensitive Natural Communities

Impact BIO-2 – Would the GPU 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?

Analysis of Impacts
Almost the entirety of the Planning Area is urbanized, and no sensitive natural communities are known to occur within the City's limits or the City's Sphere of Influence. According to the CDFW, vegetation communities within the Planning Area include only "*Developed or Disturbed"* land. This category refers to areas of the Planning Area that have been modified by human activity. The vegetation communities found here are generally composed of non-native ornamental trees and shrubs. Parks within the Planning Area may be used by migrating songbirds, raptors, and other wildlife known to occupy disturbed urban environments. As discussed in Impact BIO-1 above, sensitive plant and animal species have low potential to occur and/or are not expected to occur within the Planning Area due to the lack of habitat. Compton Creek is primarily channelized and lacks natural riparian vegetation. As previously stated, there is an approximately 0.55-mile portion of Compton Creek that supports a residual avian wetland community; however, this portion of the creek would not be disturbed by future development under the proposed GPU. Therefore, no impacts to sensitive riparian habitat or other sensitive natural communities are expected to occur as part of implementation of the proposed GPU. Based on the lack of riparian and related resources, and the urbanized nature of the City, implementation of the GPU would not result in any significant impacts on riparian habitat or other sensitive natural communities of concern to federal or state resource agencies.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Wetlands

Impact BIO-3 – Would the GPU 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?

Analysis of Impacts
As previously stated, a 0.55-mile portion of Compton Creek is the only place that provides potential wetland habitat for wildlife species within the Planning Area; however, Compton Creek would not be directly impacted by the proposed GPU. Moreover, the proposed GPU includes Public Safety Element Policy PS-4.5, which seeks to restore and enhance natural floodplain areas, wetlands, and riparian habitats within Compton Creek to provide natural flood protection, improve water quality, and enhance ecosystem resilience to flooding and climate change impacts. Finally, as part of protections for stormwater runoff, the City's Municipal Code Section 31-1.6-11 requires discharges of stormwater runoff that are likely to impact a sensitive biological species or habitat to develop a Standard Urban Stormwater Mitigation Plan (SUSMP). Projects are required to have SUSMP-related BMPs incorporated into project plans to prevent stormwater runoff-related impacts. Therefore, implementation of the proposed GPU would not have any significant impacts would occur to state or federally protected wetlands, vernal pools, or similar water-related features.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Fish and Wildlife Movement

Impact BIO-4 – Would the GPU 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?

Analysis of Impacts
Although Compton Creek Flood traverses the Planning Area, and the Los Angeles River runs along the City's eastern boundary, these two flood control facilities do not provide habitat that would support the significant movement of fish or wildlife species within or through the City. Due to its densely developed urban setting, the Planning Area does not contain any important natural biological communities, protected wildlife corridors, or protected wildlife nursery sites. In addition, the Community Services, Open Space, and Natural Resources Element of the proposed GPU contains Goal 5 and its policies which mainly support urban forestry in the City, and strive to establish a managed community forest that adheres to best practices, while maximizing social, cultural, and ecological benefits for the community. With implementation of these goals and policies, existing and future trees within the Planning Area would continue to support a variety of bird species tolerant of human activity and proximity. Moreover, the proposed GPU includes Public Safety Element Policy PS-4.5, which seeks to restore and enhance natural floodplain areas, wetlands, and riparian habitats within Compton Creek to provide natural flood protection, improve water quality, and enhance ecosystem resilience to flooding and climate change impacts.

Therefore, no significant impacts to fish and wildlife movement would be expected as part of implementation of the proposed GPU.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Conflicts with Local Biological Resources Plans

Impact BIO-5 – Would the GPU conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Analysis of Impacts
As previously stated, the Community Services, Open Space, and Natural Resources Element of the proposed GPU contains Goal 5 and its policies which mainly support urban forestry in the City, and strive to establish a managed community forest that adheres to best practices, while maximizing social, cultural, and ecological benefits for the community. With implementation of these goals and policies, existing and future trees within the Planning Area would continue to support a variety of bird species tolerant of human activity and proximity. Finally, Section 20-4 of the City's municipal code requires the protection of trees during construction or repair of buildings, and outlines other measures to manage and implement the City's tree ordinance. Therefore, the proposed GPU would not result in any conflicts with any local policies or ordinances protecting biological resources.

Level of Significance Before Mitigation
No impact.

Mitigation Measures
None required.

Habitat Conservation Plans

Impact BIO-6 – Would the GPU conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Analysis of Impacts
According to the California Department of Fish and Game, Natural Community Conservation Planning (NCCP) Program website, the City is not located within an adopted or proposed NCCP (CDFW, 2021). According to the U.S. Fish and Wildlife Service website, Habitat Conservation Plan, the City is not located within an adopted or proposed Habitat Conservation Plan (HCP)(USFWS, 2021). These websites indicate the City is not located within any designated local, regional, or state habitat conservation plan. Therefore, the proposed GPU would not result in any conflicts with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Level of Significance Before Mitigation
No impact.

Mitigation Measures
None required.

Cumulative Impacts

Impact BIO-7 – Would the GPU cause substantial adverse cumulative impacts with respect to Biological Resources?

Analysis of Impacts
As outlined in Impact BIO-6 above, the Planning Area does not contain any significant biological resources that would be impacted as a result of implementation of the proposed GPU, including sensitive habitat or habitat that could support listed or otherwise sensitive species. The GPU would help protect local water quality which would in turn support any downstream regional biological resources associated with Compton Creek or the other unnamed flood control channel in the City. The GPU would not contribute to substantial adverse cumulative impacts to biological resources, as the Planning Area is a developed urban area and no natural areas are targeted for development under the GPU. Therefore, cumulative impacts to biological resources from future development under the GPU would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.4.5 – REFERENCES

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4.5 – CULTURAL RESOURCES

This EIR chapter addresses potential impacts to archaeological and historic resources associated with implementation of the General Plan Update (GPU). This chapter will evaluate whether the GPU will cause a substantial adverse change in the significance of a historic resource, destroy a unique archaeological resource, or disturb human remains.

4.5.1 – ENVIRONMENTAL SETTING

The City of Compton has a long and rich history, evolving from its early period as an agricultural community to its current form as a suburban city (Compton, 1991). Compton is located on one of the oldest communities in Los Angeles County, dating back to 1784, when it was once a part of Rancho San Pedro. Compton lies within the original boundaries of the Rancho San Pedro land grant that was owned by the Dominguez family. In 1866, Francis Temple and Fielding Gibson purchased a tract of land north of the Dominguez homestead. This land, known as the Temple and Gibson Tract, was subdivided and lots were first purchased by Harmon Higgins in 1866, and then by a group of pioneers in 1867 led by G.D. Compton. Below is a discussion of the City's historical and cultural resources.

Historical Resources

Historical resources reflect a community's cultural heritage, representing the achievements, struggles, and values of past community members (Compton, 2024). They provide a tangible link to the past and help us understand and appreciate our shared history and culture. One method to document historical resources is through the resource designation. A California Historical Landmark (CHL) is a designation given by the State of California to places and structures that have historical significance. CHLs are buildings, sites, or places that have played an important role in the history of California and are recognized as such by the state. The following historical resources are located within the Planning Area, including two CHLs (Compton, 2024):

- *The Heritage House (CHL No. 664).* The Heritage House was built in 1869 and is considered one of the oldest homes in the City. The house was originally constructed by a prominent local businessman named Ozro W. Childs, who was one of Compton's founders. The Victorian-style home features intricate woodwork and ornate details, including a turret, a wrap-around porch, and a gabled roof. The house has recently been restored to its original condition as part of renovation in 2024 and 2025.
- *Compton/Woodley Airport.* Compton Woodley Airport, situated at 901 West Alondra Boulevard, is a general aviation airport that has been a part of the City since the 1920's. Originally established in the 1920s as a privately owned airfield, Compton/Woodley Airport played a significant role in the development of aviation in Southern California. One notable aspect of airport's history is its association with the Tuskegee Airmen, a group of African American military pilots who served during World War II. The airport became an important training facility for these aviators, providing flight training for the Tuskegee Airmen Program. Today, the airport serves as an important transportation hub for private and charter flights. The airport is an uncontrolled airport and is the oldest continuously operating airport in Los Angeles County.

- *Compton City Hall and Civic Center.* Located at 205 South Willowbrook Avenue, Compton City Hall is a building that has been a symbol of civic governance since its construction in 1978. The Compton Civic Center also holds significance as a symbol of civic pride in the City. It serves as the administrative hub and central gathering place for local government activities and public events. The plaza's focal point is the King Memorial, described and illustrated above. The Compton Courthouse is also a significant landmark in the City's legal and judicial system.
- *Eagle Tree.* The Eagle Tree was one Compton's oldest trees (Sycamore tree) marking the natural boundary of Rancho San Pedro dating back to 1858. It contains a historic marker and plaque placed by the Daughters of the Golden West in 1947. However, the tree has recently fallen. A commemorative marker identifies the tree's former location and is all that remains of the historic resource.
- *Dominguez Ranch House - Outside of Compton (CHL No. 152).* The Dominguez Ranch House is a historic adobe building located in Rancho Dominguez, an unincorporated area in Los Angeles County, just south of Compton. The ranch house was built in 1826 by Manuel Dominguez, a prominent landowner in the area and one of the wealthiest men in Mexican California. The ranch house played an important role in the history of California, serving as a center of commerce and agriculture during the Mexican and early American periods. It was the site of many historic events, including the signing of the Treaty of Cahuenga, which ended the Mexican-American War in California. The ranch house is currently utilized as a museum for the public that educates visitors on early settlement life in California.

Other historical sites include the First United Method Church, which is the second oldest protestant church in Southern California, and the Angeles Abbey Mausoleum, which serves as the final resting place for many of Compton's earliest notable public figures.

Cultural Landmarks

In addition to the historical resources described above, the City of Compton has many cultural landmarks that help give the City its identity and cultural character (Compton, 2024). They convey the City's history, important figures, and serve as a community and meeting space for residents. They often also serve as symbols of a particular area's heritage and identity. The following are some notable landmarks in Compton:

- *Compton City Hall and Civic Center.* Located at 205 South Willowbrook Avenue, Compton City Hall is a historic building that has been a symbol of civic governance since its construction in the 1920s. The Compton Courthouse is also a significant landmark in the City's legal and judicial system.
- *Douglas F. Dollarhide Community Center.* Named after the first African American mayor of Compton, the Douglas F. Dollarhide Community Center serves as a hub for community events, programs, and activities. It is located at 301 North Tamarind Avenue.
- *Richland Farms.* Known as the "Hub of the Horse World," Richland Farms is an agricultural neighborhood in Compton. It is recognized for its rural atmosphere, equestrian lifestyle, and horse-keeping traditions. The area showcases a distinct cultural heritage within the urban landscape.

- *Centennial High School.* Established in 1954, Centennial High School is an educational institution that has played a significant role in the community. The school has a long-standing history and has been a source of pride for many Compton residents.
- *MacArthur Park.* MacArthur Park is a recreational area located in Compton. It offers green spaces, playgrounds, and facilities for various outdoor activities, making it an important gathering spot for residents to relax and enjoy recreational opportunities.
- *Compton Woodley Airport.* Compton Woodley Airport, situated at 901 West Alondra Boulevard, is a general aviation airport that has been a part of the City since the 1920s. It serves as an important transportation hub for private and charter flights.

Another significant component of Compton's cultural landmarks are murals and sculptures. Throughout the City are numerous large-scale murals that celebrate local heroes and cultural icons and highlight social and political issues affecting the community, the region, and nation. These murals often feature bright colors and bold designs and are a testament to the artistic talent and creativity of the Compton community. The Compton Initiative, a nonprofit organization that works to improve the physical appearance of the City through community beautification projects such as mural painting and park cleanups, has been a major driver in painting murals (Compton, 2024). These projects enhance the visual appeal of the City and promote a sense of community pride and engagement.

Sculptures and monuments are another type of cultural landmark recognized in Compton. The Jessie Robinson Olympic Park Installation was dedicated to Jesse Robinson, a local advocate for amateur sports when the Summer Olympics were held in Los Angeles in 1984. The Dr. Martin Luther King, Jr. Memorial Plaza has as a focal point the King Memorial, a large sculpture of angled white planes arranged in a circle and converging at the top. It was designed by artist Gerald Gladstone in collaboration with the Civic Center's architect, Harold L. Williams of Kinsey Mead & Williams, to be a tribute to Dr. Martin Luther King Jr.

Compton Arts Scene

Compton has a growing and vibrant art scene that encompasses various artistic disciplines and forms of expression (Compton, 2024). While often associated with its rich musical history in genres like hip-hop, Compton also fosters visual arts, performance arts, and community-driven initiatives. Compton's art scene reflects the City's cultural diversity, resilience, and creative spirit. It serves as a platform for self-expression, community engagement, and social transformation, showcasing the talent and passion of its artists while addressing important social issues. Here are some key aspects of Compton's art scene:

- *Visual Arts.* Compton is home to talented visual artists who create works across different mediums, including painting, sculpture, street art, and mixed media. Murals in particular contribute to the artistic landscape and showcase local talent.
- *Community Engagement.* Compton's art scene is closely tied to community engagement and empowerment. Many local artists actively involve community members in their creative processes, hosting workshops, public art projects, and events that encourage participation and reflection.
- *Art Collectives and Galleries.* Compton hosts art collectives and galleries that serve as platforms for emerging and established artists to exhibit their work. These spaces often feature rotating exhibitions, performances, and community events, providing opportunities for artists to showcase their creativity.

- *Cultural Celebrations.* Compton celebrates its artistic heritage through cultural events and festivals. These gatherings showcase diverse art forms, including music, dance, visual arts, and spoken word performances. They promote local talent and foster a sense of community pride.
- *Arts Education.* Compton emphasizes arts education to nurture creativity and talent among its youth. The City collaborates with schools, community organizations, and local artists to offer art programs, workshops, and mentorship opportunities that inspire and empower aspiring artists.
- *Collaboration and Activism.* Compton's art scene often intersects with activism, addressing social issues, and sparking meaningful conversations. Artists collaborate with community organizations and activists to use art as a tool for social change and cultural expression.
- *Music and Performance.* Music is deeply ingrained in Compton's artistic fabric, with a strong emphasis on hip-hop. The City has been a birthplace for influential musicians and rappers, and the music scene continues to thrive, contributing to the overall artistic landscape.

Archaeological Resources

Before the arrival of Spanish settlers in the 1700s, the area that would later become Compton consisted of Tongva People that inhabited a village called Sejatnga near the current City of Whittier and the San Gabriel River. By 1806, the Tongva were providing labor for Spanish missions. The area was part of the early Spanish rancho of Jose Manuel Nieto, the holder of the largest Spanish land grant in California, stretching from the Pacific Ocean to the Puente Hills. Puente Hills, located approximately 12 miles northeast of Compton in an unincorporated area just north of the City of Whittier, contains archaeological and paleontological resources that pre-date Spanish and Mexican land grants, dating back thousands of years and reflecting Native American settlement patterns. Given the long history of Native American settlement in the region, followed by Spanish and Mexican rule, there is a moderate probability of finding archaeological resources in the Planning Area.

4.5.2 – REGULATORY FRAMEWORK

Federal

National Historic Preservation Act of 1966

Enacted in 1966, the National Historic Preservation Act (NHPA) (16 U.S.C §§ 470 et seq.) declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at the federal, state, and local levels. The NHPA authorized the expansion and maintenance of the National Register of Historic Places (NRHP), established the position of State Historic Preservation Officer (SHPO), provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHPA, assist Native American tribes in preserving their cultural heritage, and created the Advisory Council on Historic Preservation (ACHP). NHPA establishes the nation’s policy for historic preservation and sets in place a program for the preservation of historic properties by requiring federal agencies to consider effects to significant cultural resources (i.e. historic properties) prior to undertakings.

Section 106 of the Federal Guidelines

Section 106 of the NHPA states that federal agencies with direct or indirect jurisdiction over federally funded, assisted, or licensed undertakings must take into account the effect of the undertaking on any historic property that is included in, or eligible for inclusion in, the NRHP and that the ACHP and SHPO must be afforded an opportunity to comment, through a process outlined in the ACHP regulations at 36 Code of Federal Regulations (CFR) Part 800, on such undertakings. The Section 106 process also gives Federally recognized Native American Tribes the chance to consult and comment on the project before it can be finalized.

National Register of Historic Places

The NRHP was established by the NHPA of 1966 as "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, or association. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

Criterion A: It is associated with events that have made a significant contribution to the broad patterns of our history.

Criterion B: It is associated with the lives of persons who are significant in our past.

Criterion C: It embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.

Criterion D: It has yielded, or may be likely to yield, information important in prehistory or history.

Cemeteries, birthplaces, or graves of historic figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; and properties that are primarily commemorative in nature are not considered eligible for the NRHP unless they satisfy certain conditions. In general, a resource must be at least 45 years of age to be considered for the NRHP, unless it satisfies a standard of exceptional importance.

Native American Graves Protection and Repatriation Act (NAGPRA) of 1990

The NAGPRA of 1990 sets provisions for the intentional removal and inadvertent discovery of human remains and other cultural items from federal and tribal lands. It clarifies the ownership of human remains and sets forth a process for repatriation of human remains and associated funerary objects and sacred religious objects to the Native American groups claiming to be lineal descendants or culturally affiliated with the remains or objects. It requires any federally funded institution housing Native American remains or artifacts to compile an inventory of all cultural items within the museum or with its agency and to provide a summary to any Native American tribe claiming affiliation

State

California Environmental Quality Act (CEQA)

CEQA provides criteria to evaluate whether a building, structure, object, or site is significant. Under CEQA Guideline §15064.5(a), historic resources include the following: (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 (Pub. Res. Code §5024.1, Title 14 CCR, Section 4850 et seq.) (2) A resource included in a local register of historical resources, as defined in §5020.1(K) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of §5024.1 (g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant. (3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, providing the lead agency's determination is supported by substantial evidence in light of the whole record.

Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4852) including the following: (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; (B) Is associated with the lives of persons important in our past; (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or (D) Has yielded, or may be likely to yield, information important in prehistory or history. (4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to §5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in §5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be a historical resource as defined in Public Resources Code §5020.1(j) or 5024.1. In accordance with CEQA, properties designated or eligible at all levels are deserving of protection by a lead agency when any undertaking proposes to demolish or alter any such property.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the California Register of Historical Resources (CRHR) is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate properties that are to be protected, to the extent prudent and feasible, from substantial adverse change (CA Public Resources Code)." Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks (CHLs) numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historic resources surveys, or designated by local landmarks programs may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria (Public Resources Code):

Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Criterion 2: It is associated with the lives of persons important in our past.

Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.

Criterion 4: It has yielded, or may be likely to yield, information important in history or prehistory.

Resources nominated to the CRHR must retain enough of their historic character or appearance to be recognizable as historic resources and to convey the reasons for their significance. It is possible that a resource whose integrity does not satisfy NRHP criteria may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if, under Criterion 4, it maintains the potential to yield significant scientific or historical information or specific data. Resources that have achieved significance within the past 50 years also may be eligible for inclusion in the CRHR, provided that enough time has elapsed to obtain a scholarly perspective on the events or individuals associated with the resource.

California Historical Landmarks (CHLs)

CHLs are buildings, structures, sites, or places that have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value and that have been determined to have statewide historical significance by meeting at least one of the criteria listed below. The resource must also be approved for designation by the County Board of Supervisors or the City or Town Council in whose jurisdiction it is located, be recommended by the State Historical Resources Commission, or be officially designated by the Director of California State Parks. The specific standards in use now were first applied in the designation of CHL No. 770. CHLs No. 770 and above are automatically listed in the CRHR.

To be eligible for designation as a Landmark, a resource must meet at least one of the following criteria:

- The first, last, only, or most significant of its type in the state or within a large geographic region (Northern, Central, or Southern California); or
- Associated with an individual or group having a profound influence on the history of California. A prototype of, or an outstanding example of, a period, style, architectural movement, or construction or one of the more notable works or the best surviving work in a region of a pioneer architect, designer, or master builder.

California Points of Historical Interest

California Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. Points of Historical Interest (Point or Points) designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. No historic resource may be designated as both a Landmark and a Point. If a Point is later granted status as a Landmark, the Point designation will be retired. In practice, the Point designation program is most often used in localities that do not have a locally enacted cultural heritage or preservation ordinance.

To be eligible for designation as a Point, a resource must meet at least one of the following criteria:

- The first, last, only, or most significant of its type within the local geographic region (city or county).
- Associated with an individual or group having a profound influence on the history of the local area.
- A prototype of, or an outstanding example of, a period, style, architectural movement, or construction or one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder.

Native American Heritage Commission, Public Resources Code Sections 5097.9–5097.991

Section 5097.91 of the Public Resources Code (PRC) established the Native American Heritage Commission (NAHC), whose duties include the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands. Under Section 5097.9 of the PRC, a state policy of noninterference with the free expression or exercise of Native American religion was articulated along with a prohibition of severe or irreparable damage to Native American sanctified cemeteries, places of worship, religious or ceremonial sites, or sacred shrines located on public property. Section 5097.98 of the PRC specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner. Section 5097.5 defines as a misdemeanor the unauthorized disturbance or removal of archaeological, historic, or paleontological resources located on public lands.

California Native American Graves Protection and Repatriation Act of 2001

Codified in the California Health and Safety Code Sections 8010–8030, the California Native American Graves Protection Act (NAGPRA) is consistent with the federal NAGPRA. Intended to "provide a seamless and consistent state policy to ensure that all California Indian human remains, and cultural items be treated with dignity and respect," the California NAGPRA also encourages and provides a mechanism for the return of remains and cultural items to lineal descendants. Section 8025 established a Repatriation Oversight Commission to oversee this process. The act also provides a process for non–federally recognized tribes to file claims with agencies and museums for repatriation of human remains and cultural items.

Senate Bill (SB) 18

California Government Code, Section 65352.3 incorporates the protection of California traditional tribal cultural places into land use planning for cities, counties, and agencies by establishing responsibilities for local governments to contact, refer plans to, and consult with California Native American tribes as part of the adoption or amendment of any general or specific plan proposed on or after March 1, 2005. SB18 requires public notice to be sent to tribes listed on the Native American Heritage Commission's SB18 Tribal Consultation list within the geographical areas affected by the proposed changes. Tribes must respond to a local government notice within 90 days (unless a shorter time frame has been agreed upon by the tribe), indicating whether or not they want to consult with the local government. Consultations are for the purpose of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code that may be affected by the proposed adoption or amendment to a general or specific plan.

Assembly Bill (AB) 52

Specifies that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment. AB 52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed

project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. AB 52 specifies examples of mitigation measures that may be considered to avoid or minimize impacts on tribal cultural resources. The bill makes the above provisions applicable to CEQA projects that have a notice of preparation or a notice of negative declaration filed or mitigated negative declaration on or after July 1, 2015. AB 52 amends Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California Public Resources Code (PRC), relating to Native Americans.

Health and Safety Code, Sections 7050 and 7052
Health and Safety Code Section 7050.5 declares that, in the event of the discovery of human remains outside a dedicated cemetery, all ground disturbances must cease, and the county coroner must be notified. Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives.

Penal Code, Section 622.5
Penal Code Section 622.5 provides misdemeanor penalties for injuring or destroying objects of historic or archaeological interest located on public or private lands but specifically excludes the landowner.

Local

City of Compton 2045 Comprehensive General Plan Update
The City of Compton 2045 Comprehensive General Plan Update includes the following goals and policies related to cultural resources:

Community Services, Open Space, and Natural Resources Element

GOAL CR-13: CURATE AND EXPAND ARTS AND CULTURE THAT REFLECT COMPTON'S HERITAGE AND THE CULTURAL PERSPECTIVES

Policy CR-13.1: Public Art and Cultural Heritage. Enhance public spaces and preserve cultural heritage through the integration of public art, recognition of historic landmarks, and community events.

Policy CR-13.2: Creative Economy Development. Leverage the arts and culture sector as a driver of economic growth and job creation, supporting local artists, fostering partnerships, and promoting cultural tourism and creative industries.

Policy CR-13.3: Arts Education and Outreach. Foster a vibrant and inclusive cultural arts landscape within our city by promoting collaboration among City Departments, educational institutions, non-profit and community-based organizations, and community stakeholders to expand cultural arts events, programs, and initiatives.

Policy CR-13.4: Mural Enhancement. Continue to enrich the visual landscape by expanding and maintaining vibrant and culturally significant murals, recognizing the value of public art in fostering civic pride, cultural expression, and community identity.

Policy CR-13.5: **Artist Collaboration.** Collaborate with local artists, performers, cultural organizations, and community groups to curate engaging cultural programs and events that reflect the interests and heritage of the City's diverse population, fostering cross-cultural understanding and appreciation.

Policy CR-13.6: **Partnerships with Community-Based Organizations.** Foster collaborative partnerships with community-based organizations to expand and diversify arts and culture programming and by co-creating initiatives that celebrate Compton's heritage, engage residents, and cultivate a vibrant cultural scene.

Policy CR-13.7: **Cultural Equity and Inclusion.** Ensure equitable access to arts and culture for all residents and community members, promoting diversity and inclusivity through grants, resources, and initiatives to address barriers to participation.

Policy CR-13.8: **Environmental Sustainability in the Arts.** Promote environmentally sustainable practices within the arts and cultural sector, supporting eco-friendly initiatives, waste reduction, and the use of sustainable materials.

Policy CR-13.9: **Art and Creative Maker Spaces.** Create flexibility in land use regulations to accommodate art studios, galleries, and creative maker spaces that integrate artistic spaces into mixed use, commercial, industrial, or residential districts.

Our Historical Resources Element

GOAL OH-1: **PRESERVATION AND ENHANCEMENT OF COMPTON'S HISTORICAL AREAS AND RESOURCES**

Policy OH-1.2: **Community Participation.** Use public input to help shape the historic preservation program. Conduct a cultural asset mapping program to give community members a participatory platform to spotlight local historical and cultural assets they deem significant.

Policy OH-1.3: **Educational Awareness.** Provide educational opportunities to foster community awareness and pride in Compton's history.

Policy OH-1.4: **Protecting Our Resources.** Discourage the demolition and inappropriate alteration of historical buildings.

Policy OH-1.5: **Adaptive Reuse.** Encourage and allow adaptive reuse of historical buildings.

Policy OH-1.6: **Preservation Groups.** Encourage and support public, quasi-public, and private entities in local preservation efforts, including the designation of historical resources and the preservation of designated resources.

Policy OH-1.7: **Pride In Our History.** Strengthen the image and identity of the City through unifying design, branding, and architectural themes that are compatible with our culture and history.

Policy OH-1.8: **Economic Development.** Promote economic development through heritage education and the promotion of tourism.

Policy OH-1.9: **Commemorating Our History.** Support efforts to identify and commemorate historical structures and sites, and historically and culturally sensitive areas in Compton through murals, plaques, and educational exhibits.

GOAL OH-2: A CITYWIDE HISTORICAL/CULTURAL PRESERVATION PROGRAM THAT IDENTIFIES AND PROTECTS COMPTON'S HISTORICAL AND CULTURAL RESOURCES

Policy OH-2.1: **Historic Resource Survey.** Create a comprehensive program to inventory and preserve historical and cultural resources. Include contemporary resources that while not historical, play a significant part in our history. Identify, document, and evaluate through a Historic Resource Study the significance of individual historical and cultural resources, and create context statements for each identified asset.

Policy OH-2.2: **Landmark Recognition Program.** Establish a Cultural and Historical Marker program that identifies historical structures and cultural landmarks.

Policy OH-2.3: **Incentivize Preservation.** Support incentive programs that promote restoration, rehabilitation, salvage, and adaptive reuse of historical buildings and sites.

Policy OH-2.4: **Preservation Regulations.** Comply with City, State, and Federal historic preservation regulations to ensure adequate protection of local cultural, historical, and archaeological resources.

Policy OH-2.5: **Accessible Preservation.** Explore strategies to promote an equitable and accessible historic preservation program.

Policy OH-2.6: **Partnerships.** Strengthen relationships and programs with local and regional institutions and organizations to promote the appreciation, maintenance, rehabilitation, and preservation of Compton's historical and cultural resources. Collaborate to promote public awareness and educational opportunities that highlight historic preservation.

Policy OH-2.7: **Staff Development.** Collaborate with local and regional historic preservation groups to establish or participate in a training program that promotes best practices in preservation techniques.

Policy OH-2.8: **Funding.** Pursue grant funding available through the State Office of Historic Preservation and other funding sources to maintain and expand the historic preservation program in Compton.

4.5.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it:

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?
D. Would the project cause substantial adverse cumulative impacts with respect to cultural resources?

4.5.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to historic resources, archaeological resources, and human remains which could result from the implementation of the GPU and recommends mitigation measures as needed to reduce significant impacts.

Historic Resources

Impact CUL-1 – Would the GPU cause a substantial adverse change in the significance of a historic resource pursuant to Section 15064.5?

Analysis of Impacts
The Planning Area has a long-established history of settlement and contains numerous historic era structures and sites with the potential for future registration on a State or National registry. None of the RHNA inventory sites identified in the Housing Element for future development contain historic resources. In addition, the proposed GPU includes goals and policies related to preserving and improving access to historic and cultural resources within the Planning Area. The Our Historical Resources Element of the proposed GPU includes Goal OH-1, which aims for the preservation and enhancement of Compton's historical areas and resources. Further, Goal OH-2 mandates a citywide historical/cultural preservation program that identifies and protects Compton's historical and cultural resources. The proposed GPU also includes Community Services, Open Space, and Natural Resources Element Goal CR-13, which seeks to curate and expand arts and culture that reflect Compton's heritage and the cultural perspectives. The GPU goals and policies would serve to protect existing resources, assess the historic significance of public and private buildings, focus on protecting railroad heritage, consider the establishment of historic districts, and promote historic resources. With these goals and policies, and the City's development requirements to review CEQA documents for impacts to historic resources, potential impacts to historic resources by future development within the Planning Area would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Archaeological Resources

Impact CUL-2 – Would the GPU cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Analysis of Impacts
Prior to European contact, the Planning Area was inhabited for many thousands of years by the Tongva People that inhabited a village called Sejatnga near the current City of Whittier and the San Gabriel River. Development began in the Compton area in the first half of the 19th century, but the surrounding area is known to contain archaeological resources that pre-date Spanish and Mexican land grants. Areas that could have the potential for discovery include undeveloped land or when replacing buildings that have shallow foundations. Most of the City of Compton is heavily developed, greatly reducing the potential for the discovery of previously uncovered archaeological resources. However, given the history of the area there is a probability of finding archaeological resources in the Planning Area. As such, the Our Historical Resources Element of the proposed GPU includes Goal OH-2, which mandates a citywide historical/cultural preservation program that identifies and protects Compton's historical and cultural resources, and its supporting Policy OH-2.4, which compels the City to comply with all local, State, and Federal historic preservation regulations to ensure the adequate protection of the City's cultural and archaeological resources. In addition, archaeological resources would be protected by analyzing future proposed development projects as required by CEQA. With the GPU goals and policies, and the City's development requirements to review CEQA documents for impacts to archaeological resources, potential impacts to archaeological resources by future development within the Planning Area would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Human Remains

Impact CUL-3 – Would the GPU disturb any human remains, including those interred outside of formal cemeteries?

Analysis of Impacts
There are three formal cemeteries within Compton: Angeles Abbey Memorial Park, Lincoln Memorial Park Cemetery, and Woodlawn Cemetery, all of which date from a historic period and contain historic-era burials. These cemeteries have established boundaries, and it is unlikely that burials at these cemeteries would be found outside the established boundaries. None of the RHNA inventory sites identified in the Housing Element for future development are located on any of these cemeteries. The Planning Area is almost completely urbanized and any buried remains have likely been uncovered as part of previous development activities. However, it is still possible that human remains could be discovered during excavation for development, especially on previously undisturbed land or when replacing buildings that have shallow foundations.

Section 7050.5 of the California Health and Safety Code (CHSC) requires that, if human remains (or remains that may be human) are discovered on a project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent must then

immediately inform the County Coroner and the City of the find. The coroner is permitted to examine the remains under CHSC Section 7050.5(b) to determine if the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant must comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the Native American Heritage Commission (NAHC) as outlined in Public Resources Code Section (PRC) 5097. The coroner then contacts the NAHC to determine the Most Likely Descendant (MLD) who will conduct an inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains is to be overseen by the MLD to determine the most appropriate means of treating the human remains and any associated grave artifacts, in consultation with the property owner and the lead agency (in this case the City of Compton). CEQA requires the City and any project developer, including the City if it is a public works project, to comply with the CHSC Section 7050.5 and PRC 5097 if human remains are found during excavation.

In addition, Section 7050.5 of the California Health and Safety Code requires that, if human remains are discovered during grading or earthmoving, work must be halted and the coroner contacted to determine the Most Likely Descendant (MLD). If the MLD is Native American, tribal representatives will be contacted to consult on the appropriate disposition of the remains. CEQA requires the City and any project developer, including the City if it is a public works project, to comply with state law if human remains are found during excavation. Compliance with existing state regulations (CHSC Section 7050.5 and PRC 5097) with respect to disturbing human remains, including those interred outside of a formal cemetery, would result in less than significant impacts from development under the GPU.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact CUL-4 - Would the GPU cause substantial adverse cumulative impacts with respect to cultural resources?

Analysis of Impacts
On a cumulative level, impacts to cultural resources from both the City and the surrounding jurisdictions of Los Angeles County should be considered. The region contains numerous cultural resources which, as with all cultural resources, are non-renewable. Damaging, disturbing, or destroying cultural resources results in a permanent loss of resources that can never be replaced, and future projects with impacts to cultural resources from all surrounding jurisdictions contribute to the cumulative impact to cultural resources.

The Our Historical Resources Element of the proposed GPU includes Goal OH-1, which aims for the preservation and enhancement of Compton's historical areas and resources. Further, Goal OH-2 mandates a citywide historical/cultural preservation program that identifies and protects Compton's historical and cultural resources. The proposed GPU also includes Community Services, Open Space, and Natural Resources Element Goal CR-13, which seeks to curate and expand arts and culture that reflect Compton's heritage and the cultural perspectives.

Consistent with federal and state laws, the General Plans of the surrounding jurisdictions have similar goals and policies to protect cultural resources within their boundaries as well. Finally, state law requires the City and surrounding jurisdictions to notify Native American representatives if tribal human remains are found. By adopting the General Plan Update goals and policies, following required laws and regulations, and continuation of the City's required CEQA review of all development projects, the potential cumulative impacts to cultural resources would be minimized, and future development in the City of Compton under the GPU would not make a significant contribution to any cumulative regional impacts on cultural resources.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.5.5 – REFERENCES

California Health and Safety Code, Section 7050.5.

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4.6 – ENERGY

This section addresses energy impacts associated with implementation of the General Plan Update (GPU). Energy resources are closely tied to impacts discussed in the Air Quality and Greenhouse Gas (GHG) sections of this document, Sections 4.3 and 4.8, respectively. Many of the values presented herein reflect values derived from the air quality and GHG emissions modeling conducted for the Project. Refer to Appendix D for detailed air quality and GHG emissions estimates and information on energy usage (MIG, 2025).

4.6.1 – ENVIRONMENTAL SETTING

Energy is primarily categorized into three areas: electricity, natural gas, and fuels used for transportation. According to the U.S. Energy Information Administration (U.S. EIA), California is the second largest energy consumer, second only to Texas in total energy consumption, but is fourth lowest in terms of energy per capita consumption. This is a result of California's mild climate, extensive efforts to increase energy efficiency, and implementation of alternative technologies. California leads the nation in electricity generation from solar, geothermal, and biomass resources (U.S. EIA 2024a).

Defining Energy: Sources, Units, and Means of Production

Electricity

Electricity is the flow of electrical power or charge (i.e., the movement of electrons between atoms). It is produced by converting sources of primary energy such as coal, natural gas, nuclear, hydropower, wind, and solar, into electrical power through various means.

Generators and solar photovoltaic (PV) cells are two of the primary pieces of equipment used to produce and supply electricity to the grid. The following describes the processes through which electricity is generated by these pieces of equipment:

- **Generators.** Turbine generators convert mechanical or chemical energy into electricity. At its simplest form, an electrical generator is an electromagnet, moving wire near a magnet to direct the flow of electricity. Turbine generators do this by using a moving fluid (e.g., water, steam, combustion gases, or air) to push rotator blades that are attached to a generator. The rotation of magnets and wires within the generator produce an electromagnetic current, directing electrical flow.
- **Solar Photovoltaic Cells**. Solar photovoltaic (PV) cells convert solar energy directly into electricity. They are made up of semiconductor material that absorb sunlight and generate an electrical current. This current is captured and transferred to wires so that it can be utilized at a different location.

Electricity production can be grouped into two main categories; electricity that is generated from renewable sources (e.g., solar and wind) and electricity that is generated from non-renewable sources (e.g., fossil fuel combustion). Table 4.6-1 and Table 4.6-2 summarize the primary renewable and non-renewable sources of electricity, respectively, as well as how the energy from the various sources is converted into electricity.

Table 4.6-1
Renewable Sources of Electricity Production

Source	Electricity Production Process
Wind	Wind can be converted to electricity through the use of a wind turbine (historically referred to as "windmills"). Electricity from this source is produced when wind causes the turbine's blades to turn. The amount of electricity generated by a wind turbine is dependent on a number of factors, but is primarily related to how much wind energy can be collected at a given time. Wind turbines with longer blades have the capacity to generate more electricity than those with smaller blades, because they can collect more of the wind's energy. A small wind turbine could generate a similar output as a larger one, but the smaller one would need to be subject to higher wind speeds. Wind power plants, or wind farms, are composed of multiple wind turbines spread out over a large area.
Solar	The sun’s energy can be converted into electricity by using solar PV cells, which produce electricity when photons from solar energy are absorbed by the semiconductor material in the PV cell. Electrons are dislodged from the semiconductor material and absorbed by electrical conductors, which are connected in an electrical circuit. Electricity flows through the electrical circuit to an external device, such as a battery or an inverter.(A) Solar energy production can be increased with additional PV cells. PV cells can be connected in solar panels, and groups of solar panels can be connected into a solar array. One PV cell may power small devices such as calculators, small solar arrays may power individual residential or commercial buildings, and large arrays may produce power for utilities.
Hydroelectric	Hydroelectric energy is produced by using a naturally-flowing water source (e.g., from a river or dam) to spin the blades of a turbine, which is typically located on or adjacent to the body of water. Water is piped from a location upstream of the facility, through the turbine, and released back into the environment on the downstream side of the facility. The amount of electricity produced by a hydroelectric generator can be regulated by controlling the amount of water flowing through the turbine at a given time (e.g., greater water flow would produce more electricity).
Geothermal	Geothermal energy is produced by utilizing underground high-temperature hydrothermal resources to create steam (or superheat evaporate and other working fluid) that turns a turbine. Hot water is piped in one side of the system, used to turn the turbine, then piped back to a cooling tower before being piped underground. These power plants can pipe steam or hot water from wells that reach up to two miles into the earth.

Source: U.S. EIA 2022, 2023a, 2023b, 2024b

(A) An inverter is a device that converts the type of electricity that is produced by PV cells (direct current, or DC, electricity) to the type of electricity that is used in appliances or in an electrical grid (alternating current, or AC electricity).

Table 4.6-2
Non-Renewable Sources of Electricity Production

Source	Electricity Production Process
Fossil Fuels	Combusting fossil fuels releases energy that can be harnessed and turned into electricity. The change in air pressure as a result of burning the material can be used to create a mechanical process that rotates a generator (e.g., using the hot air from the combusted material to move rotator blades within a generator or pistons within an internal combustion engine). Fossil fuels are hydrocarbons formed from plant and animal remains that were placed under heat and pressure from layers of sand, silt, and rock. Fossil fuels can include coal, crude oil, and natural gas. Petroleum products such as gasoline and diesel are produced from refining fossil fuels.
Nuclear	Nuclear reactors convert energy to electricity by using the heat from a nuclear reactor to evaporate water (i.e., producing steam) that rotates a turbine. Although nuclear energy is not renewable, it is often considered "green" and considered alongside renewable sources because it is a carbon-free source of electricity.
Source: U.S. DOE n.d., U.S. EIA n.d., 2023c	

Electricity production relies on different energy sources and technologies. A combination of the renewable and nonrenewable energy sources described above are used to generate electricity. Electricity is measured in watts (W), a unit of power. For example, household lightbulbs are typically rated to consume 10 W to 50 W power. Electricity use over time can be measured in watt-hours (Wh), where, for example, one Wh is the equivalent of one W generated or consumed over the course of one hour. For example, if a 50 W lightbulb was on for one hour it would consume 50 Wh of electricity. If it was on for 100 hours, it would consume 5,000 Wh of electricity. Energy consumption in larger quantities is usually presented using kilo-, mega-, and giga- prefixes, which correspond to one-thousand, one-million, and one-billion of something, respectively. These prefixes are typically used in the following contexts when describing electricity production and consumption.

- **Kilowatts (kW)**, or 1,000 Watts, are typically used to describe large appliance and building-scale electricity consumption. For example, the average Californian household consumed 6,174 kWh of electricity in 2019 (DNV GL Energy Insights USA 2021).
- **Megawatts (MW)**, are 1,000 kW, or one million Watts. Megawatts may be used when discussing utility systems. For example, from October 2024 to November 2024, the U.S. added 5,845 MW of summer solar power generating capacity (U.S. EIA 2024c).
- **Gigawatts (GW)**, are 1,000 MW, one million kW, or one billion watts. Gigawatts may be used when discussing statewide electricity generation. For example, in 2022, California generated 203,257GWh of electricity in-state (CEC 2023a).

Natural Gas

Natural gas is a fossil fuel-based energy source that is typically found between layers of rock or with deposits of crude oil. Natural gas can be extracted by drilling in wells or fracking. After extraction, natural gas is sent to a processing facility and then to storage or to natural gas companies.

Biomethane, also known as renewable natural gas, can be used as a substitute for fossil natural gas. Biomethane is a gas formed from the decomposition of organic matter, composed primarily of methane and carbon dioxide. It can be produced from solid waste landfills, wastewater treatment plants, food waste, organic waste, and livestock farms. Biomethane is then treated to

remove contaminants and gases such as carbon dioxide until the methane content is greater than 90% (U.S. EPA 2024d).

Natural gas can be measured in units such as therms or British thermal units (Btu), which are quantities of heat, or cubic feet, which is a volume. The U.S. EIA defines a Btu as the quantity of heat required to raise the temperature of 1 pound of liquid water by 1 degree Fahrenheit at the temperature at which water has its greatest density (approximately 39 degrees Fahrenheit) (U.S. EIA n.d.). One therm is the equivalent of 100,000 Btu. Since heat quantity and volume cannot be converted directly, there is not one conversion rate between therms and cubic feet. However, the units can be converted if the heat content per volume is known. The average heat content of natural gas in 2023 was approximately 1,038 Btu per cubic foot (U.S. EIA 2024e).

Fuels Used for Transportation

Fuels used for transportation may include diesel, gasoline, natural gas, electricity, and hydrogen. Diesel, gasoline, and natural gas fuels have traditionally been refined from crude oil. Combusting these fuel sources in an engine releases energy that can be transferred into making an object move (e.g., rotating a vehicle's driveshaft or a boat's propeller). Diesel, which can also be biomass based,[i] is typically used in larger pieces of equipment, such as trucks, trains boats, buses, farm equipment, and construction equipment. Gasoline (which may be blended with other liquids, such as ethanol), electricity, and hydrogen fuel cells[ii] are primarily used to power passenger vehicles.

Historical and Current Energy Production and Consumption Habits

National

Total U.S. energy consumption has increased in recent decades; however, per capita energy consumption has generally decreased since the year 2000. This is due to factors such as greater energy efficiency in appliances, vehicles, and utility scale electricity generation and a reduction in energy-intensive manufacturing (U.S. EIA 2024f). The following describes historical energy production and consumption trends in the U.S.

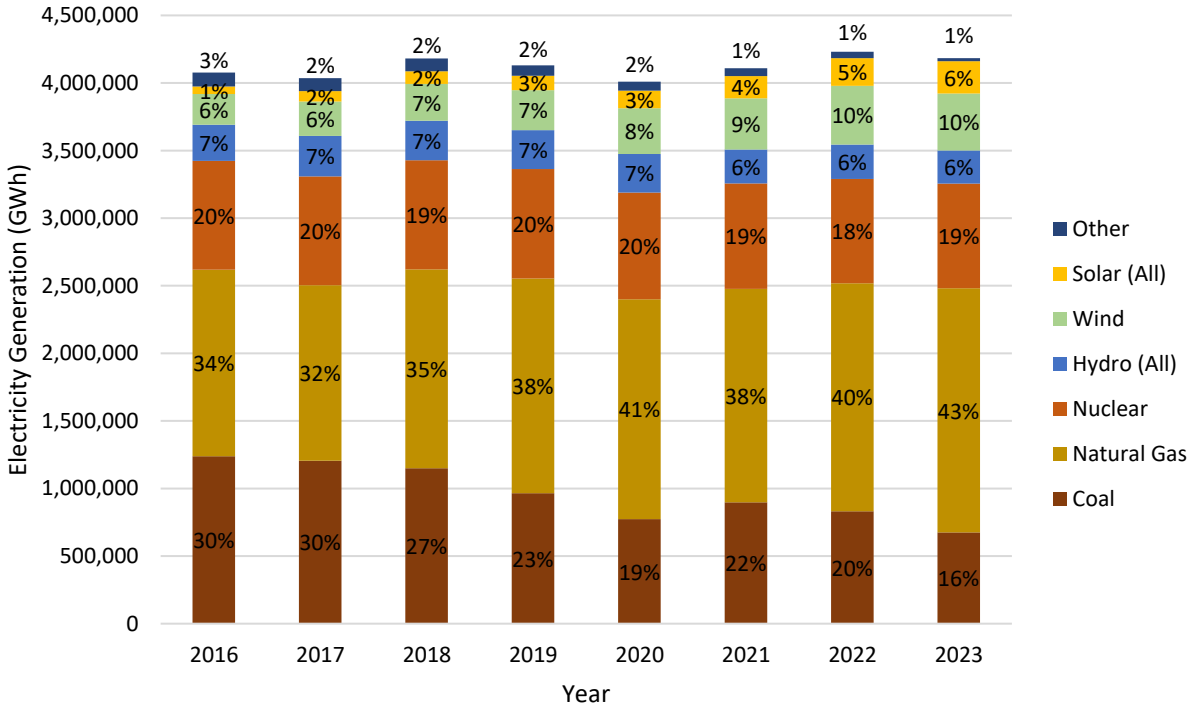
Electricity. The mix of energy sources for U.S. electricity generation has shifted in recent decades, but has primarily consisted of electricity generated from natural gas, coal, nuclear, hydroelectric, wind, and solar energy sources. Table 4.6-3 and Table 4.6-4 depict the overall quantity and make-up of electricity of electricity production in the U.S. over the last seven years.

[i] Biodiesel and renewable diesel are both produced from non-petroleum sources such as vegetable oil and animal fat. Biodiesel is consumed after it is blended with petroleum diesel. While renewable diesel may also be blended with petroleum diesel, renewable diesel can be transported and consumed directly without needing to be blended with petroleum.

[ii] Hydrogen fuel cells can produce electricity by combining hydrogen and oxygen atoms.

Table 4.6-3
United States Electricity Generation (2016 to 2023)

Energy Source	Electricity Produced Per Calendar Yr (Million GWh)							
	2016	2017	2018	2019	2020	2021	2022	2023
Natural Gas	1,379	1,298	1,472	1,589	1,627	1,579	1,687	1,806
Coal	1,239	1,206	1,149	965	773	898	832	675
Nuclear	806	805	807	809	790	778	772	775
Hydroelectric	268	300	293	288	285	252	255	245
Wind	227	254	273	296	338	378	434	421
Solar	55	77	93	107	131	164	205	239
Other[A]	104	95	94	77	66	59	46	22
Total Electricity	4,078	4,035	4,181	4,131	4,010	4,108	4,231	4,183
Fossil Fuels[B]	2,618	2,504	2,621	2,553	2,400	2,477	2,519	2,481
Non-Hydroelectric Renewables[C]	282	332	366	403	469	543	639	660
Total Carbon Free Electricity[D]	1,355	1,437	1,466	1,500	1,544	1,574	1,666	1,680



Sources: U.S. EIA n.d.

(A) "Other" sources include electricity production from petroleum coke and liquids, other gases, geothermal, and biomass.

(B) Fossil fuels include natural gas and coal.

(C) Non-hydroelectric renewables include wind and solar.

(D) Carbon-free energy sources consist of nuclear, hydroelectric, and renewable fuels.

As shown in Table 4.6-3, the amount of electricity produced from the different sources of energy varied between 2016 and 2023. Electricity production from fossil fuels (natural gas and coal), while remaining the predominant source of energy for electricity, decreased from a combined composition of approximately 64% in 2016 to approximately 59% in 2023. In particular, there was a large shift away from coal and toward natural gas over this timeframe. Whereas in 2016 the

total contribution to electricity production from coal (30%) and natural gas (34%) were similar, in 2023 the contribution from coal (16%) was much less than natural gas (43%). Nuclear power plants were the second largest generator of electricity nationwide, while electricity from renewable sources (e.g., solar, wind, hydroelectric) comprised less than a quarter of all electricity production; however, the overall electricity contribution from renewable sources, and in particular wind energy, approximately doubled over the 2016 to 2023 timeframe. While the nation's source of energy production varied from 2016 to 2023, the total amount of annual energy produced from all sources was generally constant between 4,000 and 4,200 thousand GWh of production.

Natural Gas. Nationwide natural gas consumption has increased in recent decades. In 1990, the U.S. consumed 24,369 billion cubic feet of natural gas, which increased to approximately 32,500 billion cubic feet of natural gas in 2023 (U.S. EIA 2012 and U.S. EIA 2023d).

Transportation Fuels. Petroleum products (e.g., gasoline and diesel) have historically been the predominant form of energy used within the transportation sector. Annual consumption of gasoline in the transportation sector increased from approximately 85.7 billion gallons per year in 1970 to approximately 131.1 billion gallons per year in 2023, an approximately 53% increase (U.S. EIA 2024g). Gasoline consumption has fluctuated slightly since 2007 (i.e., increasing and decreasing) but has generally remained at or around 135 billion gallons per year, deviating only from the trend at the start of the COVID-19 pandemic in 2020. The use of diesel fuel increased at a substantially faster rate across the 1970 to 2023 timeframe, from approximately 11.3 billion gallons of consumption in 1970 to approximately 45.4 billion gallons in 2023, a 400% increase (U.S. EIA 2024g). Unlike gasoline consumption, which is still slightly down from pre-COVID-19 levels, diesel consumption has generally remained constant. Although petroleum productions are the primary forms of energy used within the transportation sector, other fuels are used to lesser extents, including jet fuel (also petroleum), natural gas, biofuels, and other sources (e.g., fuel oil, lubricants, propane, and electricity).

In 2022, petroleum products (gasoline, diesel, and jet fuel) accounted for approximately 90% of energy consumption in the transportation sector nationwide (U.S. EIA 2023g). Gasoline is currently the main transportation fuel used in the U.S., accounting for approximately 52% of energy consumption in the transportation sector, and is followed by diesel at 22% and jet fuel at 12%. Electricity accounted for less than one percent energy consumption in the U.S. transportation sector in 2021 (U.S. EIA 2023e).

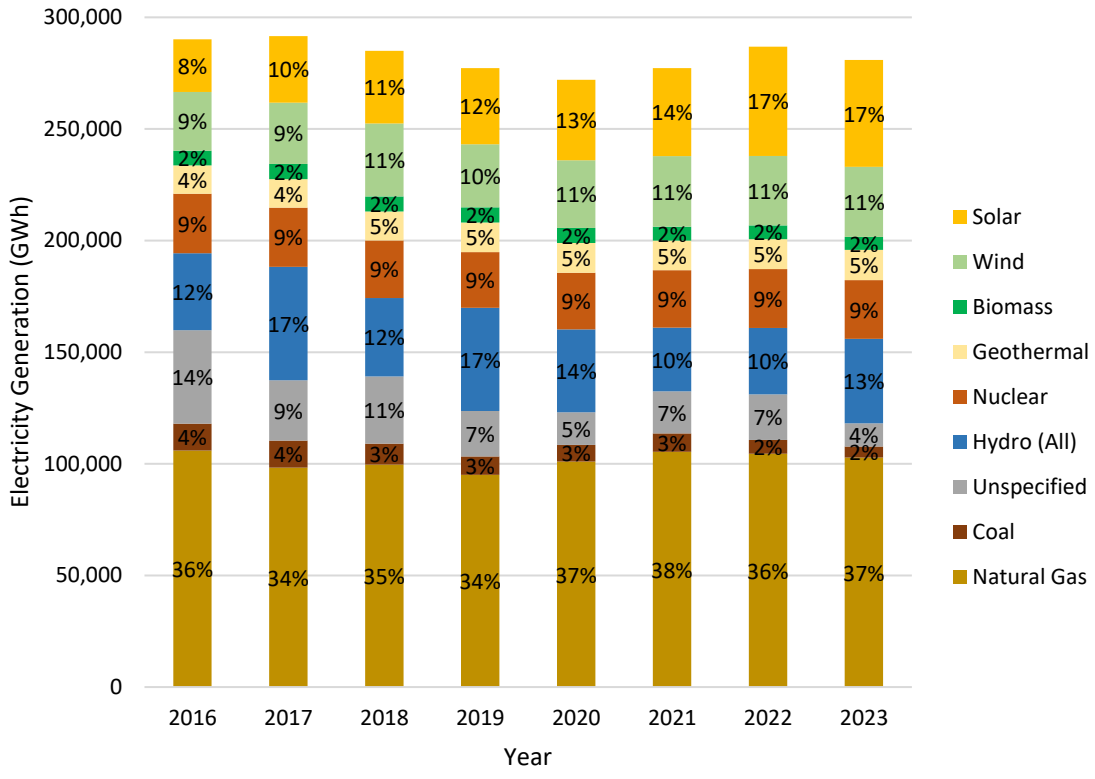
State

According to the U.S. EIA, California is the most populous state in the U.S., representing 12 percent of the total national population, has the largest economy, and is second only to Texas in total energy consumption. However, California has one of the lowest per capita energy consumption levels in the U.S. This is a result of California's mild climate, extensive efforts to increase energy efficiency, and implementation of alternative technologies. In 2023, California led the nation in electricity generation from solar and geothermal, and was the second-largest producer of electricity from biomass (U.S. EIA 2024h).

Electricity. As discussed above, California has one of the lowest per capita energy consumption levels in the U.S, which, in part, is attributable to its extensive efforts to increase energy efficiency. The State has also passed several legislative bills that have required retail-energy suppliers to increase the amount of renewable electricity supplied to customers. California's annual electricity generation and the sources that created it for the 2016 through 2023 calendar years are presented below in Table 4.6-4.

Table 4.6-4
California Electricity Generation (2016 to 2023)

Energy Source	Electricity Produced Per Calendar Year (Thousand GWh)							
	2016	2017	2018	2019	2020	2021	2022	2023
Natural Gas	106	98	100	95	101	105	104	103
Coal	12	12	9	8	7	8	6	5
Petroleum / Other	<0.5	<0.5	<0.5	<0.5	1	1	<0.5	<0.5
Nuclear	27	27	26	25	25	26	26	26
Hydroelectric	34	51	35	46	37	28	30	38
Wind	26	27	33	28	30	32	31	31
Solar	24	30	33	34	36	39	49	48
Geothermal	13	13	13	13	13	13	13	14
Biomass	7	7	7	7	7	6	6	6
Unspecified[A]	42	27	30	20	20	19	20	10
Total Electricity[B]	**291**	**292**	**285**	**278**	**273**	**278**	**287**	**281**
Fossil Fuels[C]	*118*	*111*	*110*	*104*	*109*	*114*	*111*	*108*
Non-Hydroelectric Renewables[D]	*69*	*77*	*85*	*82*	*86*	*90*	*100*	*99*
Total Carbon Free Electricity[E]	*61*	*77*	*61*	*71*	*63*	*54*	*56*	*64*



Sources: CEC 2024a

(A) "Unspecified" power is power that could not be traced to a facility, and would include a mix of fuel types
(B) Totals may not equal due to rounding
(C) Fossil fuels include natural gas and coal.
(D) Non-hydroelectric renewables include wind, solar, geothermal, and biomass
(E) Carbon-free energy sources consist of nuclear, and hydroelectric

As shown in Table 4.6-4, overall electricity consumption throughout the State has remained relatively constant over the 2016 to 2023 timeframe, from approximately 291 thousand GWh in 2016 to 281 thousand GWh in 2023 (an approximately 1 percent decrease). During this time, electricity production from natural gas and coal power plants decreased slightly from a combined total of approximately 40% to approximately 39% of the total energy supply. Biomass, geothermal, and nuclear sources have remained relatively constant at 2%, 5%, and 9%, respectively, while electricity generated from wind, and solar sources has increased. Electricity production from solar had one of the biggest relative increases in electricity production, increasing from approximately 8% to 17% between 2016 and 2023 (an approximately 113% increase). In 2023, over half of California's electricity was generated from carbon-free sources, including renewables, nuclear, and hydroelectric.

Similar to U.S. electricity generation, California electricity generation has shifted, with coal decreasing, renewables increasing, and nuclear and hydroelectric remaining relatively constant. However, while the direction of the shift in energy sources on the national and statewide level is the same, the state differs from U.S. energy consumption in the scale of this shift. For example, California's energy mix used for electricity generation contains over twice the amount of renewable fuels as the U.S.[iii]. California also uses a lower percentage of fossil fuels, mainly due to its low coal consumption.

Natural Gas. Annual natural-gas consumption in the State has fluctuated since the 1970s, but has generally remained at or around 2,100 billion cubic feet per year since the 1990s (U.S. EIA 2024i). Although California has historically accounted for approximately 7% of annual nationwide natural gas consumption, its reserves and production constitute less than 1% of the total United States (U.S. EIA n.d. and U.S. EIA 2025).

In 2023, California consumed about 2,087 billion cubic feet of natural gas, with the majority of that consumption attributable to the industrial sector (31%, including natural gas power plants) followed by the residential (22%) and commercial (12%) sectors (U.S. EIA 2024j). In 2020, approximately 88% of Californian homes used natural gas in some building system capacity, including clothes washer (77% of homes) and/or cooking appliance(s)[iv] (70% of homes) (U.S. EIA 2023f, U.S. EIA 2023g).

Transportation. California's transportation sector consumed 74.7 MMBtu of energy per capita in 2022, which ranked 36th in the nation (U.S. EIA 2023p). This means that California had the 16th best transportation energy per capita rate (i.e., most efficient) in the United States, including the District of Columbia. Much of the State's efficiency with regard to the amount of transportation energy consumed per capita can be attributed to the increase in vehicle fuel efficiency standards required by the State.

California's production of gasoline and diesel fuels supplies both in- and out-of-state demand; however, most gasoline and diesel fuel sold in California for motor vehicles is refined within the state to meet state-specific formulations required by CARB (i.e., these fuels typically are not imported from out of state). Crude oil extraction and production has been decreasing since the mid-1980s (from a peak of approximately 402 million barrels in 1986 to 124 million barrels in 2023) and is projected to continue to decline (CEC n.d.). According to taxable sales figures available

[iii] Whereas approximately 34% of electricity in California is from renewable sources (see Table 4.6-4), only 13% of electricity generated in the greater U.S. is from renewable sources (see Table 4.6-3).

[iv] Cooking appliances includes natural gas ranges, cooktops, and ovens; natural gas outdoor grills are not included in this metric.

from the California Department of Tax and Fee Administration, statewide gasoline sales have decreased from approximately 14,703 million gallons in 2014 to approximately 13,565 million gallons in 2023 (an approximately 7.5% reduction); however, this trend has not been linear. Gasoline sales increased from 2014 to 2017, remained relatively constant between 2017 and 2019, and decreased in the 2020 to 2023 timeframe. This decrease is most likely attributable to the shelter-in-place orders imposed due to the COVID-19 pandemic, but is also likely associated with vehicle turnover (i.e., from older, less fuel efficient cars to newer models) across the same timeframe (CDTFA n.d.). Statewide diesel fuel sales have generally increased, from approximately 2,776 million gallons in 2014 to approximately 2,982 million gallons in 2023 (an approximately 7% increase) (CDFTA n.d.).

In 2022, California reached a milestone 1 million ZEVs sold, accounting for 40% of all ZEVs operating in the U.S. (Office of Governor Gavin Newsom 2022). By November 2024, California reached another milestone 2 million ZEVs sold and in the third quarter of 2024, 26.4% of all new vehicle sales in the state were ZEVs (Office of Governor Gavin Newsom 2024). Most of the ZEVs sold to date have been electric vehicles; however, vehicles powered by hydrogen fuel cells have also been expanding in availability and use, with 14,429 hydrogen fuel cell vehicles actively registered in California as of April 2024 (CARB 2024).

Transportation fuels are not used equally across different vehicle types in the state. For example, whereas light-duty vehicles (e.g., cars and pick-up trucks) are mainly powered by gasoline and electricity, medium- and heavy-duty vehicles (e.g., work trucks, semi-trucks, etc.) are generally powered by diesel. Natural gas can also be used as a fuel source in trucks and buses. Table 4.6-5 below shows a breakdown of state-wide vehicle population in 2022, by fuel type.

Table 4.6-5
California Transportation Fuels by Vehicle Type (2022)

Vehicle Type	Breakdown in Fuel Type				
	Gasoline	Diesel	Natural Gas	Electricity	Plug-in Hybrid[(A)]
Medium- and heavy-duty trucks	8.3%	88.7%	3.0%	0.0%	0.0%
Light heavy-duty trucks	53.7%	46.3%	0.0%	0.0%	0.0%
Buses	33.9%	47.6%	18.2%	0.3%	0.0%
Light-duty vehicles	96.1%	0.5%	0.0%	2.1%	1.3%

Source: EMFAC2021
(A) Plug-in hybrid vehicles are powered by gasoline and electricity.

Although each vehicle category may use several different fuel types, the majority of trucks in 2022 used diesel; most buses mostly used gasoline, diesel, and natural gas; and the majority of light duty vehicles used gasoline.

Local

California's diverse geographic and climate conditions affect the amount of energy consumed for heating, cooling, transportation requirements, etc. The City of Compton is an urbanized area located in Los Angeles County, within California Energy Commission (CEC) Climate Zone 8 (CEC n.d.).

Electricity. In 2022, the latest year for which data is available, Los Angeles County consumed approximately 68,485 GWh of electricity, about 24% of the state's total electricity generated that year (CEC, 2023b). Southern California Edison (SCE) is the utility provider in Compton. In the

2022 fiscal year, SCE sold approximately 84,218 GWh of electricity (SCE, 2023a); approximately 45% of the electricity that SCE delivered to customers came from carbon-free resources, including solar energy (approximately 17%), wind energy (approximately 10%), and geothermal energy (approximately 6%) (SCE, 2023b). Based on the CalEEMod emissions estimates prepared for the GPU (see Section 4.3.1 and Appendix D), the existing development in the Planning Area is estimated to consume approximately 556,076 MWh of electricity per year. Based on a service population (SP) of 164,353, the city's electricity consumption in 2023 was an estimated 3.38 MWh per year per service population (MWh/yr/SP).

Natural Gas. Los Angeles County consumed approximately 2,820 million therms of natural gas in 2022, accounting for approximately 24.1% of statewide consumption. The non-residential sector made up approximately 60% of county-wide consumption, while the residential sector made up approximately 40% (CEC 2023c). SoCalGas provides natural gas service to the Planning Area. SoCalGas is the principal distributor of natural gas in Southern California and provides natural gas for residential, commercial, and industrial markets. The annual natural gas sale of SoCalGas to all markets in 2022 was approximately 5,026 million therms (CEC 2023d). Based on the CalEEMod emissions estimates prepared for the GPU (see Section 4.3.1 and Appendix D), existing development in the Planning Area is estimated to consume approximately 1,522,033 MMBTUs. Based on a service population of 164,353, the city's natural gas consumption in 2023 was an estimated 9.26 MMBTUs/yr/SP.

Transportation. Retail fuel outlet survey data indicates Los Angeles County accounted for approximately 22.5% and 12.9% of total statewide gasoline and diesel sales, respectively, in 2022 (CEC 2023e). Based on the daily vehicle miles traveled (VMT) estimates contained in the Transportation Impact Analysis prepared for the GPU (see Appendix F) and emissions modeling prepared for the proposed project (see Section 4.3 and 4.8), the existing land uses in the Planning Area are estimated to generate approximately 1,426,767,702 VMT per year.

4.6.2 – REGULATORY FRAMEWORK

Federal

Federal Energy Policy and Conservation Act

In 1975, Congress enacted the Federal Energy and Policy Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration (NHTSA) is responsible for establishing additional vehicle standards.

Energy Independence and Security Act of 2007

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) was signed into law. In addition to setting increased Corporate Average Fuel Economy (CAFE) standards for motor vehicles, the act also includes the following provisions related to energy efficiency:

- Renewable fuel standards (RFS)
- Appliance and lighting efficiency standards
- Building energy efficiency

This federal legislation requires ever-increasing levels of renewable fuels to replace petroleum. The United States Environmental Protection Agency (U.S. EPA) is responsible for developing and implementing regulations to ensure transportation fuel sold in the United States contains a

minimum volume of renewable fuel. The RFS program regulations were developed in collaboration with refiners, renewable fuel producers, and other stakeholders.

The RFS program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the Energy Independence and Security Act of 2007 (EISA), the RFS program was expanded in several key ways that laid the foundation for achieving significant reductions of GHG emissions through the use of renewable fuels, for reducing imported petroleum, and for encouraging the development and expansion of the nation's renewable fuels sector. The updated program is referred to as RFS2 and includes the following:

- EISA expanded the RFS program to include diesel, in addition to gasoline;
- EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022;
- EISA established new categories of renewable fuel and set separate volume requirements for each one; and
- EISA required the U.S. EPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHG than the petroleum fuel it replaces (U.S. EPA 2024).

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."

Federal Vehicle Standards

In 2009, the NHTSA issued a final rule regarding fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011; and, in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016. In 2010, U.S. EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of carbon dioxide (CO_2) in model year 2025, on an average industry fleetwide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the U.S. EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6% to 23% over the 2010 baselines.

In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018–2027 for certain trailers, and model years 2021–2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons (MT) and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program (U.S. EPA and NHTSA 2016).

In August 2018, the U.S. EPA and NHTSA released a notice of proposed rulemaking called Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule). On September 27, 2019, the U.S. EPA and the NHTSA published the SAFE Vehicles Rule Part One: One National Program." (84 Fed. Reg. 51,310 (Sept. 27, 2019)). The Part One Rule revoked California's authority to set its own greenhouse gas emissions standards and set zero emission vehicle mandates in California.

In April 2020, the U.S. EPA and NHTSA issued the SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) that relaxed federal greenhouse gas emissions and fuel economy standards. The Final SAFE Rule relaxed federal greenhouse gas emissions and Corporate Average Fuel Economy (CAFE) standards to increase in stringency at approximately 1.5 percent per year from model year (MY) 2020 levels over MYs 2021–2026. The previously established emission standards and related "augural" fuel economy standards would have achieved approximately 4 percent per year improvements through MY 2025. The Final SAFE Rule affects both upstream (production and delivery) and downstream (tailpipe exhaust) CO_2 emissions (CARB 2020). NHTSA repealed and the U.S. EPA rescinded the SAFE Rule Part One in December 2021 and March 2022, respectively, restoring California's authority to implement its GHG standards and ZEV mandates (NHTSA 2024 and U.S. EPA 2023).

State

Title 24 Energy Standards

Title 24 of the California Code of Regulations, known as the Building Standards Code, contains regulations that govern structural safety and sustainability of buildings in California. The code is organized into 12 different parts, including:

Part 6 of the Title 24 Building Standards Code is referred to as the Building Energy Efficiency Standards (BEES, or Energy Code). The CEC first adopted energy efficiency standards for residential and non-residential development in 1978 in response to a legislative mandate to reduce energy consumption in the State. The standards are updated on an approximately three-year cycle to allow for the consideration and inclusion of new energy efficiency technologies and methods. The current 2022 BEES were adopted in August 2021, went into effect on January 1, 2023, and focused on establishing or expanding standards for electric heat pumps, for single-family homes to be electric-ready, for solar photovoltaic system and battery storage, and for ventilation systems (CEC 2021). The California Building Standards Commission approved the 2025 BEES in December 2024, and the 2025 BEES are expected to take effect on January 1, 2026, as scheduled.

Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code (CalGreen Code). The purpose of the CalGreen Code is to "improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality" (CDHCD n.d.). The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). CalGreen contains both mandatory and voluntary measures. For non-residential land uses there are 39 mandatory measures including, but not limited to, exterior light pollution reduction, wastewater reduction by 20 percent, and commissioning of projects over 10,000 square feet. Two tiers of

voluntary measures apply to nonresidential land uses, for a total of 36 additional elective measures.

Senate Bill 375 (Sustainable Communities and Climate Protection Act)

In January 2009, California SB 375, known as the Sustainable Communities and Climate Protection Act, went into effect. The objective of SB 375 is to better integrate regional planning of transportation, land use, and housing to reduce sprawl and ultimately reduce GHG emissions and other air pollutants. SB 375 tasks the California Air Resources Board (CARB) to set GHG reduction targets for each of California's 18 regional Metropolitan Planning Organizations (MPOs). Each MPO is required to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). The SCS is a growth strategy in combination with transportation policies that will show how the MPO will meet its GHG reduction target. If the SCS cannot meet the reduction goal, an Alternative Planning Strategy may be adopted that meets the goal through alternative development, infrastructure, and transportation measures or policies.

In August 2010, CARB released the proposed GHG reduction targets for the MPOs. The proposed reduction targets for the Southern California Association of Governments (SCAG) region were 8% by year 2020 and 13% by year 2035. In September 2010 and February 2011, the 8% and the 13% targets were adopted, respectively. SCAG's Regional Council adopted 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) on April 7, 2016, which updated the 2012 RTP/SCS.

In March 2018, CARB established new regional GHG reduction targets for SCAG and other MPOs in the state (CARB n.d.). The new SCAG targets are an 8% reduction in per capita passenger vehicle GHG reductions by 2020 and a 19% reduction by 2035. On May 7, 2020, SCAG adopted "Connect SoCal", the 2020-2045 RTP/SCS, for federal transportation conformity purposes only. On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal, and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal is designed to meet the regional GHG reduction targets for SCAG that were identified by CARB in 2018 (SCAG 2020a).

Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal contains 10 primary goals, as detailed below:

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods movement and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.
6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of habitats.

Connect SoCal's "Core Vision" centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. The Core Vision includes: Sustainable Development, System Preservation and Resilience, Demand and System Management, Transit Backbone, Complete Streets, and Goods Movement (SCAG 2020b).

In April 2024, SCAG's Regional Council adopted Connect SoCal 2024, (2024 RTP/SCS) an update to Connect SoCal 2020 that planned development in the region through 2050 (SCAG 2024). Connect SoCal 2024 updates assumptions from Connect SoCal 2020. The Regional Growth Forecast in Connect SoCal 2024 projects a 30% higher household growth during the 2020s than was projected in Connect SoCal 2020. Connect SoCal 2024 also shifts the categories of regions that can accommodate jobs and housing from Priority Growth Areas (PGAs) to Priority Development Areas (PDAs). While PGAs and PDAs have substantial overlap, PDAs do not include Job Centers and High-Quality Transit Areas that helped compose the PGAs. Compared to Connect SoCal 2020's PGAs, SoCal 2024's PDAs include a greater percentage of new households and a substantially lower percentage of new jobs in a larger total land area.[v] Connect SoCal 2024 projects that approximately 66% of new households and 54% of new jobs between 2019 and 2050 will be located in PDAs. PDAs in Connect SoCal 2024 include Neighborhood Mobility Areas (NMAs), Transit Priority Areas (TPAs), Livable Corridors, and Spheres of Influence (SOIs). Connect SoCal 2024 is projected to achieve the region's targets for reducing greenhouse gases from automobiles and light-duty trucks by 19% per capita, from 2005 levels, by 2035.

Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard (RPS) Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2017. The *2003 Integrated Energy Policy Report* recommended accelerating that goal to 20 percent by 2010, and the *2004 Energy Report Update* further recommended increasing the target to 33 percent by 2020. The state's *Energy Action Plan* also supported this goal. In 2006 under Senate Bill 107, California's 20 percent by 2010 RPS goal was codified. The legislation required retail sellers of electricity to increase renewable energy purchases by at least one percent each year with a target of 20 percent renewables by 2010. Publicly owned utilities set their own RPS goals, recognizing the intent of the legislature to attain the 20 percent by 2010 target.

On November 17, 2008, Governor Schwarzenegger signed Executive Order S-14-08 requiring "[a]ll retail sellers of electricity shall serve 33 percent of their load with renewable energy by 2020." The following year, Executive Order S-21-09 directed CARB, under its AB 32 authority, to enact regulations to achieve the goal of 33 percent renewables by 2020.

In October 2015, Governor Brown signed SB 350 to codify ambitious climate and clean energy goals. One key provision of SB 350 is for retail sellers and publicly owned utilities to procure "half of the state's electricity from renewable sources by 2030."

[v] Connect SoCal 2020 anticipated that from 2016 to 2045, approximately 64% of households and 74% of new jobs would occur in PGAs, which comprised approximately 4% of the SCAG region's total land area. Connect SoCal 2024 anticipated that from 2019 to 2050, approximately 66% of household growth and 54% of employment growth would occur in PDAs, which comprise approximately 8.2% the SCAG region's total land area. 36% of household growth was located in more than one priority area and outside environmental constraint areas in Connect SoCal 2020 compared to 39% in Connect SoCal 2024.

The State's RPS program was further strengthened by the passage of SB 100 in 2018. SB 100 revised the State's RPS Program to require retail sellers of electricity to serve 50% and 60% of the total kWh sold to retail end-use customers be served by renewable energy sources by 2026 and 2030, respectively, and requires 100% of all electricity supplied come from renewable sources by 2045.

Executive Order B-55-18, AB 1279, and SB 1020

On September 10, 2018, Governor Brown signed Executive Order B-55-18, to achieve carbon neutrality by moving California to 100% clean energy by 2045. This Executive Order also includes specific measures to reduce GHG emissions via clean transportation, energy efficient buildings, directing cap-and-trade funds to disadvantaged communities, and better management of the state's forest land. On September 16, 2022, Governor Newson signed into law AB 1279, the California Climate Crisis Act, and SB 1020, the Clean Energy, Jobs, and Affordability Act of 2022. AB 1279 codified California's 2045 carbon neutrality goal and established a GHG emission reduction target of 85% below 1990 levels. SB 1020 set targets for the retail sale of electricity of 90% clean electricity by 2035 and 95% by 2040, and 100% by 2045. It also set a target for 100% clean electricity for electricity serving state agencies by 2035.

Low Carbon Fuel Standard Regulation

CARB initially approved the LCFS regulation in 2009, identifying it as one of the nine discrete early action measures in the *2008 Scoping Plan* to reduce California's GHG emissions. The LCFS regulation defines a Carbon Intensity, or "CI," reduction target (or standard) for each year. The initial LCFS regulation required a reduction of at least 10 percent in the CI of California's transportation fuels by 2020. In 2018, CARB approved amendments to the LCFS regulation, which included strengthening and smoothing the carbon intensity benchmarks through 2030, adding new crediting opportunities to promote ZEV adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector (CARB 2020b). Under the 2018 amendments, the LCFS regulation now requires a reduction of at least 20 percent in CI by 2030 and beyond.

Sustainable Freight Plan

The Sustainable Freight Plan was adopted by CARB in July 2016, and provides a recommendation on a high-level vision and broad direction to the Governor to consider for State agencies to utilize when developing specific investments, policies, and programs related to the freight transport system that serves our State's transportation, environmental, and economic interests (CARB 2016). The Sustainable Freight Plan includes recommendations on:

- A long-term 2050 vision and guiding principles for California's future freight transportation system.
- Targets for 2030 to guide the State toward meeting the Vision.
- Opportunities to leverage State freight transport system investments.
- Actions to initiate over the next five years to make progress towards the Targets and the Vision.
- Pilot projects to achieve on-the-ground progress in the near-term.
- Additional concepts for further exploration and development, if viable.

Advanced Clean Trucks Program

The Advanced Clean Trucks (ACT) regulation was approved by CARB on June 25, 2020. The main components of the regulation are manufacturers' ZEV sales requirements and a one-time reporting requirement for large entities and fleets.

- ZEV Truck Sales. Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales.
- Company and Fleet Reporting. Large employers, including retailers, manufacturers, brokers and others, are required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Promoting the development and use of advanced clean trucks will help CARB achieve its emission reduction strategies as outlined in the SIP, Sustainable Freight Action Plan, SB 350, and AB 32.

Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars (ACC) Program (formerly known as Pavley II) for model years 2017-2025. The components of the ACC program are the Low-Emission Vehicle (LEV) regulations and the ZEV regulation. The Program combines the control of smog, soot, and global warming gases with requirements for greater numbers of zero-emission vehicles into a single package of standards. By 2025, new automobiles under California's ACC Program will emit 34 percent less global warming gases and 75 percent less smog-forming emissions.

Executive Order B-48-18, issued by Governor Brown in January 2018, establishes a target to have five million ZEVs on the road in California by 2030. This Executive Order is supported by the State's 2018 ZEV Action Plan Priorities Update, which expands upon the State's 2016 ZEV Action Plan. While the 2016 plan remains in effect, the 2018 update functions as an addendum, highlighting the most important actions State agencies are taking in 2018 to implement the directives of Executive Order B-48-18.

EO N-79-20, issued by Governor Newsom in September 2020, set a goal that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It also set a goal that 100 percent of medium- and heavy-duty vehicles in the state be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. In addition, this EO set a goal to transition to 100 percent zero-emission off-road vehicles and equipment in the state by 2035 where feasible.

In August 2022, CARB approved the Advanced Clean Cars II program, which sets requirements for ZEV sales and codifies the light-duty vehicle goals in EO N-79-20. The regulation requires new light duty vehicle sales will be 35% zero emission or plug in hybrid electric vehicles in 2026, 68% in 2030, and 100% in 2035.

Advanced Clean Fleets Regulation

On April 28, 2023, CARB approved Advanced Clean Fleets (ACF), a rule that requires fleets of medium- and heavy-duty vehicles to transition to zero-emission vehicles. ACF applies to all drayage trucks, to high priority fleets, (i.e., fleets that have at least $50 million in gross annual revenue or fleets that operate 50 or more medium- and heavy-duty vehicles), and to government fleets. The regulation places requirements on both the sale and operation of medium- and heavy-duty vehicles. Regarding the sale of vehicles, ACF requires manufacturers to sell only zero-

emission medium- and heavy-duty vehicles starting in 2036. For the operation of vehicles, the regulation sets different timelines depending on the type of fleet. New drayage trucks must be zero-emission starting January 1, 2024. Existing diesel-powered drayage trucks may continue to operate until 2035, after which only zero-emission drayage trucks may operate. This structure will be implemented by the CARB Online System, which registers drayage trucks in the State.

High-priority fleets and federal fleets can choose between two options to meet the zero-emission requirements: a Model Year Schedule or a ZEV Milestone schedule. Under the Model Year Schedule, high-priority fleets and federal government fleets would purchase only zero-emission trucks starting in 2024 and would remove internal combustion powered trucks at the end of their useful life starting in 2025. Alternatively, the ZEV Milestone schedule sets requirements for a percentage of the total fleet to be zero-emission at specified years, depending on the type of vehicle. For example, under the ZEV Milestone option, box trucks and yard tractors would need to have zero-emission vehicles consist of 10% of the fleet by 2025, 50% of the fleet by 2031, and 100% by 2035. Specialty vehicles would have a longer timeline, and would need to reach 100% zero-emission vehicles by 2042. State and local government fleets may also choose the ZEV Milestone option. If state and local governments do not choose the ZEV Milestone option, new fleet purchases are required to be 50% zero-emission[vi] starting in 2024 and 100% zero-emission by 2027.[vii]

Local

City of Compton 2045 Comprehensive General Plan Update

The city of Compton 2045 Comprehensive General Plan Update includes the following goals and policies related to energy and energy consumption:

Community Services, Open Space, and Natural Resources Element

GOAL CR-2: ESTABLISH ENERGY CONSERVATION AND EFFICIENCY STANDARDS THAT PROMOTE SUSTAINABLE PRACTICES AND REDUCE ENERGY CONSUMPTION

Policy CR-2.1: Building Energy Efficiency Standards. Require new construction and major renovations to comply with energy efficiency standards established by the California Energy Commission (Title 24), incorporating measures such as high-efficiency HVAC systems, insulation, and lighting to reduce energy consumption and greenhouse gas emissions.

Policy CR-2.2: Energy Efficient Lighting. Encourage the use of energy-efficient lighting technologies, such as LED fixtures, in public facilities, streetlights, and outdoor spaces to reduce electricity consumption, improve visibility, and enhance safety.

Policy CR-2.3: Renewable Energy Integration. Support the development and integration of solar photovoltaic systems, on public buildings, facilities, and vacant land to generate clean, renewable energy and reduce dependence on fossil fuels.

[vi] State and local governments may meet the ACF requirements with near-zero-emission vehicles until 2035. After 2035, only zero-emission vehicle purchases would apply to the requirements.

[vii] If fleets have 10 or fewer vehicles or are in designated counties, zero-emission purchasing requirements would start later, in 2027.

Policy CR-2.4: **Energy Conservation Education and Outreach.** Implement educational programs and outreach campaigns to raise awareness about energy conversation practices, energy-saving technologies, and available incentives for residents businesses, and community organizations.

Policy CR-2.5: **Municipal Energy Management.** Implement energy management practices and policies within municipal operations to optimize energy use, reduce utility costs, and demonstrate leadership in sustainability efforts.

Policy CR-2.6: **Collaboration and Partnerships.** Collaborate with utilities, government agencies, non-profit organizations, and community stakeholders to leverage resources, share best practices, and implement energy conservation initiatives effectively.

GOAL CR-6: AN ENVIRONMENT WHERE CLEAR AIR QUALITY AND REDUCED GREENHOUSE GAS EMISSIONS PROTECT COMMUNITY HEALTH

Policy CR-6.1: **Transportation Emissions Reduction.** Promote alternative transportation modes, such as walking, biking, public transit, and carpooling, to reduce vehicle miles traveled and associated air pollution emissions.

Policy CR-6.2: **Electric Vehicle Infrastructure.** Support the development and expansion of electric vehicle infrastructure, including charging stations.

Policy CR-6.3: **Sustainable Land Use and Urban Planning.** Encourage compact, mixed-use development patterns and transit-oriented development.

GOAL CR-7: PROTECT PUBLIC HEALTH BY ADDRESSING CLIMATE-RELATED RISKS, OFFERING HEAT RELIEF RESOURCES, AND SUPPORTING COMMUNITY-LED CLIMATE ADAPTATION AND RESILIENCE INITIATIVES

Policy CR-7.5: **Water Conservation Initiatives.** Implement comprehensive water conservation practices, including rainwater harvesting and drought-resistant landscaping, to secure a reliable water supply while reducing infrastructure costs.

Policy CR-7.6: **Energy Efficiency Promotion.** Encourage energy conservation and the use of the California Green Building Code to reduce greenhouse gas emissions, utility bills, and improve overall air quality.

Environmental Justice Element

GOAL EJ-1: REDUCED POLLUTION AND REMOVAL OF PUBLIC HEALTH DISPARITIES

Policy EJ-1.8: **Mitigating Truck-Related Impacts.** Implement measures to mitigate the impact of truck loading and delivery activities associated with new warehouses and truck-related businesses, including noise, odors, air pollution, and greenhouse gas emissions. Establish a local ordinance that exceeds the State vehicle idling restrictions, including restrictions for bus layovers, delivery

vehicles, trucks at warehouses and distribution facilities, and taxis, particularly when these activities take place near sensitive land uses.

Policy EJ-1.9: **Promoting Electric Vehicle Infrastructure.** Ensure that industrial and warehouse facilities, as well as truck-related businesses, install electric vehicle charging infrastructure in alignment with California Air Resources Board regulations.

Land Use Element

GOAL LU-7: PRESERVATION AND GROWTH OF INDUSTRIAL BUSINESSES THAT STIMULATE ECONOMIC DEVELOPMENT AND JOB GROWTH AND MINIMIZE ADVERSE IMPACTS

Policy LU-7.7: **Green Industrial Practices Incentive.** Encourage industrial businesses to utilize green building strategies, green vehicle fleets, energy efficient equipment, and support renewable energy systems.

Our Mobility Element

GOAL OM-6: A TRANSPORTATION SYSTEM DESIGNED TO MINIMIZE VEHICLE MILES TRAVELED AND GREENHOUSE GAS EMISSIONS

Policy OM-6.1: **Integrated Transportation and Land Use.** Align transportation and land use planning to decrease vehicle miles traveled and reduce greenhouse gas emissions.

Policy OM-6.2: **GHG Reduction.** Work to reduce greenhouse gas emissions through reduction in Vehicle Miles Traveled (VMT) achieved via land use planning, improved transit access, and improved active transportation infrastructure.

Policy OM-6.3: **Transportation Demand Management Evaluation.** Assess the effectiveness of transportation demand management strategies and intelligent transportation systems in lowering vehicle miles traveled.

Policy OM-6.4: **Alternative Transportation Incentives.** Encourage businesses to offer incentives for employees to use alternative modes of transportation, such as carpooling, vanpooling, public transit, cycling, and walking.

Policy OM-6.5: **Employer Transportation Demand Management Support.** Support the adoption of employer transportation demand management requirements outlined in the regulations of the South Coast Air Quality Management District.

Policy OM-6.6: **Ridesharing Promotion.** Increase ridesharing awareness through publicity and information dissemination via web-based apps and collaborative efforts with other agencies and jurisdictions.

Policy OM-6.7: **Electric Vehicle Infrastructure.** Apply the latest California Green Building Standard Code for electric vehicle infrastructure in developments.

GOAL OM-7: A STREET NETWORK MANAGED TO MINIMIZE CONGESTION AND TRAFFIC IMPACTS

Policy OM-7.1: Environmental Impact Evaluation. Develop thresholds for the determination of environmental impacts for proposed residential, commercial, and industrial uses based on VMT per resident or per employee.

Policy OM-7.6: Transportation Demand Management. Promote Transportation Demand Management strategies to minimize the number of average daily vehicle trips along City streets.

GOAL OM-11: SAFE, EFFICIENT, AND SUSTAINABLE FREIGHT TRANSPORTATION

Policy OM-11.8: Freight Emissions Reduction. Implement measures to reduce emissions from freight transportation activities, including incentivizing the use of low-emission and zero-emission vehicles, promoting freight electrification, and adopting clean technology standards for freight vehicles and equipment.

Urban Systems Element

GOAL US-7: AFFORDABLE ELECTRICAL UTILITY SERVICES

Policy US-7.1: Renewable Energy Integration. Support distributed energy resources, community solar, and net metering to promote local clean energy generation and energy independence.

Policy US-7.2: Energy Efficiency. Implement programs to reduce peak electricity consumption, lower costs, and manage peak demand on the grid.

GOAL US-9: PUBLIC FACILITIES AND INFRASTRUCTURE RESILIENT TO CLIMATE CHANGE AND EXTREME WEATHER

Policy US-9.1: Renewable Energy Integration. Support distributed energy resources, community solar, and net metering to promote local clean energy generation and energy independence

Policy US-9.2: Energy Efficiency. Implement programs to reduce electricity consumption, lower costs, and manage peak demand on the grid.

4.6.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the GPU could result in a significant impact related to energy if it would:

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;
C. Cause substantial adverse cumulative impacts with respect to energy.

4.6.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to energy resources.

Energy Consumption

Impact ENG-1 – Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during GPU construction or operation?

Analysis of Impacts
Implementation of the proposed GPU would increase the demand for electricity and natural gas within the Planning Area and gasoline consumption in the region during construction and operation of new land use developments.

Electricity Use. Temporary electric power would be required at various construction sites throughout the city as growth occurs under GPU. Electricity would be consumed by lighting and electronic equipment (e.g., computers) located in trailers used by construction crews, and by small, off-road equipment (e.g., compressors) used during development activities. However, the electricity used for such activities would be temporary and would have a negligible contribution to the overall energy consumption in the city.

Development facilitated under the GPU would require electricity for multiple uses, including, but not limited to: building heating and cooling, lighting, appliance use (e.g., washer, dryer, microwave, etc.), and other electronics (e.g., televisions). Electricity generation was estimated in CalEEMod using default values for existing and proposed land uses. Table 4.6-6 summarizes changes in electricity consumption that would occur over the next approximately 20 years of growth envisioned by the GPU.

Table 4.6-6
Estimated Operational Change in Electricity Consumption (2023 vs. 2045)

Metric	Electricity Consumption (MWh/yr)		
	2023	2045	Change
Total Electricity Consumption	556,076	577,770	+21,694
Service Population (SP)[(A)]	133,258	158,211	+24,953
Electricity Consumption Efficiency (MWh/yr/SP)	4.17	3.65	-0.52

Source: MIG, 2025 (see Appendix D).
[(A)] Service population is the sum of the number of residents and number of jobs in the Planning Area.

As shown in Table 4.6-6, electricity consumption in the Planning Area in 2045 is expected to increase by approximately 21,694 MWh/yr when compared to 2023 conditions; however, on an efficiency basis, electricity consumption would decrease by approximately 12% from 4.17 MWh/yr/Service Population (SP) to 3.65 MWh/yr/SP. Although growth would be occurring within the Planning Area under the GPU, new development and land use turnover would be required to comply with statewide mandatory energy requirements outlined in Title 24, Part 6 and 11, which would decrease estimated electricity consumption in new and/or retrofitted structures. In addition, the GPU contains policies that would promote energy efficiency, such as Policy US-7.1 (Renewable Energy Integration), Policy 7.2 (Energy Efficiency), Policy US-9.1 (Renewable Energy Integration), and Policy 9.2 (Energy Efficiency). Policies US-7.1 and 9.1 would reduce energy consumption and promote clean energy use. Policies US-7.2 and 9.2 would promote

energy efficiency in electrical utility services and public facilities and infrastructure. For this reason, the electrical energy that would be consumed by the proposed GPU is not considered unnecessary, inefficient, or wasteful.

Natural Gas Use. Substantial natural gas consumption is not anticipated to occur during construction activities that could occur with GPU implementation. Fuels used for construction would generally consist of diesel and gasoline, which are discussed in the next subsection. Potential natural gas use during construction activities associated with GPU growth would not substantially contribute to overall energy consumption in the city, and would not be unnecessary, inefficient, or wasteful.

Natural gas consumption from development associated with the GPU would be required for various purposes, such as space and water heating in buildings. CalEEMod was used to estimate natural gas consumption associated with GPU implementation. Table 4.6-7 summarizes estimated changes in natural gas consumption over the next approximately 20 years of growth envisioned by the GPU.

Table 4.6-7.
Estimated Operational Change in Natural Gas Consumption (2023 vs. 2045)

Metric	Natural Gas Consumption (MMBtu)		
	2023	2045	Change
Total Natural Gas Consumption	1,522,033	1,611,659	+89,626
Service Population (SP)	133,258	158,211	+24,953
Natural Gas Consumption Efficiency (MMBtu/yr/SP)	11.42	10.19	-1.23
Source: MIG, 2025 (See Appendix D)			

Based on the demand calculations shown in Table 4.6-7, natural gas consumption in the Planning Area in 2045 is expected to increase by approximately 89,626 MMBtu as compared to 2023 conditions. On an efficiency basis, however, natural gas consumption is estimated to decrease by approximately 11% from 11.42 MMBTU/yr/SP to 10.19 MMBTU/yr/SP percent.

Although growth would occur within the Planning Area over the next approximately 20 years, new development and land use turnover would be required to comply with statewide mandatory energy requirements outlined in Title 24, Part 6 and 11, which would decrease the rate at which natural gas consumption would occur in new and/or retrofitted structures (compared to older buildings that were built to prior building code standards that are less energy efficient). Policies LU-7.2 (Clean and Green Industries Promotion), CR-2.3 (Renewable Energy Integration), and CR-2.4 (Energy Conservation Education and Outreach) would reduce natural gas consumption through promoting renewable or carbon-free energy for industrial land uses and providing energy saving incentives for residential and commercial land uses. Policies CR-2.5 (Municipal Energy Management), CR-7.6 (Energy Efficiency Promotion), US-7.1 and 7.2, and US-9.1 and 9.2 would promote energy saving initiatives for municipal operations, utilities, and public facilities. For these reasons, natural gas consumption by proposed land uses in the GPU is not considered to be unnecessary, inefficient, or wasteful.

Diesel and Gasoline Fuel Use. Diesel and gasoline fuels, also referred to as petroleum in this subsection, would be consumed during construction activities as the city grows under the GPU. Fuel use by construction equipment would be the primary energy resource consumed during development activities, and VMT associated with the transportation of construction materials (e.g., deliveries) and worker trips would also result in petroleum consumption. Whereas on-site, heavy-

duty construction equipment and delivery trucks would predominantly use diesel fuel, construction workers would generally rely on gasoline-powered vehicles to travel to and from construction sites. State regulations such as LCFS would reduce the carbon intensity of transportation-related fuels, and all construction projects would be required to comply with CARB's Airborne Toxic Control Measures, which restrict heavy-duty diesel vehicle idling to five minutes. Since petroleum use during construction would be temporary at each location and required to conduct development activities, it would not be unnecessary, wasteful, or inefficient.

Vehicle fuel consumption associated with GPU implementation would occur over the next approximately 20 years and would primarily be attributable to people traveling to or from the city for work, shopping, school, or other reasons. The amount of diesel and gasoline vehicle fuel consumption in the city under existing 2023 and forecasted 2045 growth conditions are shown in Table 4.6-8.

Table 4.6-8.
Estimated Vehicle Fuel Consumption Changes (2023 vs. 2045)

Fuel / Metric	2023	2045	Change[(A)]
Total Fuel Consumption			
Total Diesel Consumption (gal/yr)	7,903,782	8,886,664	982,882
Total Gasoline Consumption (gal/yr)	54,574,334	44,792,340	-9,781,993
Total Electricity Consumption (kWh/yr)	19,852,989	106,448,042	86,595,053
Fuel Consumption per Service Population			
Service Population	133,258	158,211	+24,953
Diesel Consumption Efficiency (gal/yr/SP)	59	56	-3
Gasoline Consumption Efficiency (gal/yr/SP)	410	283	-126
Electricity Consumption Efficiency (kWh/yr/SP)	149	673	524

Source: MIG, 2025 (See Appendix D)
(A) Totals may not equal due to rounding.

As shown in Table 4.6-8, annual diesel and gasoline fuel consumption in 2045 with the GPU is anticipated to be approximately 8,886,664 and 44,792,340 gallons, respectively, while annual electricity consumption is anticipated to be approximately 106,448,042 kWh. Compared to 2023, this represents approximately 982,882 more gallons of diesel fuel consumed annually, approximately 9,781,993 fewer gallons of gasoline fuel consumed annually, and approximately 86,595,053 more kWh of electricity consumed annually.[viii] On a service population basis, overall diesel and gasoline consumption is expected to decrease by approximately 5% (from 59 gallons of fuel/yr/SP in 2023 to 56 gallons of fuel/yr/SP in 2045) and 31% (from 410 gallons of fuel/yr/SP in 2023 to 283 gallons of fuel/yr/SP in 2045), respectively. In contrast, overall electricity consumption is expected to increase by approximately 352% (from 149 kWh/yr/SP in 2023 to 673 kWh/yr/SP in 2045. While diesel fuel efficiency is not anticipated to substantially change over time, total gasoline consumption and consumption per service population would decrease under the proposed GPU. This reduction is primarily associated with mandated increases in fuel efficiency and fleet turnover. There are numerous regulations in place that require and encourage fuel efficiency. For example, CARB has adopted an approach to passenger vehicles by combining the control of smog-causing pollutants and GHG emissions into a single, coordinated package of standards. The approach also includes efforts to support and accelerate the number of plug-in hybrids and ZEVs in California. In addition, per the requirements identified in SB 375, CARB adopted a regional goal for the SCAG or reducing per-capita GHG emissions from 2005 levels by

[viii] These estimates are based on average fuel economy in Los Angeles (SC) sub-area during the 2045 calendar year.

8% by 2020 and 19% by 2035 for light-duty passenger vehicles. In addition, the GPU land use plan includes increased density and mixed use development, which typically generates lower amounts of vehicle trips and VMT, while GPU policies promote alternative transportation modes that also decrease gasoline fuel consumption. For example, Policies CR-6.1 (Transportation Emissions Reduction), OM-6.4 (Alternative Transportation Incentives), OM-6.6 (Ridesharing Promotion), and LU-5.4 (Transit-Oriented Development) support higher density, mixed use land use and reduce dependence on private vehicles, which would reduce VMT and thus decrease gasoline consumption. As such, actual fuel consumption in the City of Compton could be lower in 2045 than estimated in Table 4.6-8.

The increase in electricity consumption per service population is associated with the projected increase in EV usage and additional EV infrastructure which is in line with the state's ZEV goals. For example, in 2023 CARB's EMFAC database shows approximately 4% EVs in the LA-South Coast area increasing to approximately 12% EVs in 2045. The increase in EVs and decrease in petroleum usage would have a beneficial effect in terms of energy consumption because, as state regulations require an increasing share of renewable and carbon free electricity. Vehicle fuel consumption as part of operation of the proposed GPU would not be considered unnecessary as the GPU would include additional housing to meet the needs of the Planning Area. As described above, fuel consumption would become more efficient over time and, as the state transitions to EVs, would utilize renewable or carbon-free energy. Therefore, vehicle consumption would not be inefficient or wasteful.

Conclusion: As described above, the consumption of electricity, natural gas, and vehicle fuel resources would be necessary to accommodate the planned level of growth envisioned by the GPU. The GPU supports redevelopment of existing land uses with newer, more efficient development that would reduce energy consumption compared to existing conditions. In addition, the GPU supports higher density, mixed-use development that reduces VMT and fuel consumption as compared to other types of development. As shown above, the use of energy resources in the Planning Area would become more efficient over time with the change in land uses envisioned by the GPU and the application of more stringent regulations that reduce energy usage. For these reasons, the GPU would not result in the unnecessary, inefficient, or wasteful use of energy resources. This impact would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Renewable Energy

Impact ENG-2 – Would the GPU conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Analysis of Impacts
The GPU would not conflict with nor obstruct a state or local plan adopted for the purposes of increasing renewable energy or energy efficiency. The Title 24 Building Code contains energy efficiency standards for residential and non-residential buildings. These standards address electricity and natural gas efficiency in lighting, water, heating, and air conditioning, as well as the effects of the building envelope (e.g., windows, doors, walls, and roofs, etc.) on energy consumption. The latest update to these standards, codified in the 2025 Title 24 Building Code,

establishes mandatory renewable energy and energy efficiency standards that apply to various building systems, components, and uses. The City would enforce the 2025 Title 24 Building Code during design review and project approval processes. Other state plans, such as increasing the RPS portfolio, and increasing fuel efficiency and the number of electric vehicles on the road, would be implemented at the state level. The GPU would not impede the implementation of any of these actions.

Since the GPU would comply with applicable State standards and not impede any plan related to increasing renewable energy or energy efficiency, this impact would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact ENG-3 - Would the GPU cause substantial adverse cumulative impacts with respect to energy?

Analysis of Impacts
The proposed GPU would consume electricity, natural gas, and transportation fuels during construction and operation (Impact ENG-1). The energy consumption by GPU development activities would combine with the energy consumption from other past, present, and reasonably foreseeable projects. For the purposes of this cumulative energy analysis, the geographic extent for potential cumulative electricity and natural gas impacts is limited to the service territories for the Planning Area's electricity (Southern California Edison) and natural gas (Southern California Gas) service providers, while the geographic extent for cumulative transportation fuel impact is considered to be statewide.

- Cumulative Electricity and Natural Gas Impacts: The GPU would not result in the unnecessary, inefficient, or wasteful use of energy resources because it incorporates policies that reduce total energy consumption, decrease reliance on fossil fuels, and increase on-site renewable energy. In addition, future development projects in the city would be constructed in an orderly, purposeful, and efficient manner in compliance with all applicable design guidelines, design standards, and energy code rules and regulations. Cumulative development projects, at a minimum, would be subject to State energy efficiency standards (e.g., BEES, CalGreen Code) that conserve energy throughout each provider's service territory. Therefore, the Project would not result in a cumulative considerable contribution to cumulative energy consumption impacts.
- Transportation Fuel Impacts: The GPU would not result in the unnecessary, inefficient, or wasteful use of transportation fuels because it includes a land use plan and policies that enhance non-vehicular access and reduce VMT. Cumulative development projects would also consume transportation fuels, but over time, cumulative fuel consumption is expected to decrease due to State regulations pertaining to vehicle emissions standards (e.g., Advanced Clean Cars II) and fuel content requirements (e.g., LCFS Program). Therefore, the Project would not result in a cumulative considerable contribution to cumulative energy consumption impacts.

As described under Impact GHG-2, the GPU would not conflict with a plan, policy, or regulation, pertaining to renewable energy or energy efficiency in a manner that could result in a significant physical effect on the environment. As such, the GPU would not have the potential to result in a cumulative considerable contribution to conflicts with renewable energy and energy efficiency plans.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

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List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	Full Phrase or Description
AB	Assembly Bill
ACC	Advanced Clean Cars
Btu	British Thermal Unit
CalEEMod	California Emissions Estimator Model
Cal-EPA	California Environmental Protection Agency
CalGreen Code	California Green Building Standards Code
CARB	California Air Resources Board
CAFE	Corporate Average Fuel Economy
CBSC	California Building Standards Commission
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CI	Carbon Intensity
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
EISA	Energy Independency and Security Act
EO	Executive Order
GHG	Greenhouse Gas
GPU	General Plan Update
GWh	Gigawatt-hours
IAQ	Indoor Air Quality
HQTA	High Quality Transit Area
KWh	Kilowatt-hours
LCFS	Low Carbon Fuel Standard
LEV	Low-Emissions Vehicle
MMBTUs	Million British Thermal Units
MPO	Metropolitan Planning Organization
NHTSA	National Highway Safety Administration
NMA	Neighborhood Mobility Area
PGA	Priority Growth Area
PV	Photovoltaic
RFS	Renewable Fuel Standards
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
SAFE	Safer Affordable Fuel-Efficient Vehicles Rule
SB	Senate Bill
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SoCalGas	Southern California Gas Company
SOI	Sphere of Influence
SP	Service Population
TIA	Traffic Impact Assessment
TPA	Transit Priority Area
U.S.	United States
USEIA	United State Energy Information Administration
U.S. EPA	United States Environmental Protection Agency
VMT	Vehicle Miles Traveled
Yr	Year
ZEV	Zero Emission Vehicle

4.7 – GEOLOGY AND SOILS

This EIR chapter addresses geology and soils impacts associated with the proposed General Plan Update (GPU), including earthquake fault rupture, seismic hazards, liquefaction, landslides, soil erosion and unstable soils.

4.7.1 – ENVIRONMENTAL SETTING

The City of Compton is subject to flooding, earthquakes, earthquake-induced hazards such as ground shaking and liquefaction, and pollution from hazardous materials.

Seismic Hazards

Seismicity is a well-known hazard of Southern California. The region straddles the Earth's two largest tectonic plates: the northwest-moving Pacific plate and southwest-trending North American plate. Movement along this boundary has resulted in many earthquakes from the region's numerous faults. Small tremors generally result in mild ground shaking, with few adverse effects on structures and landforms. However, significant earthquakes can produce wide-scale damage to properties and result in loss of life. Modern building codes have mitigated the level of damage from more recent quakes, but Compton has many older structures that might not withstand the ground shaking and liquefaction hazards resulting from a major event.

Faults

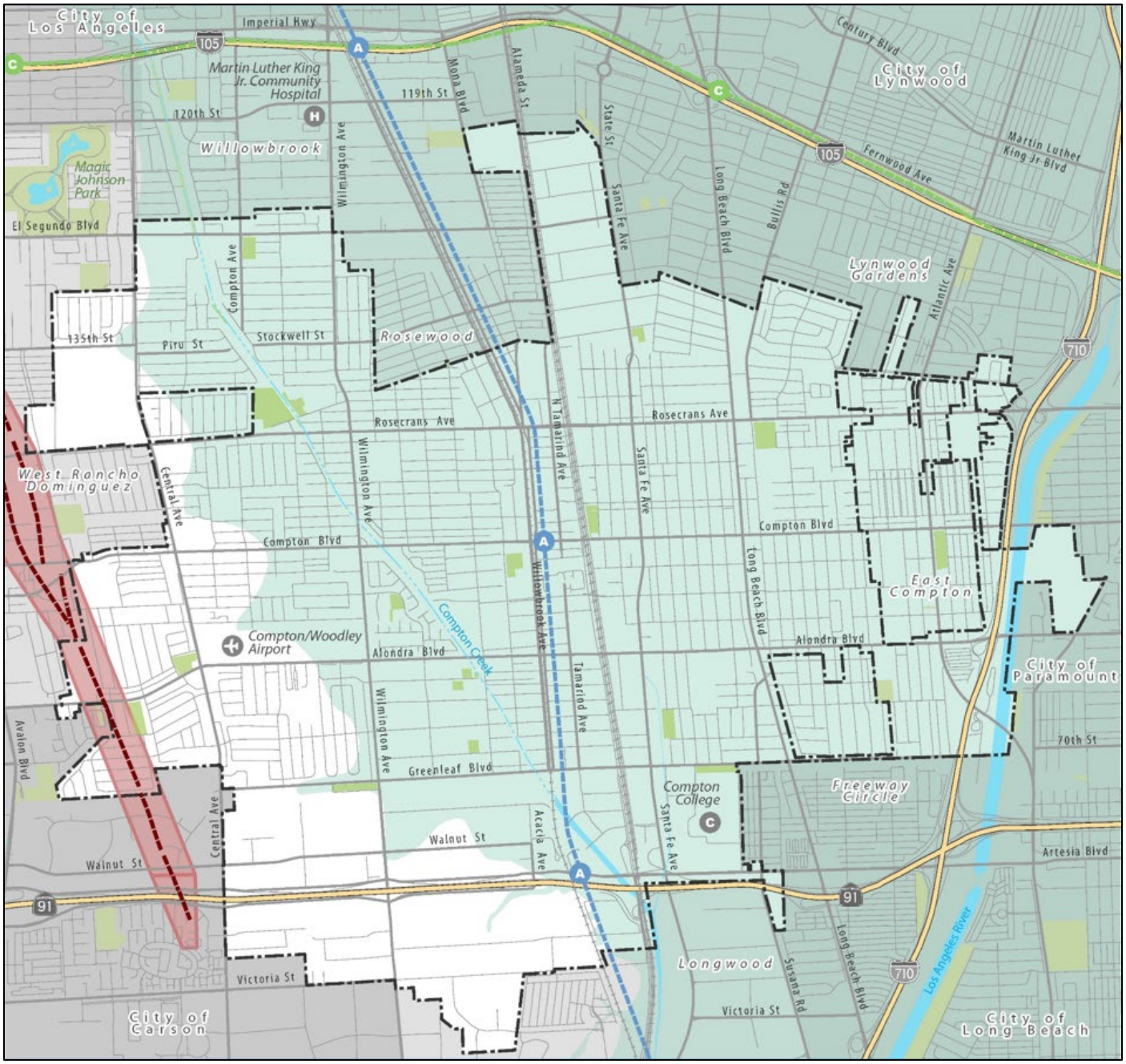
The City of Compton has experienced earthquakes in the past, although none have caused enough damage to warrant a local disaster (Compton, 2024). The most notable earthquake affecting the city was the 1933 Long Beach Earthquake (magnitude 6.4), resulting in 17 deaths in Compton and extensive property damage. Exhibit 4.7-1 depicts the faults in and around Compton. As shown in Exhibit 4.7-1, the western part of Compton lies along the Newport-Inglewood fault which is within an Alquist-Priolo Fault Zone.

Liquefaction

Liquefaction occurs when water-saturated sediment temporarily loses strength and acts as a fluid (Compton, 1991). Liquefaction-induced ground failure historically has been a major cause of earthquake damage in Southern California. Liquefaction potential and severity depends on several factors, including soil and slope conditions, proximity to fault, earthquake magnitude, and type of earthquake. Exhibit 4.7-1 depicts the liquefaction zones that cover most of Compton, except for the western and southernmost sections of the city. As observed in Exhibit 4.7-1, the majority of Compton falls within a liquefaction zone, and since most of the city is already developed, a large-scale earthquake could have a detrimental impact on nearly all existing residences and businesses.

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Exhibit 4.7-1
Seismic Hazards



Seismic Hazards
- Newport-Inglewood fault zone
- Alquist-Priolo Fault Zone
- Liquefaction Zones

Base Map Features
- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

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4.7.2 – REGULATORY FRAMEWORK

Federal

National Earthquake Hazards Reduction Program
Established by Congress in 1977, the National Earthquake Hazards Reduction Program (NEHRP) leads the federal government's efforts to reduce the fatalities, injuries, and property losses caused by earthquakes. The four basic NEHRP goals are:

- Develop effective practices and policies for earthquake loss reduction and accelerate their implementation.
- Improve techniques for reducing earthquake vulnerabilities of facilities and systems.
- Improve earthquake hazards identification and risk assessment methods, and their use.
- Improve the understanding of earthquakes and their effects.

In its initial NEHRP authorization, and in subsequent reauthorizations, Congress has recognized that several key federal agencies can contribute to earthquake mitigation efforts.

Federal Antiquities Act of 1906
Protects paleontological resources on federal lands under Subsection 8.16.2.

State

Alquist-Priolo Earthquake Fault Zoning Act
The Alquist-Priolo Special Studies Zones Act was signed into law in 1972 (in 1994 it was renamed the Alquist-Priolo Earthquake Fault Zoning Act.) The primary purpose of the Act is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The Act requires the State active faults, and 200 to 300 feet from well-defined minor faults. The act dictates that cities and Geologist delineate "Earthquake Fault Zones" along faults that are "sufficiently active" and "well defined." The boundary of an "Earthquake Fault Zone" is generally about 500 feet from major counties withhold development permits for sites within an Earthquake Fault Zone until geologic investigations demonstrate that the sites are not threatened by surface displacements from future faulting.

Seismic Hazard Mapping Act
The Alquist-Priolo Earthquake Fault Zoning Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. In 1990 the State passed the Seismic Hazards Mapping Act (SHMA), which addresses non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, and seismically induced landslides. The California Geological Survey (CGS) is the principal State agency charged with implementing the Act. Pursuant to the SHMA, the CGS is directed to provide local governments with seismic hazard zone maps that identify areas susceptible to liquefaction, earthquake-induced landslides and other ground failures. The goal is to minimize loss of life and property by identifying and mitigating seismic hazards. The seismic hazard zones delineated by the CGS are referred to as "zones of required investigation." Site-specific geological hazard investigations are required by the SHMA when construction projects fall within these areas.

Natural Hazards Disclosure Act
The Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more State-mapped hazard areas.

California Building Code
The state regulations protecting structures from seismic hazards are contained in the California Code of Regulations, Title 24 (the California Building Code (CBC)), which is updated on a triennial basis. These regulations apply to public and private buildings in the State. Provisions of the CBC address (among other topics) fire safety, access for disabled persons, and seismic-resistant construction design.

California Public Resources Code Chapter 1.7, Section 5097.5 (Stats. 1965, c. 1136, p. 2792)
Defines any unauthorized disturbance or removal of a fossil site or fossil remains on public land as a misdemeanor and specifies that state agencies may undertake surveys, excavations, or other operations as necessary on state lands to preserve or record paleontological resources under Subsection 8.16.2.2

Regional

South Coast Air Quality Management District Rules
Rule 403 requires the implementation of best available dust control measures (BACM) during active operations capable of generating fugitive dust. Rule 403.1 is a supplemental rule to Rule 403 and is applicable to man-made sources of fugitive dust. The purpose of this rule is to reduce fugitive dust and resulting PM_{10} emissions from man-made sources. Rule 403.1 requires a Fugitive Dust Control Plan approved by South Coast AQMD or an authorized local government agency prior to initiating any construction/earth-moving activity. These requirements are only applicable to construction projects with 5,000 or more square feet of surface area disturbance.

Local

City of Compton 2045 Comprehensive General Plan Update
The City of Compton 2045 Comprehensive General Plan Update Public Safety Element includes the following goals and policies related to geology and soils:

GOAL PS-3: REDUCED RISK OF DAMAGE AND LOSS OF LIFE FROM SEISMIC EVENTS

Policy PS-3.1: **Geologic Studies.** Require site-specific geotechnical investigations and geotechnical reports for any proposed development projects within seismic hazard zones and to determine the need for structural design or modification to ensure safer development.

Policy PS-3.2: **Seismic Retrofitting.** Require seismic retrofitting of vulnerable buildings, including unreinforced masonry structures and soft-story buildings, to improve structural integrity and reduce the risk of collapse during earthquakes.

Policy PS-3.3: **Building Code Compliance.** Enforce strict adherence to seismic-resistant building codes and standards in new construction, renovation, and retrofitting projects to ensure the structural safety and integrity of buildings.

Policy PS-3.4: **Liquefaction Hazards Disclosure.** Ensure public disclosure of liquefaction hazards and associated risks to prospective property buyers, developers, and occupants through property disclosure statements, land use planning documents, and public information campaigns, pursuant to Natural Hazards Disclosure Act.

Policy PS-3.5: **Public Education and Outreach.** Provide educational resources and outreach programs to raise awareness about seismic risks, preparedness measures, and retrofitting options for property owners, tenants, and community stakeholders.

Policy PS-3.6: **Emergency Preparedness.** Develop and implement emergency response plans and procedures to ensure effective coordination and response to seismic events, including evacuation routes, shelter locations, and communication protocols. Ensure these plans and procedures are easily accessible to the community.

Policy PS-3.7: **Emergency Preparedness.** Conduct regularly scheduled emergency operation center drills and conduct outside to training to enable employees to become more proficient in emergency operations and coordination with other agencies.

4.7.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it:

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? Refer to Division of Mines and Geology Special Publication 42.
    ii) Strong seismic ground shaking.
    iii) Seismic-related ground failure, including liquefaction.
    iv) Landslides.

B. Result in substantial soil erosion or the loss of topsoil.
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.
D. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, 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.
G. Would the project cause substantial adverse cumulative impacts with respect to Geology and Soils.

4.7.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to geology and soils which could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

Fault Rupture or Ground-shaking Effects

Impact GEO-1 – Would the GPU directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides?

Analysis of Impacts

The Planning Area is in a seismically active area. The greater Los Angeles region straddles two tectonic plates, and many fault zones are in the area. The Alquist-Priolo Earthquake Fault Zoning Act restricts development on active fault zones and requires the State Geologist to identify active faults and determine what if any construction is allowed in these zones.

As outlined in Exhibit 4.7-1 above, the only active fault zone within the City of Compton is the Newport – Inglewood Fault Zone. The fault zone is 47 miles long and extends from Culver City south through Compton and into Newport where it extends out into the Pacific Ocean, then becoming known as the Rose Canyon Fault. The fault intersects the southwest corner of Compton, running northwest to southeast between Central Avenue and Avalon Boulevard crossing Rosecrans Avenue, Compton Boulevard, Alondra Boulevard, Walnut Street, and Artesia Boulevard. Because of the location of the fault, the Planning Area is subject to substantial ground-shaking in the event of an earthquake.

The Planning Area's location in Los Angeles County predisposes it to significant risk of ground shaking in the event of an earthquake, as multiple fault lines are located in close proximity to the City, including: San Andreas, San Fernando, San Jacinto, Sierra Madre, and Whittier-Elsinore Faults. Faults located in the Los Angeles Basin area are considered active and have the potential to create large-scale destruction in the region. Older buildings in the Planning Area are at increased risk of damage and/or destruction having been built prior to new seismic building codes.

Liquefaction-induced ground failure has historically been a major cause of earthquake damage in Southern California. As outlined in Exhibit 4.7-1 above, the majority of the Planning Area is located within a liquefaction zone. Given the scale of development within the City, a seismic event has the potential to have a detrimental impact on nearly all existing residences and businesses. There are no landslide zones mapped within the GPU, and there are no significant slopes which could have the potential for landslide risks.

Due to its location and physical conditions, future development in the Planning Area would be subject to geologic and seismic constraints which may represent a potentially significant impact on future structures. However, future development in the Planning Area would be required to follow various building standards to ensure the safety of occupants and surrounding properties. The City of Compton has adopted and incorporated the 2022 California Building Code (CBC) into its Municipal Code. Future developments in the Planning Area would adhere to the design and repair requirements of the CBC. Additionally, the Los Angeles County Building Code (LACBC), has guidelines on building design and construction based on seismic constraints and expected ground shaking and ground failure throughout California. Through the City's existing development review process, proposed private projects are evaluated against the seismic design constraints of all pertinent building codes.

In addition, the Public Safety Element of the proposed GPU contains Goal PS-3 to reduce the risk of damage and loss of life from seismic events. In support of that goal, Policy PS-3.1 requires site-specific geotechnical investigations and geotechnical reports for any proposed development projects within Seismic Hazard Zones and to determine the need for structural design, setbacks from known faults, or modification to ensure safer development. In addition, Policy PS-3.2 requires seismic retrofitting of vulnerable buildings, including unreinforced masonry structures and soft-story buildings, to improve structural integrity and reduce the risk of collapse during earthquakes. Further, Policy PS-3.3 seeks to enforce strict adherence to seismic-resistant building codes and standards in new construction, renovation, and retrofitting projects to ensure the structural safety and integrity of buildings. As it pertains to liquefaction impacts, Policy PS-3.4 seeks to ensure public disclosure of liquefaction hazards and associated risks to prospective property buyers, developers, and occupants through property disclosure statements, land use planning documents, and public information campaigns, pursuant to Natural Hazards Disclosure Act. For the purposes of public education and outreach, Policy PS-3.5 aims to provide educational resources and outreach programs to raise awareness about seismic risks, preparedness measures, and retrofitting options for property owners, tenants, and community stakeholders. Additionally, Policy PS-3.6 requires the City to develop and implement emergency response plans and procedures to ensure effective coordination and response to seismic events, including evacuation routes, shelter locations, and communication protocols. Ensure these plans and procedures are easily accessible to the community. Finally, Policy PS-3.7 requires the City to conduct annual emergency operation center drills.

The Goals and Policies of the proposed GPU would ensure that the information on seismic risks, safe practices, emergency facilities, and evacuation routes are available through public awareness programs, and ensuring safety through seismic rehabilitation of existing structures, avoiding unstable ground for development, and incorporating seismically safe designs into new buildings and structures. The City's Municipal Code also requires appropriate assessments of potential geologic and soil constraints for new development. With implementation of the General Plan goals and policies, and all applicable Municipal Code regulations, potential impacts related to geologic and seismic constraints on future development within the Planning Area would be reduced to less than significant levels.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Soil Erosion

Impact GEO-2 – Would the GPU Result in substantial soil erosion or the loss of topsoil?

Analysis of Impacts
The Planning Area is characteristically flat and highly developed with limited undeveloped areas, that include school fields, landscaping, and vacant lots. There is no significant anticipated risk of erosion resulting from steep slopes, since the City is relatively flat, or from wind and rain in areas of exposed soils within the Planning Area. Future development resulting from implementation of the GPU has the potential to expose surficial soils and, as a result, local soils may be subject to erosion or loss of topsoil during development.

The Regional Water Quality Control Board (RWQCB) regulates the discharge of storm water from municipalities and activities within their jurisdiction including construction. The City is a signatory of the Los Angeles County Waste Discharge Requirements for Municipal Storm Water and Urban Runoff Discharge. The requirements include guidance and regulations for construction-related erosion control, including the preparation of a Stormwater Pollution Prevention Plan (SWPPP) for projects which would disturb one or more acres. The requirements also include appropriate best management practices (BMPs) to help prevent substantial soil erosion or the loss of topsoil.

In addition, the City's Municipal Code Chapter 31 (Runoff Pollution Control) ensures the City would review all project plans and impose conditions as required to safeguard water quality and erosion control prior to the issuance of either a building permit or grading plan approval. The City's development review process would evaluate proposed development against established BMPs and other water quality-related guidelines, many of which are designed to control runoff and erosion.

With implementation of standard water quality regulatory permitting requirements, and guidelines for erosion control in the Municipal Code, potential impacts related to erosion from future development within the Planning Area will be reduced to less than significant levels.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Unstable Geologic Unit

Impact GEO-3 – Would the GPU 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?

Analysis of Impacts
The underlying geology within the Planning Area consists of alluvial fan deposits, formed when a fast flowing stream flattens, slows, and spreads out. These deposits consist largely of sand, silt, gravel, and to a lesser extent, clay. The Planning Area has experienced moderate ground shaking in the past from regional earthquakes, and a majority of the Planning Area is in an area considered to be at risk of liquefaction as a result of seismic activity. These soil conditions combined with strong ground shaking create a potential for lateral spreading, subsidence, or possibly liquefaction in certain portions of the City.

Landslides zones are not mapped within the City, and there are no steep slopes or areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate that landslides are likely within the Planning Area. Some portions of the Planning Area may be subject to soil settlement or may have expansive soils. Localized subsidence relating to excessive regional groundwater withdrawal is also a potential hazard.

Due to the presence of local and regional faults and soil conditions, portions of the Planning Area may experience subsidence, lateral spreading, or collapse during strong seismic events in addition to the limited potential for liquefaction or other soil constraints. These seismic-related conditions could affect structures and their occupants of future development under the GPU.

In addition, the Public Safety Element of the proposed GPU contains Goal PS-3 and its Policy PS-3.1, which requires site-specific geotechnical investigations and geotechnical reports for any proposed development projects within Seismic Hazard Zones and to determine the need for structural design or modification to ensure safer development. As it pertains to liquefaction impacts, Policy PS-3.4 seeks to ensure public disclosure of liquefaction hazards and associated risks to prospective property buyers, developers, and occupants through property disclosure statements, land use planning documents, and public information campaigns, pursuant to Natural Hazards Disclosure Act. In addition, the City's Municipal Code requires appropriate assessments of potential geologic and soil constraints for new development. Finally, the CBC and LACBC have guidelines on building design and construction based on onsite soil constraints. During the City's existing development review process, proposed private projects are evaluated in consideration of actual onsite geologic or soil constraints and all pertinent building codes.

With implementation of the General Plan goals and policies and all applicable building codes, potential impacts related to seismically induced constraints on future development within the Planning Area would be reduced to less than significant levels.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Expansive Soil

Impact GEO-4 – Would the GPU be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?

Analysis of Impacts
As previously indicated, the Planning Area contains possible soil constraints including the potential for expansive soils. In areas where soils have a high clay content, the potential exists for expansion when the soil becomes saturated with water. This type of soil constraint could affect structures and their occupants of future development under the GPU.

However, the Public Safety Element of the proposed GPU contains Goal PS-3 and its Policy PS-3.1, which requires site-specific geotechnical investigations and geotechnical reports for any proposed development projects within Seismic Hazard Zones and to determine the need for structural design or modification to ensure safer development. In addition, the City's Municipal Code requires appropriate assessments of potential geologic and soil constraints for new development. Finally, the CBC and LACBC have guidelines on building design and construction based on onsite soil constraints. During the City's existing development review process, proposed private projects are evaluated in consideration of actual onsite geologic or soil constraints and all pertinent building codes.

With implementation of the General Plan goals and policies and all applicable building codes, potential impacts related to seismically induced constraints on future development within the Planning Area will be reduced to less than significant levels.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Alternative Waste Water Systems

Impact GEO-5 – Would the GPU 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 waste water?

Analysis of Impacts
As previously indicated, the Planning Area contains soil constraints and seismic constraints, and local geology influences the feasibility and placement of septic or similar wastewater treatment systems. The Planning Area is served by a municipal sewer system that is connected to the greater Los Angeles County Sanitary Districts system, and any future development as part of implementation of the GPU would connect to this system. As indicated in the City's Municipal Code Chapter 23-2.16, anyone wanting to install a septic tank must submit plans and specifications, of which those would need to be approved by the Sewer Inspector and a permit issued after. Therefore, impacts related to soils that are incapable of supporting septic tanks or alternative wastewater disposal systems from the proposed GPU would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Paleontological Resources

Impact GEO-6 – Would the GPU directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Analysis of Impacts
Development within the Planning Area would require site preparation, grading, and construction operations. Because the Planning Area is completely urbanized, it is considered unlikely that previously undisturbed paleontological resources (fossil evidence of life from past geologic time frames) would be encountered as a result of future development projects implemented as part of the proposed GPU. The proposed GPU does not contain any goals, policies, or implementation programs related to paleontological resources. With implementation of the City's existing development review process, and given the low potential for paleontological discovery within the Planning Area, potential impacts related to paleontological resources from future development within the Planning Area would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact GEO-7 – Would the GPU cause substantial adverse cumulative impacts with respect to Geology and Soils?

Analysis of Impacts
The Planning Area is in a seismically active area. The greater Los Angeles region straddles two tectonic plates and contains many fault zones, including the Newport – Inglewood Fault Zone that runs through the western edge of the Planning Area. The Planning Area is subject to ground shaking from local and regional faults and localized areas may experience liquefaction, subsidence, expansive soils, or other seismic or soil constraints. Due to its location and physical conditions, future development in the Planning Area would be subject to geologic and seismic constraints which may represent a potentially significant impact on future structures and could affect previously undiscovered paleontological resources as well.

State law requires that the Safety Elements of city general plans, including Compton, address potential geologic and seismic constraints. In addition, the General Plans for the surrounding cities and the County General Plan are all required to identify potential risks from geologic and seismic conditions and contain goals and policies to address these risks and protect the public. These goals and policies are intended to be consistent with state law and are similar to those of Compton's General Plan. In addition to local general plans, the CBC and LACBC have guidelines on building design and construction based on seismic constraints and expected ground shaking and ground failure throughout California.

In these ways, potential cumulative impacts to future development from geologic, seismic, and soil constraints would be minimized. Future development in the City of Compton under the GPU would not make a significant contribution to any cumulative regional impacts on geologic, seismic, soil, or paleontological resources and cumulative impacts would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.7.5 – REFERENCES

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4.8 – GREENHOUSE GASES

This section describes the existing greenhouse gases (GHG) setting of the Compton General Plan Update (GPU) Planning Area, identifies associated regulatory requirements, evaluates the potential GHG and climate change impacts of the GPU, and identifies mitigation measures related to implementation of the project. The methodologies and assumptions used in the preparation of this section follow guidance from the South Coast Air Quality Management District (SCAQMD). Information on existing GHG emissions levels and applicable Federal and State regulations were obtained from the U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and SCAQMD. This GHG analysis has been closely coordinated with the Air Quality and Energy analyses in Sections 4.3 and 4.6 of this EIR. Please refer to Appendix D for detailed air quality and GHG emissions estimates (MIG, 2025).

4.8.1 – ENVIRONMENTAL SETTING

Climate Change

Climate change is the distinct change in measures of climate for a long period of time. Climate change can result from natural processes and from human activities. Natural changes in the climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of gases and changes to the planet's surface. Emissions affect the atmosphere directly by changing its chemical composition, while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere. The term "climate change" is preferred over the term "global warming" because "climate change" conveys the fact that other changes can occur beyond just average increase in temperatures near the Earth's surface. Elements that indicate that climate change is occurring on Earth include:

- Rising of global surface temperatures by 1.3° Fahrenheit (°F) over the last 100 years
- Changes in precipitation patterns
- Melting ice in the Arctic
- Melting glaciers throughout the world
- Rising ocean temperatures
- Acidification of oceans
- Range shifts in plant and animal species

Climate change is intimately tied to the Earth's greenhouse effect. The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet, and without it, life as we know it on Earth would not exist. Human activities since the industrial revolution (approximately 275 years) have been adding to the natural greenhouse effect by increasing the gases in the atmosphere that "trap" energy, thereby contributing to an average increase in the Earth's temperature. Human activities that enhance the greenhouse effect are detailed below.

Greenhouse Gases

Gases that absorb and emit infrared thermal radiation (heat) in the atmosphere and affect regulation of the Earth's temperature are known as GHGs. There are many compounds present in the Earth's atmosphere which are GHG, including but not limited to water vapor (H_2O), carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). GHG allow solar radiation (sunlight) to enter the atmosphere freely. When solar radiation strikes the earth's surface, it is either absorbed by the atmosphere, land, and ocean surface, or reflected back toward space. The land and ocean surface that has absorbed solar radiation warms up and emits infrared radiation toward space. GHG absorb some of this infrared radiation and "trap" the energy in the earth's atmosphere. Entrapment of too much infrared radiation produces an effect commonly referred to as the "Greenhouse effect." Human activities since the beginning of the Industrial Revolution (approximately 1750) have increased atmospheric GHG concentrations. Average global surface temperatures have risen as a result of GHG emissions. This increase in globally averaged surface temperatures is commonly referred to as "Global Warming," although the term "Global Climate Change" is preferred because effects associated with increased GHG concentrations are not just limited to higher global temperatures (NOAA, 2023).

GHG that contribute to climate regulation are a different type of pollutant than criteria or hazardous air pollutants because climate regulation is global in scale, both in terms of causes and effects. Some GHG are emitted to the atmosphere naturally by biological and geological processes such as evaporation (water vapor), aerobic respiration (carbon dioxide, or CO_2), and off-gassing from low-oxygen environments such as swamps or exposed permafrost (methane or CH_4). However, GHG emissions from human activities such as fuel combustion (e.g., CO_2) and refrigerants use (e.g., hydrofluorocarbons, or HFCs) significantly contribute to overall GHG concentrations in the atmosphere, climate regulation, and global climate change. Human production of GHG has increased steadily since pre-industrial times (approximately pre-1880), and atmospheric CO_2 concentrations have increased from a pre-industrial value of 280 parts per million (ppm) in the early 1800s to approximately 427 ppm in January 2025 (NOAA, 2025). The effects of increased GHG concentrations in the atmosphere include increasing shifts in temperature and precipitation patterns and amounts, reduced ice and snow cover, sea level rise, and acidification of oceans. These effects in turn will impact food and water supplies, infrastructure, ecosystems, and overall public health and welfare.

The 1997 United Nations' Kyoto Protocol international treaty set targets for reductions in emissions of four specific GHG's—CO_2, CH_4, nitrous oxide (N_2O), and sulfur hexafluoride (SF_6)—and two groups of gases— hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs). These GHG are the primary GHG emitted into the atmosphere by human activities. Water vapor is also a common GHG that regulates the Earth's temperature; however, the amount of water vapor in the atmosphere can change substantially from day to day, whereas other GHG emissions remain in the atmosphere for longer periods of time. Black carbon consists of particles emitted during combustion; although a particle and not a gas, black carbon also acts to trap heat in the Earth's atmosphere. The most common GHG are described below.

- **Carbon Dioxide (CO_2)** is emitted and removed from the atmosphere naturally. Animal and plant respiration involves the release of CO_2 from animals and its absorption by plants in a continuous cycle. The ocean-atmosphere exchange results in the absorption and release of CO_2 at the sea surface. CO_2 is also released from plants during wildfires. Volcanic eruptions release a small amount of CO_2 from the Earth's crust. Human activities that affect CO_2 in the atmosphere include burning of fossil fuels, industrial processes, and product uses. Combustion of fossil fuels used for electricity generation and transportation

are the largest source of CO_2 emissions in the United States. When fossil fuels are burned, the carbon stored in them is released into the atmosphere entirely as CO_2. Emissions from industrial activities also emit CO_2 such as cement, metal, and chemical production and use of petroleum produced in plastics, solvents, and lubricants.

- **Methane (CH_4)** is emitted from human activities and natural sources. Natural sources of CH_4 include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, soils, and wildfires. Human activities that cause CH_4 releases include fossil fuel production, animal digestive processes from farms, manure management, and waste management. It is estimated that 50% of global CH_4 emissions are human generated. Releases from animal digestive processes at agricultural operations are the primary source of human-related CH_4 emissions. CH_4 is produced from landfills as solid waste decomposes. CH_4 is a primary component of natural gas and is emitted during its production, processing, storage, transmission, distribution, and use. Decomposition of organic material in manure stocks or in liquid manure management systems also releases CH_4. Wetlands are the primary natural producers of CH_4 because the habitat is conducive to bacteria that produce CH_4 during decomposition of organic material.
- **Nitrous Oxide (N_2O)** is emitted from human sources such as agricultural soil management, animal manure management, sewage treatment, combustion of fossil fuels, and production of certain acids. N_2O is produced naturally in soil and water, especially in wet, tropical forests. The primary human-related source of N_2O is agricultural soil management due to use of synthetic nitrogen fertilizers and other techniques to boost nitrogen in soils. Combustion of fossil fuels (mobile and stationary) is the second leading source of N_2O, although parts of the world where catalytic converters are used (such as California) have significantly lower levels than those areas that do not.
- **Sulfur Hexafluoride (SF_6)** is commonly used as an electrical insulator in high-voltage electrical transmission and distribution equipment such as circuit breakers, substations, and transmission switchgear. Releases of SF_6 occur during maintenance and servicing as well as from leaks of electrical equipment.
- **Hydrofluorocarbons (HFCs) and Perfluorocarbons (PFCs)** are entirely human made and are mainly generated through various industrial processes. These types of gases are used in aluminum production, semiconductor manufacturing, and magnesium production and processing. HFCs and PFCs are also used as substitutes for ozone-depleting gases like chlorofluorocarbons (CFCs) and halons.

GHG can remain in the atmosphere long after they are emitted. The potential for a particular greenhouse gas to absorb and trap heat in the atmosphere is considered its global warming potential (GWP). The reference gas for measuring GWP is CO_2, which has a GWP of one. By comparison, CH_4 has a GWP of 28, which means that one molecule of CH_4 has 28 times the effect on global warming as one molecule of CO_2. Multiplying the estimated emissions for non-CO_2 GHG by their GWP determines their CO_2 equivalent (CO_2e), which enables a project's combined GWP to be expressed in terms of mass CO_2 emissions. The GWP and estimated atmospheric lifetimes of the common GHG are shown in Table 4.8-1.

Table 4.8-1
Global Warming Potential (GWP) of Common GHG (100-Year Horizon)

GHG	Lifetime (years)	GWP[(A)]
Carbon Dioxide (CO_2)	50-200	1
Methane (CH_4)	12	28
Nitrous Oxide (N_2O)	114	265
HFC-23	270	12,400
HFC-134a	14	1,3,00
HFC-152a	1.4	138
PFC-14	50,000	6,630
PFC-116	10,000	11,100
Sulfur Hexafluoride (SF_6)	3,200	23,500

Source: IPCC 2014
(A) GWPs are based on the United Nations Intergovernmental Panel on Climate Change (IPCC) 5th Assessment Report.

Climate Change and California

The 2009 California Climate Adaptation Strategy prepared by the California Natural Resources Agency (CNRA) identified anticipated impacts to California due to climate change through extensive modeling efforts. General climate changes in California indicate that:

- California is likely to get hotter and drier as climate change occurs with a reduction in winter snow, particularly in the Sierra Nevada Mountain Range.
- Some reduction in precipitation is likely by the middle of the century.
- Sea levels will rise up to an estimated 55 inches.
- Extreme events such as heat waves, wildfires, droughts, and floods will increase.
- Ecological shifts of habitat and animals are already occurring and will continue to occur (CNRA, 2009).

It should be noted that changes are based on the results of several models prepared under different climatic scenarios; therefore, discrepancies occur between the projections and the interpretation. The potential impacts of global climate change in California are detailed below. In January 2018, the CNRA adopted *Safeguarding California Plan: 2018 Update*, which built on nearly a decade of adaptation strategies to communicate current and needed actions the State government should take to build climate change resiliency. It identified hundreds of ongoing actions and next steps that State agencies are taking to safeguard Californians from climate impacts within a framework of 81 policy principles and recommendations. The 2018 update also had two new chapters and incorporated a feature showcasing the many linkages among policy areas. A new “Climate Justice” chapter highlighted how equity is woven throughout the entire plan (CNRA, 2018). The CNRA updated Safeguarding California with the 2021 California Climate Adaptation Strategy, which focused on the following six priorities:

- Strengthening protections for climate vulnerable communities
- Bolstering public health and safety to protect against increasing climate risks
- Building a climate resilient economy

- Accelerating nature-based climate solutions and strengthen climate resilience of natural systems
- Making decisions based on the best available climate science; and
- Partnering and collaborating to leverage resources

The 2021 update contained goals and actions to address each priority, and integrated climate actions from statewide climate action plans, sector-based strategies, regionally focused strategies, and state stewardship plans.

The CNRA released the Draft California Climate Adaptation Strategy in May 2024. The Draft update builds on the priorities and actions of the 2021 California Climate Adaptation Strategy, and includes additional new metrics and actions.

Carbon Sequestration

Carbon sequestration is the process by which plants absorb CO_2 from the atmosphere and store it in biomass like leaves and grasses. Agricultural lands, forests, and grasslands can all sequester carbon dioxide, or emit it. The key is to determine if the land use is emitting CO_2 faster than it is absorbing it. Young, fast-growing trees are particularly good at absorbing more than they release and are known as a sink. Agricultural resources often end up being sources of carbon release because of soil management practices. Deforestation contributes to carbon dioxide emissions by removing trees, or carbon sinks, that would otherwise absorb CO_2. Forests are a crucial part of sequestration in some parts of the world, but not much in the United States. Another form of sequestration is geologic sequestration. This is a manmade process that results in the collection and transport of CO_2 from industrial emitters (i.e. power plants) and injecting it into underground reservoirs.

Statewide GHG Emissions

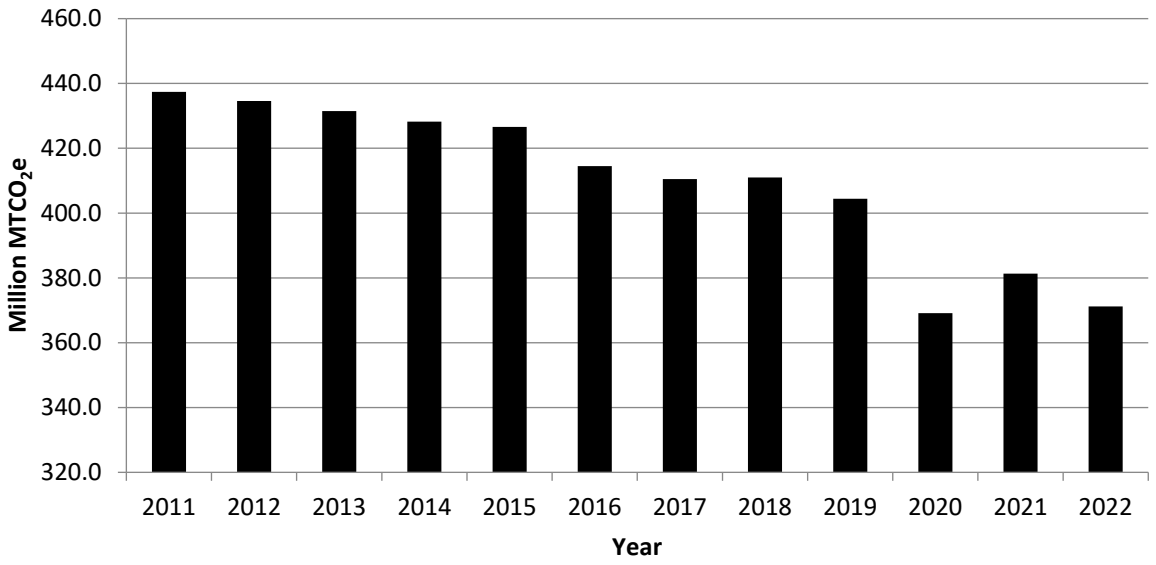
CARB prepares an annual statewide GHG emission inventory using regional, State, and federal data sources, including facility-specific emissions reports prepared pursuant to the State's Mandatory GHG Reporting Program. The statewide GHG emission inventory helps CARB track progress towards meeting the State's Assembly Bill (AB) 32 GHG emissions target of 431 million metric tons of CO_2 equivalents ($MTCO_2e$), as well as establish and understand trends in GHG emissions[i]

Statewide GHG emissions for the 2011 to 2022 period are shown in Table 4.8-2. Statewide GHG emissions have generally decreased over the last decade, with 2021 levels (371 million $MTCO_2e$) approximately 15.1% less than 2011 levels (438 million $MTCO_2e$) and below the State's 2020 reduction target of 431 million $MTCO_2e$. The transportation sector (140 million $MTCO_2e$) accounted for more than one-third (approximately 38%) of the state's total GHG emissions inventory (371 million $MTCO_2e$) in 2022. Statewide GHG emissions for the 2011 to 2022 time period are shown in Table 4.8-2.

[i] CARB approved use of 431 million $MTCO_2e$ as the state's 2020 GHG emission target in May 2014. Previously, the target had been set at 427 million $MTCO_2e$.

Table 4.8-2
2011-2022 Statewide GHG Emissions (in Million $MTCO_2e$)

Scoping Plan Sector	Year											
	'11	'12	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Agriculture	34	35	34	34	33	32	32	32	31	32	31	30
Commercial/Residential	46	39	39	36	37	38	38	38	41	39	39	40
Electric Power	89	99	94	90	86	71	64	65	60	60	62	60
High GWP	15	16	17	18	19	19	20	21	21	21	21	21
Industrial	86	81	83	85	83	81	81	82	81	73	74	73
Recycling and Waste	8	8	8	8	8	8	8	8	8	9	8	8
Transportation	159	157	157	158	161	165	166	165	162	136	146	140
Total Million $MTCO_2e$[(A)]	**438**	**436**	**432**	**428**	**427**	**414**	**410**	**411**	**404**	**369**	**381**	**371**



Source: CARB 2022a
(A) Totals may not equal due to rounding. CARB inventory uses GWPs based on the United Nations' IPCC's 4th Assessment Report.

Existing Planning Area GHG Emissions

The existing land uses within the Planning Area contribute to existing city, regional, and statewide GHG emissions. The Planning Area's existing GHG emissions, presented below in Table 4.8-3 (Existing (2023) GHG Emissions in the Planning Area), were estimated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1. GHG emissions generated within the Planning Area primarily come from the area, energy, and mobile sources described in Section 4.3.1, Air Quality (Environmental Setting), as well as the following additional sources specific to GHG emissions:

- **Energy use and consumption:** Emissions generated from purchased electricity and natural gas. As estimated using CalEEMod, the existing land uses in the Planning Area use and consume approximately 556,076 megawatt hours (MWh) of electricity per year and 1,522,033 million-British Thermal Units (MMBtus) of natural gas per year.

- **Mobile Sources:** The existing land uses in the Planning Area are estimated to generate 3,908,925 total vehicle miles travelled (VMT) per day and 1,426,501,611 VMT per year (Iteris, 2024).
- **Solid waste disposal:** Emissions generated from the transport and disposal of waste generated by land uses. CalEEMod estimates approximately 60,746 tons of solid waste are generated per year by the people working and living within the Planning Area.
- **Water/wastewater:** Emissions from electricity used to supply water to land uses, and treat the resulting wastewater generated. As estimated in CalEEMod, existing land uses within the Planning Area use approximately 9,959 million gallons of water per year (5,476 million gallons of indoor water and 4,482 million gallons of outdoor water consumption per year).

The Planning Area's existing GHG emissions were estimated using default emissions assumptions provided by CalEEMod, with the Project-specific modifications described in Section 4.3.1. The modeling is based on default data assumptions contained in CalEEMod with the project-specific modifications described under Section 4.3.1.

The Planning Area's existing GHG emissions are summarized in Table 4.8-3 (Existing Land Use GHG Emissions Estimates) below. The emissions are shown for two scenarios:

- **Year 2023 (Current Conditions)**, which are based on Year 2023 vehicle fleet characteristics (e.g., vehicle type, age, emission rates), and represent the emissions levels that existed at the time the Compton GPU was prepared.
- **Year 2045 (Future Conditions)**, which are based on Year 2045 vehicle fleet characteristics and forecast carbon intensities (including utility-specific integration of renewable energy) and represent the projected emissions that existing land uses would generate in the future (assuming no increase in population or change in land uses). This scenario provides an estimate of how emissions would change in the Planning Area as a result of regulations that would reduce motor vehicle emissions in the future, and allows for distinguishing the potential change in emissions that would occur from the proposed change in land uses that would occur with implementation and buildout of the Compton GPU in Year 2045, as opposed to a change in emissions that would occur from regulatory requirements that would be in place whether or not the Compton GPU is adopted.

Table 4.8-3
Existing Land Use GHG Emissions Estimates

Source	GHG Emissions (Metric Tons / Year)			
	CO_2	CH_4	N_2O	Total $MTCO_2e$
Existing Land Use Operational Emissions in Year 2023 (Current Conditions)				
Area	9,733	9	0.1	9,993
Energy	168,697	16	1.2	169,429
Mobile	526,521	29.8	23.6	535,291
Refrigerants	--	--	--	6,767
Waste	5,420	542	<0.1	18,963
Water	11,394	179	4.3	17,165
Total Existing GHG[(A)]	721,765	775	29.2	757,610
Service Population (SP)[(B)]				133,258

Existing GHG Efficiency ($MTCO_2e$ / SP)				5.69
Existing Land Use Operational Emissions in Year 2045 (Future Conditions)				
Area	9,733	9	0.1	9,993
Energy	80,759	7	0.2	80,983
Mobile	403,457	15	15.4	408,454
Refrigerants	--	--	--	6,767
Waste	5,420	542	<0.1	18,963
Water	8,961	179	4.3	14,732
Total Existing GHG(A)	574,110	760	21	532,613
Service Population (SP)(B)				133,258
Existing GHG Efficiency ($MTCO_2e$ / SP)				4.00

Source: MIG, 2025 (see Appendix D)
(A) Totals may not equal due to rounding.
(B) Service Population is defined as the sum of the number of residents and number of jobs supported by the Compton GPU (CAPCOA, 2010).

4.8.2 – REGULATORY FRAMEWORK

This section summarizes key federal, state, and city statutes, regulations, and policies that would apply to the city of Compton General Plan. Global climate change resulting from GHG emissions is an ongoing environmental concern being discussed at the international, national, and statewide levels. At each level, agencies are considering strategies to control emissions of gases that contribute to global climate change.

International and Federal

International Regulation and the Kyoto Protocol

In 1988, the United Nations established the Intergovernmental Panel on Climate Change to evaluate the impacts of global warming and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the "United Nations' Framework Convention on Climate Change" agreement with the goal of controlling GHG emissions. As a result, the Climate Change Action Plan was developed to address the reduction of GHG in the United States. The plan currently consists of more than 50 voluntary programs for member nations to adopt. In 1997, the United States (U.S.) was a signatory to the Kyoto Protocol; however, the treaty was not sent to Congress for ratification. Thus, while a signatory to the Kyoto Protocol, the U.S. is not an official party to this international agreement and is not subject to any emission reductions goals established pursuant to the Kyoto Protocol. Although the U.S. is not a party to this agreement, the GHG targeted for reduction by the Kyoto Protocol are also targeted under federal and State GHG reporting and emissions reduction programs.

Federal Regulation and the Clean Air Act

On December 7, 2009, the U.S. EPA issued an endangerment finding that current and projected concentrations of the six Kyoto GHGs in the atmosphere (CO_2, CH_4, N_2O, SF_6, HFCs, and PFCs) threaten the public health and welfare of current and future generations. This finding came in response to the Supreme Court ruling in *Massachusetts v. EPA*, which found that GHGs are pollutants under the Federal Clean Air Act. As a result, the U.S. EPA issued its GHG Tailoring Rule in 2010, which applies to facilities that have the potential to emit more than 100,000 $MTCO_2e$. In 2014, the U.S. Supreme Court issued its decision in *Utility Air Regulatory Group v. EPA* (No.

12-1146), finding that the U.S. EPA may not treat GHGs as an air pollutant for purposes of determining whether a source is a "major" source required to obtain a permit pursuant to the "Clean Air Act's Prevention of Significant Deterioration" or "Title V" operating permit programs. The U.S. EPA's Greenhouse Gas Reporting Program requires facilities that emit 25,000 $MTCO_2e$ or more of GHG to report their GHG emissions to the U.S. EPA to inform future policy decision makers.

Federal Vehicle Standards

In 2009, the National Highway Transportation Safety Administration (NHSTA) issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011 and, in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Obama issued a memorandum directing the Department of Transportation, Department of Energy, U.S. EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO_2 in model year 2025, on an average industry fleetwide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 percent to 23 percent over the 2010 baselines.

In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018–2027 for certain trailers, and model years 2021–2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons (MT) and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program (U.S. EPA and NHTSA, 2016).

In August 2018, the U.S. EPA and NHTSA released a notice of proposed rulemaking called Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule). On September 27, 2019, the U.S. EPA and the NHTSA published the SAFE Vehicles Rule Part One: One National Program." (84 Fed. Reg. 51,310 (Sept. 27, 2019)). The Part One Rule revoked California's authority to set its own greenhouse gas emissions standards and set zero emission vehicle mandates in California.

In April 2020, the U.S. EPA and NHTSA issued the SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) that relaxed federal greenhouse gas emissions and fuel economy standards. The Final SAFE Rule relaxed federal greenhouse gas emissions and Corporate Average Fuel Economy (CAFE) standards to increase in stringency at approximately 1.5 percent per year from model year (MY) 2020 levels over MYs 2021–2026. The previously established emission standards and related "augural" fuel economy standards would

have achieved approximately 4 percent per year improvements through MY 2025. The Final SAFE Rule affects both upstream (production and delivery) and downstream (tailpipe exhaust) CO2 emissions. NHTSA repealed and the U.S. EPA rescinded the SAFE Rule Part One in December 2021 and March 2022, respectively, restoring California's authority to implement its GHG standards and ZEV mandates

In May 2022, the NHTSA adopted new fuel economy standards in response to Executive Order 13990, which called for an industry-wide fleet average of approximately 49 miles per gallon for passenger cars and light trucks in model year 2026. The standards increased fuel efficiency 8% annually for model years 2024-2025 and 10% annually for model year 2026. They also increased the estimated fleetwide average by nearly 10 miles per gallon for model year 2026, relative to model year 2021 (NHTSA, 2022).

In July 2023, the NHTSA issued a proposal to further update and improve fuel economy standards for passenger cars and light trucks. The standards proposed by NHTSA call for a 2% per year improvement in fuel efficiency for passenger cars and a 4% per year improvement for light trucks. These standards would begin for model year 2027 and ramp up through model year 2032, potentially reaching an average fleet fuel economy of 58 miles per gallon by 2032. NHTSA's proposal also calls for a 10% improvement per year for commercial pickup trucks and work vans (with gross vehicle weight ratings of more than 8,500 pounds and less than 14,001 pounds) beginning in model year 2030 and ramping up through model year 2035 (NHTSA, 2024).

State

Assembly Bill 32 (California Global Warming Solutions Act) and Related GHG Goals

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 establishes the caps on statewide greenhouse gas emissions proclaimed in Executive Order (EO) S-3-05 and established the timeline for meeting State GHG reduction targets. The deadline for meeting the 2020 reduction target was December 31, 2020.

As part of AB 32, CARB determined 1990 GHG emissions levels and projected a "business-as-usual" (BAU)[ii] estimate for 2020, to determine the amount of GHG emission reductions that would need to be achieved. In 2007, CARB approved a statewide 1990 emissions level and corresponding 2020 GHG emissions limit of 427 million $MTCO_2e$ (CARB 2007). In 2008, CARB adopted its *Climate Change Scoping Plan*, which projects 2020 statewide GHG emissions levels of 596 million $MTCO_2e$ and identifies numerous measures (i.e., mandatory rules and regulations and voluntary measures) that will achieve at least 174 million $MTCO_2e$ of GHG reductions and bring statewide GHG emissions to 1990 levels by 2020 (CARB 2009).

EO B-30-15, 2030 Carbon Target and Adaptation, issued by Governor Brown in April 2015, set a target of reducing GHG emissions by 40 percent below 1990 levels in 2030. To achieve this ambitious target, Governor Brown identified five key goals for reducing GHG emissions in California through 2030:

- Increase renewable electricity to 50 percent.
- Double energy efficiency savings achieved in existing buildings and make heating fuels cleaner.

[ii] BAU is a term used to define emissions levels without considering reductions from future or existing programs or technologies.

- Reduce petroleum use in cars and trucks by up to 50 percent.
- Reduce emissions of short-lived climate pollutants.
- Manage farms, rangelands, forests, and wetlands to increasingly store carbon.

By directing State agencies to take measures consistent with their existing authority to reduce GHG emissions, EO B-30-15 establishes coherence between the 2020 and 2050 GHG reduction goals set by AB 32 and seeks to align California with the scientifically established GHG emissions levels needed to limit global warming below two degrees Celsius.

To reinforce the goals established through EO B-30-15, Governor Brown signed Senate Bill (SB) 32 and AB 197 on September 8, 2016. SB 32 made the GHG reduction target (to reduce GHG emissions by 40 percent below 1990 levels by 2030) a requirement, as opposed to a goal. AB 197 gives the Legislature additional authority over CARB to ensure the most successful strategies for lowering emissions are implemented, and requires CARB to, "protect the State's most impacted and disadvantaged communities …[and] consider the social costs of the emissions of greenhouse gases."

On September 16, 2022, Governor Newson signed into law AB 1279, the California Climate Crisis Act, that codified California's 2045 carbon neutrality goal and established a GHG emission reduction target of 85% below 1990 levels by 2045.

CARB Scoping Plan

The CARB Scoping Plan is the comprehensive plan primarily directed at identifying the measures necessary to reach the GHG reduction targets stipulated in AB 32. The key elements of the 2008 Scoping Plan were to expand and strengthen energy efficiency programs, achieve a statewide renewable energy mix of 33 percent, develop a cap-and-trade program with other partners (including seven states in the United States and four territories in Canada) in the Western Climate Initiative, establish transportation-related targets, and establish fees (CARB 2009). CARB estimated that implementation of these measures will achieve at least 174 million $MTCO_2e$ of reductions and reduce statewide GHG emissions to 1990 levels by 2020 (CARB 2009).

On February 10, 2014, CARB released the public draft of the "First Update to the Scoping Plan." "The First Update" built upon the 2008 Scoping Plan with new strategies and recommendations and identified opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments (CARB 2014). "The First Update" defined CARB's climate change priorities over the next five years and set the groundwork to reach post-2020 goals set forth in Executive Orders S-3-05 and B-16-12. It also highlighted California's progress toward meeting the 2020 GHG emission reduction goals defined in the 2008 Scoping Plan. "The First Update" evaluated how to align the State's long-term GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. "The First Update" to the Scoping Plan was approved by the Board on May 22, 2014.

The second update to the scoping plan, the 2017 Climate Change Scoping Plan Update, was adopted by CARB in December 2017 (CARB 2017). The primary objective for the 2017 Scoping Plan Update is to identify the measures required to achieve the mid-term GHG reduction target for 2030 (i.e., reduce emissions by 40 percent below 1990 levels by 2030) established under Executive Order B-30-15 and SB 32. The 2017 Scoping Plan Update identifies an increased need for coordination among State, Regional, and local governments to realize the potential for GHG emissions reductions that can be gained from local land use decisions.

The third update to the scoping plan, the 2022 Scoping Plan*,* was released in May 2022 and adopted by CARB in December 2022 (CARB 2022b). The plan presents a scenario for California to meet the State goal of reducing GHG emissions 40% below 1990 levels by 2030 and to achieve carbon neutrality by 2045. Specifically, the 2022 Scoping Plan:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands (NWL) to the state's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies upon the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits taking action.
- Identifies key implementation actions to ensure success.

Unlike the previous scoping plans, the 2022 Scoping Plan relies more heavily on the implementation, adoption, and use of existing technologies to reduce GHG emissions over the coming decades, as opposed to technologies that need to be developed. Examples of existing technologies the 2022 Scoping Plan relies upon include the use of renewable energy and energy storage systems (as opposed to polluting alternatives) for the electrical grid and transitioning the transportation sector's mobile sources to zero-emission technologies for light- and heavy-duty vehicles. The 2022 Scoping Plan also differs from its predecessors in that it takes into account carbon sources and sinks from California's NWL and identifies the need for active carbon capture and sequestration (CCS) technologies for some emissions sectors, such as petroleum refining and the production / processing of stone, clay, glass, and cement.

The continued implementation of existing plans, policies, and regulations adopted for the purposes of reducing GHG emissions remain critical for achieving the State's 2030 and 2045 GHG reduction goals. For example, the 2022 Scoping Plan identifies a goal of achieving a per capita VMT reduction of at least 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045, which is related to the implementation of SB 375 and recommendations provided by the Scoping Plan's Environmental Justice Advisory Committee. The 2022 Scoping Plan also acknowledges that, "local governments are also frequently the sources of innovative and practical climate solutions that can be replicated in other areas. Their efforts to reduce GHG emissions within their jurisdictions are vital to achieving the state's near-term air quality and long-term climate goals… and can also provide important co-benefits such as improved air quality, local economic benefits, healthier and more sustainable communities, and improved quality of life" (CARB, 2022b).

Low Carbon Fuel Standard Regulation

CARB initially approved the Low Carbon Fuel Standard (LCFS) regulation in 2009, identifying it as one of the nine discrete early action measures in the 2008 Scoping Plan to reduce California's GHG emissions. The LCFS regulation is designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. The LCFS regulation defines a Carbon Intensity, or "CI," reduction target (or standard) for each year, which the rule refers to as the "compliance schedule."

The LCFS regulation initially required a reduction of at least 10 percent in the CI of California's transportation fuels by 2020. CARB approved some amendments to the LCFS in December 2011, which were implemented on January 1, 2013. In September 2015, the Board approved the re-adoption of the LCFS, which became effective on January 1, 2016, to address procedural deficiencies in the way the original regulation was adopted. The 2015 rulemaking included many amendments, updates, and improvements to the program, including a compliance schedule that maintained the 2009 LCFS regulation's target of a 10 percent reduction in average carbon intensity by 2020 from a 2010 baseline. In 2018, the Board approved amendments to the regulation, which included strengthening and smoothing the carbon intensity benchmarks through 2030 in-line with California's 2030 GHG emission reduction target enacted through SB 32, adding new crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector (CARB 2020).

Senate Bill 375 (Sustainable Communities and Climate Protection Act)

In January 2009, California SB 375 went into effect known as the Sustainable Communities and Climate Protection Act. The objective of SB 375 is to better integrate regional planning of transportation, land use, and housing to reduce sprawl and ultimately reduce greenhouse gas emissions and other air pollutants. SB 375 tasks CARB to set GHG reduction targets for each of California's 18 regional Metropolitan Planning Organizations (MPOs). Each MPO is required to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). The SCS is a growth strategy in combination with transportation policies that will show how the MPO will meet its GHG reduction target. If the SCS cannot meet the reduction goal, an Alternative Planning Strategy may be adopted that meets the goal through alternative development, infrastructure, and transportation measures or policies.

In August 2010, CARB released the proposed GHG reduction targets for the MPOs to be adopted in September 2010. The proposed reduction targets for the Southern California Association of Governments (SCAG) region were eight percent by year 2020 and 13 percent by year 2035. In September 2010 and February 2011, the eight percent and the 13 percent targets were adopted, respectively. SCAG's Regional Council adopted 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) on April 7, 2016, which updated the 2012 RTP/SCS.

In March 2018, CARB established new regional GHG reduction targets for SCAG and other MPOs in the state. The new SCAG targets are an 8 percent reduction in per capita passenger vehicle GHG reductions by 2020 and a 19 percent reduction by 2035 (CARB, 2018). On May 7, 2020, SCAG adopted "Connect SoCal", the 2020-2045 RTP/SCS, for federal transportation conformity purposes only. On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal, and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal is designed to meet the regional GHG reduction targets for SCAG that were identified by CARB in 2018.

Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal contains 10 primary goals, as detailed below:

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods movement and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.
6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of habitats.

Connect SoCal's "Core Vision" centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. The Core Vision includes Sustainable Development, System Preservation and Resilience, Demand and System Management, Transit Backbone, Complete Streets, and Goods Movement (SCAG 2020).

In April 2024, SCAG's Regional Council adopted Connect SoCal 2024, (2024 RTP/SCS) an update to Connect SoCal 2020 that planned development in the region through 2050. Connect SoCal 2024 updates assumptions from Connect SoCal 2020. The Regional Growth Forecast in Connect SoCal 2024 projects a 30% higher household growth during the 2020s than was projected in Connect SoCal 2020. Connect SoCal 2024 also shifts the categories of regions that can accommodate jobs and housing from Priority Growth Areas (PGAs) to Priority Development Areas (PDAs). While PGAs and PDAs have substantial overlap, PDAs do not include Job Centers and High-Quality Transit Areas that helped compose the PGAs. Compared to Connect SoCal 2020's PGAs, SoCal 2024's PDAs include a greater percentage of new households and a substantially lower percentage of new jobs in a larger total land area.[iii]

Connect SoCal 2024 projects that approximately 66% of new households and 54% of new jobs between 2019 and 2050 will be located in PDAs, which accounts for 8.2% of the region's total land area. PDAs in Connect SoCal 2024 include Neighborhood Mobility Areas (NMAs), Transit

[iii] Connect SoCal 2020 anticipated that from 2016 to 2045, approximately 64% of households and 74% of new jobs would occur in PGAs, which comprised approximately 4% of the SCAG region's total land area. Connect SoCal 2024 anticipated that from 2019 to 2050, approximately 66% of household growth and 54% of employment growth would occur in PDAs, which comprise approximately 8.2% the SCAG region's total land area. 36% of household growth was located in more than one priority area and outside environmental constraint areas in Connect SoCal 2020 compared to 39% in Connect SoCal 2024.

Priority Areas (TPAs), Livable Corridors, and Spheres of Influence (SOIs). If implemented, Connect SoCal 2024 is projected to achieve the region's targets for reducing greenhouse gases from automobiles and light-duty trucks by 19% per capita, from 2005 levels, by 2035.

Senate Bill 350 (Clean Energy & Pollution Reduction Act), Senate Bill 100, and SB 1020

In October 2015, Governor Brown signed SB 350 to codify ambitious climate and clean energy goals. One key provision of SB 350 is for retail sellers and publicly owned utilities to procure "half of the state's electricity from renewable sources by 2030."

The State's RPS program was further strengthened by the passage of SB 100 in 2018. SB 100 revised the State's RPS Program to require retail sellers of electricity to serve 50% and 60% of the total kilowatt-hours sold to retail end-use customers be served by renewable energy sources by 2026 and 2030, respectively, and requires 100% of all electricity supplied come from renewable sources by 2045.

On September 16, 2022, Governor Newsom signed into law SB 1020, the Clean Energy, Jobs, and Affordability Act of 2022. SB 1020 set targets for the retail sale of electricity of 90% clean electricity by 2035 and 95% by 2040, and 100% by 2045. It also set a target for 100% clean electricity for electricity serving state agencies by 2035.

Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars (ACC) Program (formerly known as Pavley II) for model years 2017-2025. The components of the ACC program are the Low-Emission Vehicle (LEV) regulations and the ZEV regulation. The Program combines the control of smog, soot, and global warming gases with requirements for greater numbers of zero-emission vehicles into a single package of standards. By 2025, new automobiles under California's ACC Program will emit 34 percent less global warming gases and 75 percent less smog-forming emissions.

Executive Order B-48-18, issued by Governor Brown in January 2018, establishes a target to have five million ZEVs on the road in California by 2030. This Executive Order is supported by the State's 2018 ZEV Action Plan Priorities Update, which expands upon the State's 2016 ZEV Action Plan. While the 2016 plan remains in effect, the 2018 update functions as an addendum, highlighting the most important actions State agencies are taking in 2018 to implement the directives of Executive Order B-48-18.

EO N-79-20, issued by Governor Newsom in September 2020, set a goal that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It also set a goal that 100 percent of medium- and heavy-duty vehicles in the state be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. In addition, this EO set a goal to transition to 100 percent zero-emission off-road vehicles and equipment in the state by 2035 where feasible.

In August 2022, CARB approved the Advanced Clean Cars II program, which sets requirements for ZEV sales and codifies the light-duty vehicle goals in EO N-79-20. The regulation requires new light duty vehicle sales will be 35% zero emission or plug in hybrid electric vehicles in 2026, 68% in 2030, and 100% in 2035.

Advanced Clean Fleets Regulation

On April 28, 2023, CARB approved Advanced Clean Fleets (ACF), a rule that requires fleets of medium- and heavy-duty vehicles to transition to zero-emission vehicles. ACF applies to all drayage trucks, to high priority fleets, (i.e., fleets that have at least $50 million in gross annual

revenue or fleets that operate 50 or more medium- and heavy-duty vehicles), and to government fleets; however, in January 2025, CARB withdrew its request for a waiver and authorization to implement the ACF rule, and is no longer enforcing the parts of the regulation that required a federal waiver. As such, the ACF only applies to state and local government fleets, which can choose between two options to meet the zero-emission requirements: a ZEV Milestone schedule or a Model Year Schedule. The ZEV Milestone schedule sets requirements for a percentage of the total fleet to be zero-emission at specified years, depending on the type of vehicle. For example, under the ZEV Milestone option, box trucks and yard tractors would need to have zero-emission vehicles consist of 10% of the fleet by 2025, 50% of the fleet by 2031, and 100% by 2035. Specialty vehicles would have a longer timeline and would need to reach 100% zero-emission vehicles by 2042. If state and local governments do not choose the ZEV Milestone option, new fleet purchases are required to be 50% zero-emission[iv] starting in 2024 and 100% zero-emission by 2027.[v]

Assembly Bill 1493

With the passage of AB 1493 (Pavley I) in 2002, California launched an innovative and proactive approach for dealing with GHG emissions and climate change at the state level. AB 1493 requires CARB to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards apply to automobiles and light trucks from 2009 through 2016. Although litigation was filed challenging these regulations and the U.S. EPA initially denied California's related request for a waiver, a waiver was granted. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model years 2017 through 2025 among light-duty vehicles. In January 2012, CARB approved the Advanced Clean Cars (ACC) program (formerly known as Pavley II) for model years 2017 through 2025. The components of the ACC program are the Low-Emission Vehicle (LEV) regulations and the ZEV regulation. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards.

Executive Order B-30-15, Senate Bill 32 & Assembly Bill 197 (Statewide Interim GHG Targets)

California EO B-30-15 (April 29, 2015) set an "interim" statewide emission target to reduce greenhouse emissions to 40% below 1990 levels by 2030, and directed state agencies with jurisdiction over GHG emissions to implement measures pursuant to statutory authority to achieve this 2030 target and the 2050 target of 80 percent below 1990 levels. Specifically, the EO directed CARB to update the Scoping Plan to express this 2030 target in metric tons. AB 197 (September 8, 2016) and SB 32 (September 8, 2016) codified into statute the GHG emissions reduction targets of at least 40% below 1990 levels by 2030 as detailed in EO B-30-15. AB 197 also requires additional GHG emissions reporting that is broken down to sub-county levels and requires CARB to consider the social costs of emissions impacting disadvantaged communities.

Executive Order B-55-18

Governor Brown issued EO B-15-18 on September 10, 2018, which directs the State to achieve carbon neutrality as soon as possible and no later than 2045, and achieve and maintain net negative emissions thereafter.

[iv] State and local governments may meet the ACF requirements with near-zero-emission vehicles until 2035. After 2035, only zero-emission vehicle purchases would apply to the requirements.

[v] If fleets have 10 or fewer vehicles or are in designated counties, zero-emission purchasing requirements would start later, in 2027.

Title 24 Energy Standards

The California Energy Commission (CEC) first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings in 1978 in response to a legislative mandate to reduce energy consumption in the State. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy-efficient technologies and methods.

Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality." The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). CALGreen contains both mandatory and voluntary measures. For non-residential land uses there are 39 mandatory measures including, but not limited to exterior light pollution reduction, wastewater reduction by 20%, and commissioning of projects over 10,000 square feet. Two tiers of voluntary measures apply to non-residential land uses, for a total of 36 additional elective measures.

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2019 standards, adopted May 9, 2018, went into effect on January 1, 2020, and improve upon existing standards, focusing on three key areas: proposing new requirements for installation of solar photovoltaics for newly constructed low-rise residential buildings; updating current ventilation and Indoor Air Quality (IAQ) requirements, and extending Title 24 Part 6 to apply to healthcare facilities. The 2019 standards also propose several smaller improvements in energy efficiency. The 2022 Building Energy Efficiency Standards were adopted by the CEC in August 2021, and went into effect January 2023. The update expands solar photovoltaic systems standards and introduces battery storage standards for new construction. It also encourages electric heat pump technology and establishes electric-ready requirements for newly constructed residential and commercial buildings. The California Building Standards Commission approved the 2025 BEES in December 2024, and the 2025 BEES are expected take effect on January 1, 2026 as schedule.

Local

City of Compton 2045 Comprehensive General Plan Update

The GPU includes the following goals and policies related to GHG emissions:

Community Services, Open Space, and Natural Resources Element

GOAL CR-2: ESTABLISH ENERGY CONSERVATION AND EFFICIENCY STANDARDS THAT PROMOTE SUSTAINABLE PRACTICES AND REDUCE ENERGY CONSUMPTION

Policy CR-2.1: **Building Energy Efficiency Standards.** Require new construction and major renovations to comply with energy efficiency standards established by the California Energy Commission (Title 24), incorporating measures such as high-

efficiency HVAC systems, insulation, and lighting to reduce energy consumption and greenhouse gas emissions.

Policy CR-2.2: **Energy Efficient Lighting.** Encourage the use of energy-efficient lighting technologies, such as LED fixtures, in public facilities, streetlights, and outdoor spaces to reduce electricity consumption, improve visibility, and enhance safety.

Policy CR-2.3: **Renewable Energy Integration.** Support the development and integration of solar photovoltaic systems, on public buildings, facilities, and vacant land to generate clean, renewable energy and reduce dependence on fossil fuels.

Policy CR-2.4: **Energy Conservation Education and Outreach.** Implement educational programs and outreach campaigns to raise awareness about energy conversation practices, energy-saving technologies, and available incentives for residents businesses, and community organizations.

Policy CR-2.5: **Municipal Energy Management.** Implement energy management practices and policies within municipal operations to optimize energy use, reduce utility costs, and demonstrate leadership in sustainability efforts.

Policy CR-2.6: **Collaboration and Partnerships.** Collaborate with utilities, government agencies, non-profit organizations, and community stakeholders to leverage resources, share best practices, and implement energy conservation initiatives effectively.

GOAL CR-6: AN ENVIRONMENT WHERE CLEAR AIR QUALITY AND REDUCED GREENHOUSE GAS EMISSIONS PROTECT COMMUNITY HEALTH

Policy CR-6.1: **Transportation Emissions Reduction.** Promote alternative transportation modes, such as walking, biking, public transit, and carpooling, to reduce vehicle miles traveled and associated air pollution emissions.

Policy CR-6.2: **Electric Vehicle Infrastructure.** Support the development and expansion of electric vehicle infrastructure, including charging stations.

Policy CR-6.3: **Sustainable Land Use and Urban Planning.** Encourage compact, mixed-use development patterns and transit-oriented development.

Policy CR-6.7: **Resources and Training.** Provide resources, training, and support for community-led air quality monitoring initiatives, citizen science projects, and advocacy campaigns to empower communities to take action on air quality issues.

Policy CR-6.8: **Collaboration and Partnerships.** Collaborate with regional air quality management agencies, governmental organizations, non-profit groups, and academic institutions to coordinate air quality improvement efforts, share resources, and leverage expertise.

Policy CR-6.9: **Regional Air Quality.** Participate in regional air quality planning processes and advocacy efforts to address cross-border air pollution issues and promote regional collaboration on air quality management strategies.

GOAL CR-7: PROTECT PUBLIC HEALTH BY ADDRESSING CLIMATE-RELATED RISKS, OFFERING HEAT RELIEF RESOURCES, AND SUPPORTING COMMUNITY-LED CLIMATE ADAPTATION AND RESILIENCE INITIATIVES

Policy CR-7.5: **Water Conservation Initiatives.** Implement comprehensive water conservation practices, including rainwater harvesting and drought-resistant landscaping, to secure a reliable water supply while reducing infrastructure costs.

Policy CR-7.6: **Energy Efficiency Promotion.** Encourage energy conservation and the use of the California Green Building Code to reduce greenhouse gas emissions, utility bills, and improve overall air quality.

Environmental Justice Element

GOAL EJ-1: REDUCED POLLUTION AND REMOVAL OF PUBLIC HEALTH DISPARITIES

Policy EJ-1.8: **Mitigating Truck-Related Impacts.** Implement measures to mitigate the impact of truck loading and delivery activities associated with new warehouses and truck-related businesses, including noise, odors, air pollution, and greenhouse gas emissions. Establish a local ordinance that exceeds the State vehicle idling restrictions, including restrictions for bus layovers, delivery vehicles, trucks at warehouses and distribution facilities, and taxis, particularly when these activities take place near sensitive land uses.

Policy EJ-1.9: **Promoting Electric Vehicle Infrastructure.** Ensure that industrial and warehouse facilities, as well as truck-related businesses, install electric vehicle charging infrastructure in alignment with California Air Resources Board regulations.

Land Use Element

GOAL LU-7: PRESERVATION AND GROWTH OF INDUSTRIAL BUSINESSES THAT STIMULATE ECONOMIC DEVELOPMENT AND JOB GROWTH AND MINIMIZE ADVERSE IMPACTS

Policy LU-7.5: **Pollution Reduction Technology.** Encourage technological solutions to reduce pollutants and airborne emissions associated with rail and road freight transport and other industrial operations.

Policy LU-7.7: **Green Industrial Practices Incentive.** Encourage industrial businesses to utilize green building strategies, green vehicle fleets, energy efficient equipment, and support renewable energy systems.

Our Mobility Element

GOAL OM-6: A TRANSPORTATION SYSTEM DESIGNED TO MINIMIZE VEHICLE MILES TRAVELED AND GREENHOUSE GAS EMISSIONS

Policy OM-6.1: Integrated Transportation and Land Use. Align transportation and land use planning to decrease vehicle miles traveled and reduce greenhouse gas emissions.

Policy OM-6.2: GHG Reduction. Work to reduce greenhouse gas emissions through reduction in Vehicle Miles Traveled (VMT) achieved via land use planning, improved transit access, and improved active transportation infrastructure.

Policy OM-6.3: Transportation Demand Management Evaluation. Assess the effectiveness of transportation demand management strategies and intelligent transportation systems in lowering vehicle miles traveled.

Policy OM-6.4: Alternative Transportation Incentives. Encourage businesses to offer incentives for employees to use alternative modes of transportation, such as carpooling, vanpooling, public transit, cycling, and walking.

Policy OM-6.5: Employer Transportation Demand Management Support. Support the adoption of employer transportation demand management requirements outlined in the regulations of the South Coast Air Quality Management District.

Policy OM-6.6: Ridesharing Promotion. Increase ridesharing awareness through publicity and information dissemination via web-based apps and collaborative efforts with other agencies and jurisdictions.

Policy OM-6.7: **Electric Vehicle Infrastructure.** Apply the latest California Green Building Standard Code for electric vehicle infrastructure in developments.

GOAL OM-7: A STREET NETWORK MANAGED TO MINIMIZE CONGESTION AND TRAFFIC IMPACTS

Policy OM-7.1: Environmental Impact Evaluation. Develop thresholds for the determination of environmental impacts for proposed residential, commercial, and industrial uses based on VMT per resident or per employee.

Policy OM-7.6: Transportation Demand Management. Promote Transportation Demand Management strategies to minimize the number of average daily vehicle trips along City streets.

GOAL OM-11: SAFE, EFFICIENT, AND SUSTAINABLE FREIGHT TRANSPORTATION

Policy OM-11.8: Freight Emissions Reduction. Implement measures to reduce emissions from freight transportation activities, including incentivizing the use of low-emission and zero-emission vehicles, promoting freight electrification, and adopting clean technology standards for freight vehicles and equipment.

Urban Systems Element

GOAL US-7: AFFORDABLE ELECTRICAL UTILITY SERVICES

Policy US-7.1: Renewable Energy Integration. Support distributed energy resources, community solar, and net metering to promote local clean energy generation and energy independence.

Policy US-7.2: Energy Efficiency. Implement programs to reduce peak electricity consumption, lower costs, and manage peak demand on the grid.

GOAL US-9: PUBLIC FACILITIES AND INFRASTRUCTURE RESILIENT TO CLIMATE CHANGE AND EXTREME WEATHER

Policy US-9.1: Renewable Energy Integration. Support distributed energy resources, community solar, and net metering to promote local clean energy generation and energy independence.

Policy US-9.2: Energy Efficiency. Implement programs to reduce electricity consumption, lower costs, and manage peak demand on the grid.

4.8.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. Per the CEQA Guidelines, implementation of the GPU would have a significant impact related to GHG emissions if it would:

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 emission of greenhouse gases?
C. Would the project cause substantial adverse cumulative impacts with respect to greenhouse gases?

In order to provide guidance to local lead agencies on determining the significance of GHG emissions in their CEQA documents, the SCAQMD convened the first GHG Significance Threshold Working Group (Working Group) meeting on April 30, 2008 (SCAQMD 2008). To date, the Working Group has convened a total of 15 times, with the last meeting taking place on September 28, 2010 (SCAQMD 2010). Based on the last Working Group meeting, the SCAQMD identified an interim, tiered approach for evaluating GHG emissions intent on capturing 90 percent of development projects where the SCAQMD is not the lead agency. The following describes the basic structure of the SCAQMD's tiered, interim GHG significance thresholds:

Tier 1 consists of evaluating whether or not the project qualifies for applicable CEQA exemptions.
Tier 2 consists of determining whether or not a project is consistent with a greenhouse gas reduction plan. If a project is consistent with a greenhouse gas reduction plan, it would not have a significant impact.
Tier 3 consists of using screening values at the discretion of the Lead Agency; however, the Lead Agency should be consistent for all projects within its jurisdiction. The following thresholds were proposed for consideration:

a. 3,000 $MTCO_2e$/yr for all land use types; or
b. 3,500 MTCO2e/yr for residential; 1,400 MTCO2e/yr for commercial; 3,000 MTCO2e/yr for mixed use projects.

Tier 4 has three options for projects that exceed the screening values identified in Tier 3:

Option 1: Reduce emissions from business-as-usual by a certain percentage (currently undefined).
Option 2: Early implementation of applicable AB 32 Scoping Measures.
Option 3: For plan-level analyses, analyze a project's emissions against an efficiency value of 6.6 $MTCO_2e$/yr/SP by 2020 and 4.1 $MTCO_2e$/yr/SP by 2035. For project-level analyses, analyze a project's emissions against an efficiency value of 4.8 and 3.0 $MTCO_2e$/yr/SP for the 2020 and 2035 calendar years, respectively.

The Compton GPU plans for growth through 2045, ten years after the SCAQMD's latest Tier 4 interim efficiency target year (2035) identified above. Therefore, to evaluate the GPU's GHG emissions against future GHG reduction goals, the plan-level efficiency target has been adjusted based on the anthropogenic GHG reduction targets of AB 1279, which sets a target of 85% below 1990 levels by 2045. The resulting, interpolated efficiency target for the year 2045 is 1.0 $MTCO_2e$/yr/SP.[vi]

4.8.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to GHG emissions and potential conflicts with a plan, policy, or regulation adopted for the purposes of reducing GHG emissions which could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

Greenhouse Gas Emissions

Impact GHG-1 – Would the GPU generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Analysis of Impacts

Implementation of the Compton GPU would result in construction and operational activities that would generate GHG emissions. As explained in more detail in Section 4.3, Air Quality, the planned land use changes that could occur under buildout conditions of the GPU would result in an additional 5,776 dwelling units and 22,552 residents. The proposed GPU would also increase the amount of non-residential building space by a little more than 1.3 million square feet and accommodate approximately 2,401 new jobs within the Planning Area (see Table 3.5 in the Project Description).

[vi] To remain on track with future GHG reduction goals, it is necessary to identify a potential efficiency target for 2045. Pursuant to existing legislation, all human-caused or influenced GHG emissions are required to be reduced to 85 percent below 1990 levels by 2045. The 1.0 $MTCO_2e$/yr/SP efficiency target was developed by taking the SCAQMD's 6.6 $MTCO_2e$/yr/SP efficiency target for 2020, which was the target to reduce emissions back to 1990 levels, and reducing it by 85% (6.6 $MTCO_2e$/yr/SP * (1-0.85) = 1.0 $MTCO_2e$/yr/SP). This reduction is consistent with the anthropogenic GHG emissions reductions required under AB 1279. The City is not adopting nor proposing to use 1.0 $MTCO_2e$/yr/SP as a CEQA GHG threshold for general use; rather, it is only intended to provide context and information on the magnitude of the proposed GPU's emissions of GHGs.

Construction Impacts. The growth from implementation of the GPU would result in construction activities that would generate GHG emissions primarily from fuel combustion in equipment during demolition, site preparation, grading, building construction, paving, and architectural coating activities and in worker, vendor, and haul trips to and from future development projects. Construction activities would occur intermittently at different sites within the Planning Area over the next approximately 20 years. Construction activities would cease to emit GHG upon completion, unlike operational emissions that would be continuous year after year until the project is decommissioned. As described under Impact AQ-2, the timing and methods of construction activities that would occur for future development projects is unknown. Due to these unknown variables, construction emissions were not estimated for the proposed GPU.

Operational Impacts. Growth from the GPU would result in additional operational GHG emissions, primarily from mobile, energy, and area sources. Mobile sources, including vehicle trips to and from land uses within the City, would result primarily in emissions of CO_2, with emissions of methane (CH_4) and nitrogen dioxide (NO_2) also occurring in minor amounts. In addition to mobile sources, GHG emissions would also be generated from natural gas usage, electricity use, water conveyance and use, wastewater treatment, and solid waste disposal. Natural gas use would result in the emission of two GHGs: CH_4 (the major component of natural gas) and CO_2 (from the combustion of natural gas). Electricity use associated with both the physical usage of the development, as well as the energy needed to transport water/wastewater, would result in the production of GHGs if the electricity is generated through non-renewable sources (i.e., combustion of fossil fuels). Solid waste generated by land uses within the Planning Area would contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy when transporting and managing the waste. In addition, landfilling, the most common waste management practice, results in the release of CH_4 from the decomposition of organic materials.

Potential operational GHG emissions resulting from operation of the land uses proposed by the GPU were estimated using CalEEMod, Version 2022.1.1. The modeling assumes GPU growth consistent with the land use development intensities described in Impact AQ-2 (i.e., obtained from Table 3-2 and Table 3-3 of the Project Description). The modeling is based on default data assumptions contained in CalEEMod, with the project-specific modifications described under Impact AQ-2, as well as the following adjustment to default model assumption:

- **Energy Use and Consumption:** The GHG intensity value for electricity generation was set to zero to account for 100% clean energy delivery pursuant to SB 1020.

The total unmitigated GHG emissions estimated to occur under projected 2045 growth conditions are shown below in Table 4.8-4 and compared against the potential GHG emissions that could exist in 2045 if the GPU were not approved. Although CEQA generally requires an evaluation of impacts associated with project implementation against the conditions that exist at the time the Notice of Preparation (NOP) is published, CEQA Guidelines Section 15125(a)(2) allows a lead agency to, "…use projected future conditions (beyond the date of project operations) baseline as the sole baseline for analysis only if it demonstrates with substantial evidence that use of existing conditions would be either misleading or without informative value to decision makers and the public." Existing conditions GHG emissions for Year 2023 (current baseline conditions)) and Year 2045 (future conditions) have been provided in Section 4.8.1. As shown in Table 4.8-3 and described in Section 4.8.1, the existing land uses within the Planning Area would benefit from regulatory actions at the State level (i.e., vehicle and fuel efficiency standards and cleaner electricity), which would continue to reduce emissions over the next approximately 20 years, even if the GPU is not approved or implemented. Therefore, to provide a conservative assessment of

emissions associated with implementation of the proposed GPU, GHG emissions associated with operation of the existing land uses in 2045 are compared against those proposed under the GPU in 2045. This provides a more conservative assessment of emissions because the existing land use GHG emissions in 2023 were greater than those shown for the existing land uses shown in 2045 (see Table 4.8-3).

As described above, the SCAQMD recommends the use of an efficiency threshold for plan-level analysis in which potential emissions levels are considered in terms of how many GHG emissions would be produced by each resident and employee using a project's facilities. Thus, the adjusted 2045 project-level efficiency target of 1.0 $MTCO_2e$/yr/SP is the primary contextual factor considered in evaluating the significance of the GPU's GHG emissions changes.

As shown in Table 4.8-4, with implementation of the GPU, the Planning Area would emit approximately 586,990 $MTCO_2e$ annually by 2045. Dividing through by the Planning Area's service population (158,211 residents and employees) results in an efficiency metric of 3.7 $MTCO_2e$/yr/SP for 2045. Although this GHG efficiency level does not meet the adjusted target for 2045 (1.0 $MTCO_2e$/yr/SP), it does show an appreciable reduction from existing and future baseline conditions (the GHG efficiency occurring under 2045 with the GPU would be approximately 35% less than existing 2023 conditions [5.7 $MTCO_2e$/yr/SP] and 8% less than 2045 conditions without the GPU [4.0 $MTCO_2e$/yr/SP). The primary source of GPU GHG emissions would be mobile sources, which represent approximately 78% of total annual GHG emissions occurring under 2045 growth conditions. The next highest source of GPU GHG emissions would be energy sources, which would represent approximately 15% of total annual GHG emissions.

Table 4.8-4
Unmitigated GPU GHG Emissions

Source	GHG Emissions ($MTCO_2e$ / Year)		
	Existing Land Uses (2045)[A]	Compton GPU Land Uses (2045)	Net Change
Area	9,993	11,955	+1,962
Energy	80,983	87,006	+6,023
Mobile	408,454	458,604	+50,150
Refrigerants	6,767	850	-5,917
Waste	18,963	20,677	+1,714
Water	14,732	7,898	-6,834
Total[B]	532,613	586,990	+54,377
Service Population (SP)	133,258	158,211	+24,953
$MTCO_2e$/yr/SP	4.00	3.71	-0.29
SCAQMD Tier 4 2035 Plan Level Efficiency Threshold	4.1	4.1	--
SCAQMD Tier 4 Adjusted 2045 Plan Level Efficiency Threshold	1.0	1.0	--
Exceeds Threshold?	**Yes**	**Yes**	**--**

Source: MIG, 2025 (see Appendix D).
(A) See Table 4.8-3 for existing GHG emissions in the Planning Area.
(B) Totals may not equal due to rounding.

As shown in Table 4.8-4, the GPU's 2045 growth projection would result in GHG emissions that exceed the adjusted SCAQMD derived plan-level efficiency metric. This is considered to be a potentially significant impact.

The GPU includes goals and policies that promote mixed-use developments, transportation demand strategies, expansion of transit service, and other actions that reduce transportation-related GHG emissions. The GPU also includes goals and policies that encourage sustainable and green development that reduce energy-related GHG emissions. Although the GPU contains numerous goals and policies that highlight the City's intent to grow sustainably over the next couple decades, further actions are required to reduce GHG emissions. Accordingly, the City would implement Mitigation Measures GHG-1 to reduce the quantity of GHG emissions generated under implementation of the GPU. Although Mitigation Measure GHG-1 would require a project-level evaluation for future discretionary projects proposed under implementation of the GPU, it cannot be assured future development projects would be able to mitigate their emissions in line with state-wide goals. Since the GHG emissions associated with the GPU would not meet the interpolated SCAQMD efficiency metric of 1.0 $MTCO_2e/yr/SP$, this impact would be significant and unavoidable.

Level of Significance Before Mitigation
Potentially significant impact.

Mitigation Measures

GHG-1: **Require a Project-level Greenhouse Gas Emissions Assessment for Conditional Uses and New Discretionary Development Projects.** Prior to a discretionary approval by the City project applicants for residential development projects with more than 30 dwelling units or nonresidential development projects over 50,000 square feet that are subject to CEQA (meaning non-exempt CEQA projects) shall prepare and submit to the City for review and approval a technical assessment evaluating potential project-specific greenhouse gas (GHG) emissions impacts. The assessment shall evaluate the project's consistency with adopted state-wide GHG emissions reduction goals, such as Senate Bill 32, Assembly Bill 1279, or an interpolated GHG emission reduction goal for 2045 that is based on regional data (e.g., an interpolated SCAQMD efficiency metric of 1.0 $MTCO_2e/yr/SP$). If GHG emissions levels are determined to have the potential to be inconsistent with the State GHG reduction goals, the City shall require that applicants for new development projects incorporate strategies to reduce GHG emissions during operational activities. The specific strategies identified for a project shall be included as conditions of approval, and be incorporated into all appropriate planning documents for the project. Potential strategies to reduce GHG emissions include, but are not limited to:

- Reducing vehicle trips or vehicle miles travelled (VMT) generated by residential and non-residential projects
- Requiring new residential and non-residential development to incorporated on-site renewable energy systems that reduce grid electricity consumption
- Requiring new residential and non-residential projects to incorporate water efficient landscaping and water conservation measures such as low-flow fixtures, grey water systems, etc.

Level of Significance After Mitigation
Significant and unavoidable.

Conflict with Applicable Plan, Policy or Regulation

Impact GHG-2 – Would the proposed GPU conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases?

Analysis of Impacts

The State has numerous plans, policies, and regulations that are intended to directly or indirectly reduce GHG emissions and support attainment of the GHG emissions reduction targets established by AB 32, SB 32, and AB 1279, however, in general, most State programs and regulations intended to directly or indirectly reduce GHG emissions do not apply to the proposed GPU. For example, State regulations for reducing the carbon content of transportation fuels (Low Carbon Fuel Standard, or LCFS) apply to fuel manufacturers and distributors, State regulations for increasing sales and deployment of zero emission vehicles (Advanced Clean Trucks, Advanced Clean Cars II, and Advanced Clean Fleets) apply to vehicle manufacturer's and certain drayage and public fleets, and State regulations for increasing the renewable energy content in retail electric sales (Renewables Portfolio Standard Program, or RPS) apply to retail sellers of electricity. Although these regulations do not apply to the proposed GPU, the GPU would nonetheless benefit from the state's implementation of these regulations. The plans, policies, and regulations that are most relevant to the GPU include the Title 24 Building Energy Efficiency Standards (BEES) and CalGreen Code, and the 2022 Climate Change Scoping Plan.

Title 24 BEES and CALGreen Code. The Title 24 BEES and the CalGreen code both establish mandatory renewable energy and energy efficiency standards that apply to various building systems, components, and uses. The GPU includes policies that acknowledge and reinforce these requirements, such as Policy OM-6.7 Electric Vehicle Infrastructure, Policy US-7.1 and US-9.1 (Renewable Energy Integration), Policy CR-2.1 (Building Energy Efficiency Standards), and Policy CR-7.6 (Energy Efficiency Promotion), as well as encourage efficiency improvements that go beyond mandatory requirements, such as Policy LU-7.7 (Green Industrial Practices Incentive), Policy OM-11.8 (Freight Emissions Reduction), Policy US-7.2 (Energy Efficiency), Policy US-9.2 (Energy Efficiency), Policy CR-2.2 (Energy Efficient Lighting), Policy CR-2.4 (Energy Conservation Education and Outreach), and Policy CR-2.6 (Collaboration and Partnerships)). Future development projects would be reviewed for consistency with GPU policies and would comply with all mandatory, applicable BEES and CalGreen Code requirements in effect at the time a building permit application is submitted. Thus, the GPU would not conflict with the Title 24 BEES or the CALGreen code.

CARB Scoping Plan. 2022 Climate Change Scoping Plan is a state-level plan intended to integrate policies, programs, and investments to achieve the State's climate change goals. The plan does not contain any applicable, mandatory policy or requirement that applies to specific, individual projects. Rather, the plan primarily relies upon the ability of State agencies, primarily CARB and the CEC, to uphold and implement existing legislation and develop new plans and strategies to sequester, trap, and store emitted carbon emissions. Once developed, GHG reductions achieved by the State's plans, policies, and regulations would be realized at the local level. Although the plan's framework is statewide in nature, it does discuss potential voluntary actions that could be undertaken at a local level to support the State's climate goals.[vii] The discussion of potential local actions is geared towards the preparation of climate action plans and residential and mixed-use land use plans, such as the proposed GPU. Voluntary standards are not required for a project or plan, nor enforceable. Nonetheless, for information purposes only, the Scoping Plan identifies three specific strategies/areas to address key emissions sectors and

[vii] This discussion is located in Scoping Plan Appendix D.

align local actions with State climate goals: 1) transportation electrification, 2) VMT reduction, and 3) building decarbonization. As described below, the proposed GPU would be consistent with these strategies and thus would not impede the implementation of the Scoping Plan.

- Transportation electrification strategies include converting local government fleets to zero emission vehicles and creating a jurisdiction-specific "ecosystem" to support the deployment of zero emissions vehicles statewide, such as permit streamlining, infrastructure siting, consumer education, and or preferential parking policies. Implementation of the GPU would consist of private development, which would be required to meet the mandatory EV charging requirements stipulated in the CalGreen Code. The GPU also includes policies to promote EV infrastructure, including Policy OM-6.7 (Electric Vehicle Infrastructure), Policy EJ-1.9 (Promoting Electric Vehicle Infrastructure), and Policy CR-6.2 (Electric Vehicle Infrastructure). The GPU, therefore, would be consistent with the Scoping Plan's voluntary local transportation electrification actions.
- VMT reduction strategies include reducing or eliminating minimum parking standards in new developments, implementing complete streets policies, increasing public access to clean mobility options (e.g., electric shuttles, bikes, and transit), implementing parking pricing or transportation demand management pricing strategies, and amending zoning and development codes to enable mixed-use, walkable, and compact infill development. The GPU includes policies that promote VMT reductions, including Policy OM-6.1 (Integrated Transportation and Land Use), Policy OM-6.2 (GHG Reduction), Policy OM-6.3 (Transportation Demand Management Evaluation), Policy OM-6.4 (Alternative Transportation Incentives), Policy OM-6.5 (Employer Transportation Demand Management Support), Policy OM-6.6 (Ridesharing Promotion), and Policy OM-7.6 (Transportation Demand Management). The GPU, therefore, would be consistent with the Scoping Plan's voluntary local VMT reductions actions.
- Building decarbonization strategies include energy efficiency retrofits, electrification of appliances and equipment, policies and incentives to reduce electrical loads from equipment plugged into outlets (such as Energy Start equipment, occupancy sensors, power strips, etc..), and facilitating deployment of renewable energy production and distribution and energy storage. The GPU includes policies that promote building decarbonization strategies, including Policy LU-7.5 (Pollution Reduction Technology) and Policy CR-2.1 (Building Energy Efficiency Standards). Therefore, the GPU would not conflict with the Scoping Plan's voluntary local building decarbonization actions.

SCAG 2024 RTP/SCS. As described in Section 4.8.2, Connect SoCal is a growth strategy and transportation plan that demonstrates how the SCAG region will meet its GHG reduction target through the year 2045. Many of the measures included in the RTP/SCS are focused on the expansion of, and access to, mass transit (e.g., light rail, commuter rail, bus rapid transit, etc.), planning growth around livable corridors, and locating new housing and job growth in high quality transit areas. Collectively, these land use plans, in conjunction with measures at the state-level to improve fuel efficiency standards, are designed to meet CARB's SB 375 goal for the SCAG region (reducing per capita GHG emissions in the region by 8% by 2020 and 19 percent by 2035, as compared to 2005 levels. The GPU would not conflict with or interfere with the implementation of Connect SoCal because it includes numerous policies that support the plan's mobility, community development, environmental, and economic implementation strategies that rely on local jurisdiction support. For example, GPU Policy OM-2.1 requires the City to implement a complete streets approach to street design consistent with Connect SoCal mobility strategies, Goal LU-10 identifies the City's intent equitably distribute public facilities, infrastructure, housing, and services consistent with Connect SoCal community development strategies, Policy LU-5.4

promotes transit-oriented development that reduced dependence on private vehicles consistent with Connect SoCal environmental implementation strategies, and Policy LU-7.5 encourages the reduction of pollutants and emissions from rail and road freight transport consistent with Connect SoCal economic implementation strategies. See also Chapter 4.11, Land Use and Planning, and Chapter 4.17, Transportation, for additional information regarding the GPU's consistency with SCAG RTP/SCS planning strategies.

As discussed above, the GPU would not conflict with any applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of GHGs. This impact would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact GHG-3 – Would the GPU cause substantial adverse cumulative impacts with respect to greenhouse gases?

Analysis of Impacts
As stated at the beginning of Section 4.8.4, global climate change is the result of GHG emissions worldwide; individual projects do not generate enough GHG emissions to influence global climate change. Thus, the analysis of GHG emissions is by nature a cumulative analysis focused on whether an individual project's contribution to global climate change is cumulatively considerable. As described under Impacts GHG-1 and GHG-2, the proposed Project would not conflict with any applicable plan, policy, or regulation adopted for the purposes of reducing GHG emissions but would generate GHG emissions that exceed the project specific GHG efficiency threshold (1.0 $MTCO_2e/SP/yr$) used to provide context for the magnitude of potential GHG emissions levels with the GPU. Accordingly, the proposed Project would result in a cumulatively considerable and significant GHG emissions contribution even after the incorporation of mitigation measures.

Level of Significance Before Mitigation
Potentially significant impact.

Mitigation Measures
See Mitigation Measure GHG-1.

Level of Significance After Mitigation
Significant and unavoidable.

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List of Acronyms, Abbreviations, and Symbols	
Acronym, Symbol, Abbreviation	**Description**
AB	Assembly Bill
ACC	Advanced Clean Cars
BAU	Business-As-Usual
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBSC	California Building Standards Commission
CEC	California Energy Commission
CFC	Chlorofluorocarbon
C_H4	Methane
CNRA	California Natural Resources Agency
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
EIR	Environmental Impact Report
EO	Executive Order
EV	Electric Vehicle
GHG	Greenhouse Gases
GPFZCU	General Plan and Focused Zoning Code Update
GWP	Global Warming Potential
HFC	Hydrofluorocarbon
HQTA	High Quality Transit Area
IAQ	Indoor Air Quality
LCFS	Low Carbon Fuel Standard
LEV	Low-Emission Vehicle
NMA	Neighborhood Mobility Area
MMBTU	Million British Thermal Units
MPO	Metropolitan Planning Organization
$MTCO_2e$	metric tons of CO_2 equivalents
MWh	Megawatt-hours
N_2O	Nitrous Oxide
PGA	Priority Growth Area
PFC	Perfluorocarbon
Ppm	parts per million
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
SB	Senate Bill

SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SF_6	Sulfur Hexafluoride
SOI	Sphere of Influence
SP	Service Population
TDM	Transportation Demand Management
TPA	Transit Priority Area
U.S. EPA	United States Environmental Protection Agency
VMT	Vehicle Miles Travelled
Working Group	SCAQMD GHG Significance Threshold Working Group
ZEV	Zero Emission Vehicle
ZNE	Zero Net Energy
°F	Degrees Fahrenheit
%	Percent

4.9 – HAZARDS AND HAZARDOUS MATERIALS

This EIR chapter addresses hazards and hazardous materials impacts associated with the proposed General Plan Update (GPU), including the routine transport, use, or disposal of hazardous materials, upset and accident conditions, emissions or handling of hazardous materials, hazardous materials sites, excessive airport noise, impairment of emergency response plans, and risks from wildfire.

4.9.1 – ENVIRONMENTAL SETTING

Hazardous materials (hazmat) are substances or chemicals that are capable of having a harmful effect on human health or the environment. Hazardous materials are used in everyday activities from painting houses to fueling cars. Facilities that transport, generate, or treat hazardous waste must report their activities to the California and U.S. Environmental Protection Agency (EPA) and comply with waste management standards.

Contaminated Sites

The federal Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), informally known as Superfund, allows the EPA to clean up contaminated sites by assigning liability and ensuring responsible parties either remediate the site or reimburse the government for EPA-led efforts. When no viable responsible party can be identified, Superfund allocates the public funds to the EPA for remedial action of contaminated sites. Contaminated sites pose serious health risks for adjacent populations, with threats of harmful elements infiltrating air, water, and soil. Superfund sites refer to areas where hazardous waste has been dumped, stored improperly, or otherwise ill-managed. These sites may include manufacturing facilities, processing plants, landfills, and mining sites. A brownfield is a land area that has a presence or potential presence of a hazardous substance, pollutant, or contaminate. Because of this, the land is harder and more expensive to develop and often requires more complicated procedures to ensure the health and safety of future occupants/users. Exhibit 4.9-1 identifies contaminated sites in the city, including surrounding sensitive uses. As shown in Exhibit 4.9-1, there are currently five Superfund sites and six brownfields within the Planning Area.

Leaking Underground Storage Tanks

Underground storage tanks are used to store petroleum and other hazardous materials. Leaking underground storage tanks (LUST) can contaminate surrounding soil, groundwater, or surface waters. Once the leak is registered and confirmed, immediate response actions must be taken to minimize or eliminate the source of the release and to reduce the potential harm to human health, public safety, and the environment. The U.S. EPA monitors underground storage tank systems (UST). Until the mid-1980s, most USTs were made of bare steel and thus were likely to corrode over time, allowing content to leak into the surrounding environment. Tanks may store hazardous materials like petroleum or harmful chemicals, which pose major concerns for potential groundwater contamination. In addition to affecting drinking water, a leaking UST poses fire and explosion risk depending on the contents. Exhibit 4.9-1 also identifies LUST sites within the Planning Area. As shown in Exhibit 4.9-1, there are currently 6 leaking underground storage tank sites that are designated as open cases requiring closure, remediation, or assessment and interim remedial action.

Oil Wells

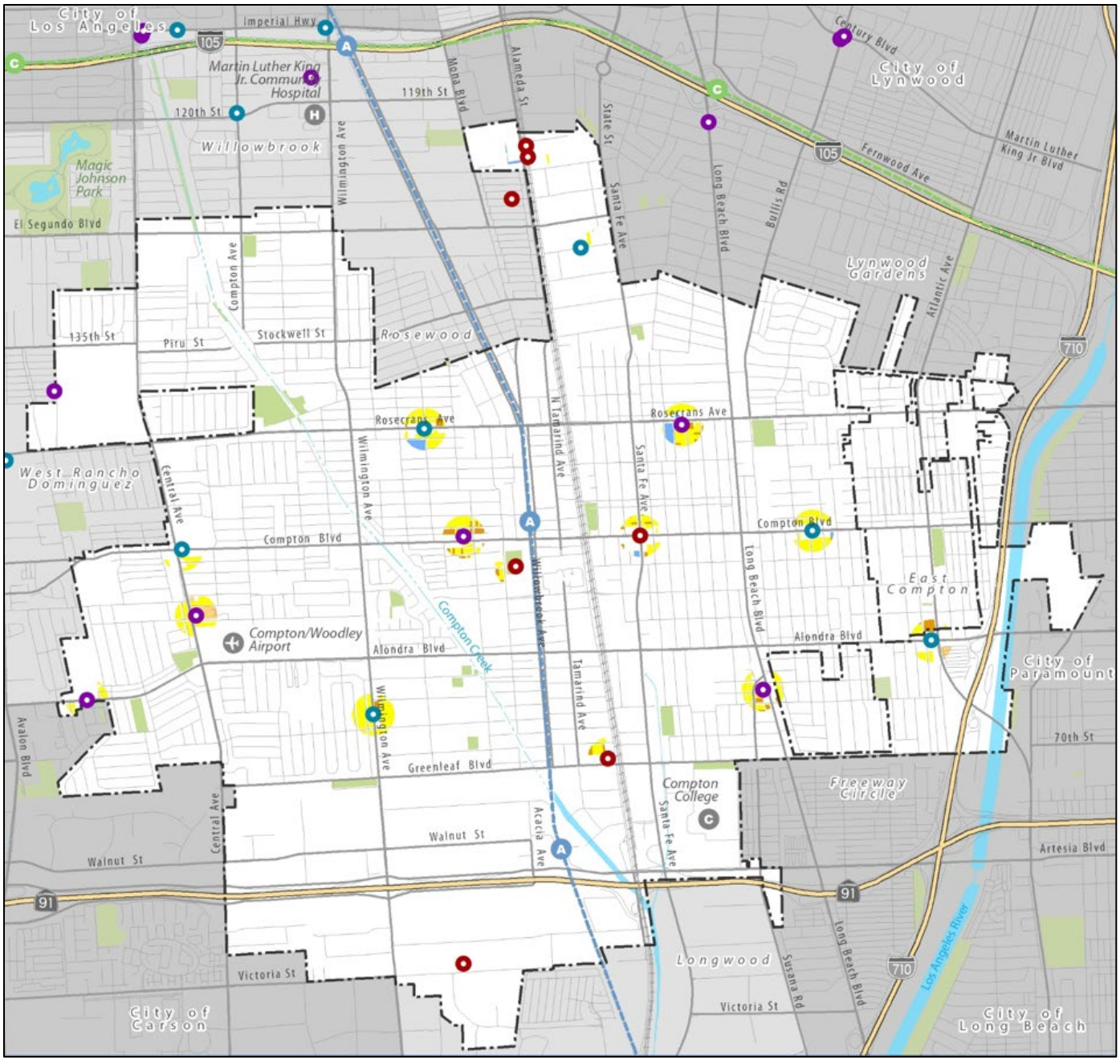
The southern portion of Compton lies within the Dominguez Oil Field. The Dominguez Oil Field is a large oil field underneath Dominguez Hills near the City of Carson and California State University, Dominguez Hills. It was a major oil producer from 1923 through 1960, producing an average of 300 barrels per day from each well through the 1960s. After much of the oil was depleted, the land near the Dominguez field was re-developed and became the site of the California State University, Dominguez Hills. Starting in 2010, oil companies became interested in redeveloping the remainder of the field using modern extraction technologies. Exhibit 4.9-2 shows the location of oil wells within the city and their status. An active well is one which is currently in operation or may be restored to operation, with a capability to produce oil. Canceled represents canceled well permits prior to drilling. Idle represents idle wells, or wells not producing, but capable of being reactivated. Plugged represents plugged and abandoned wells that are permanently sealed. As shown in Exhibit 4.9-2, there are currently several plugged wells, five idle wells, and no active wells located within the Planning Area.

Chemicals are routinely used as part of oil and gas operations for a variety of processes, including corrosion control, wellbore cleanouts, repairs, and cementing of well casing. Hazardous chemicals may be added to drilling fluids and drilling muds, and used for enhanced oil recovery (e.g., hydraulic fracturing), as well as routine well maintenance activities (e.g., maintenance acidizing, gravel packing, and well drilling). Oil and gas seepage also has the potential to impact many environmental concerns, including subsidence, seismic activity, releases and explosions, and aquifer contamination. Continued production and leaking oil wells can result in near-surface gas accumulation, which may pose an explosive hazard.

Hazardous Waste and Toxic Release

Hazardous waste includes large quantity waste generators, transfer facilities which temporarily store waste, and transporters which move hazardous waste from one site to another. These sites are typically found in industrial areas and along transportation corridors. Waste byproducts might contain harmful chemicals, which could further contaminate air, water, and soil in proximate areas. Studies have found that such facilities are often located near poorer neighborhoods and communities of color. The South Coast Air Quality Management District (SCAQMD) collects emissions data from stationary sources of pollutants through the Air Toxics Hot Spots program. This identifies facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to acceptable levels. The Air Toxic Hot Spots program quantifies criterial and toxic pollutants. Criteria air pollutants are air pollutants for which acceptable levels of exposure can be determined and for which an ambient air quality standard has been set. Examples include ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and PM10 and PM2. 5. Toxic air pollutants (TAPs) are those pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or to cause adverse environmental effects. Exhibit 4.9-3 identifies toxic release inventory polluters and Air Toxics Hot Spots emitters within the Planning Area. Due to Compton's prevalence of industrial sites near residential areas, the risk of pollution-related health problems is increased in certain zones. As shown in Exhibit 4.6-4, residential uses lie within 500 feet and 1,000 feet of a pollution source, including Air Toxics Hot Spot emitters, toxic release inventory polluters, industrial uses, the Alameda Corridor diesel train emissions, and near freeways. The most notable areas of concern run along Alameda Street, I-710, and areas adjacent to industrial sites.

Exhibit 4.9-1
Contaminated Sites



Contaiminated Sites

- Superfund Sites (Non-National Priority List)
- Brownsfield Property
- Leaking Underground Tanks

Sensitive Uses within 500 Feet

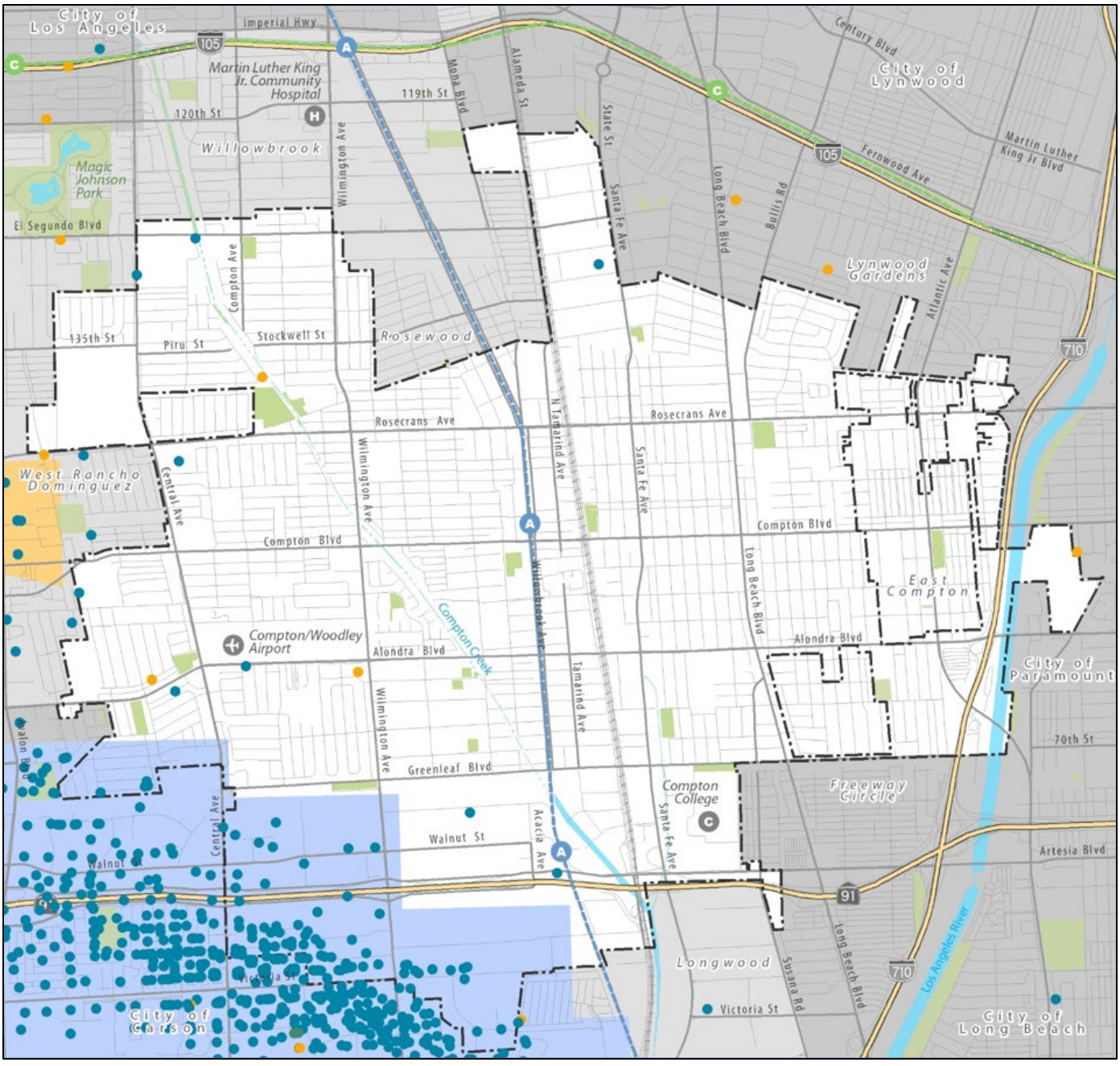
- Single Unit Residential
- Mobile Home Park
- Multi-Unit Residential
- Schools/Education

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

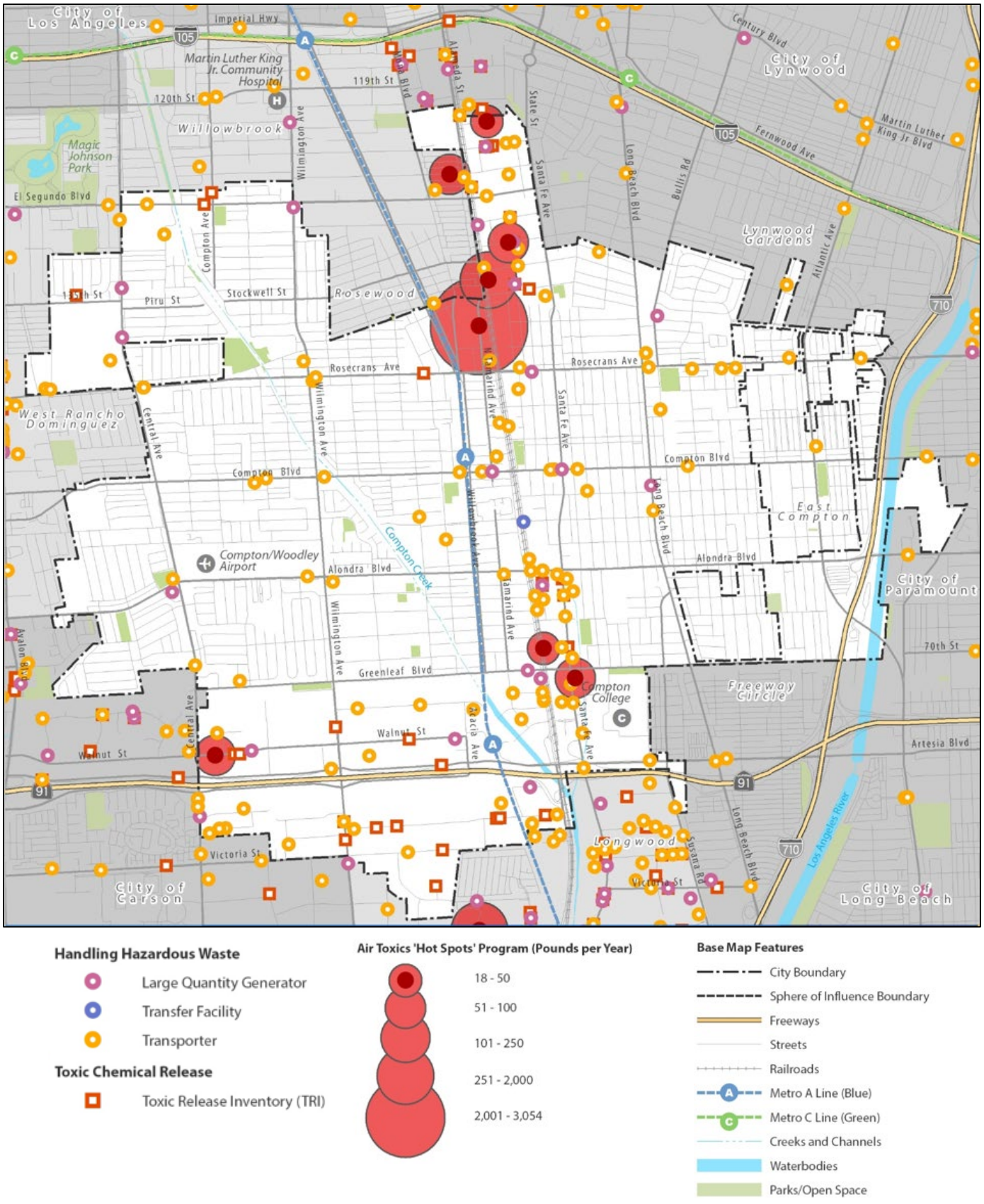
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Exhibit 4.9-2
Oil Wells



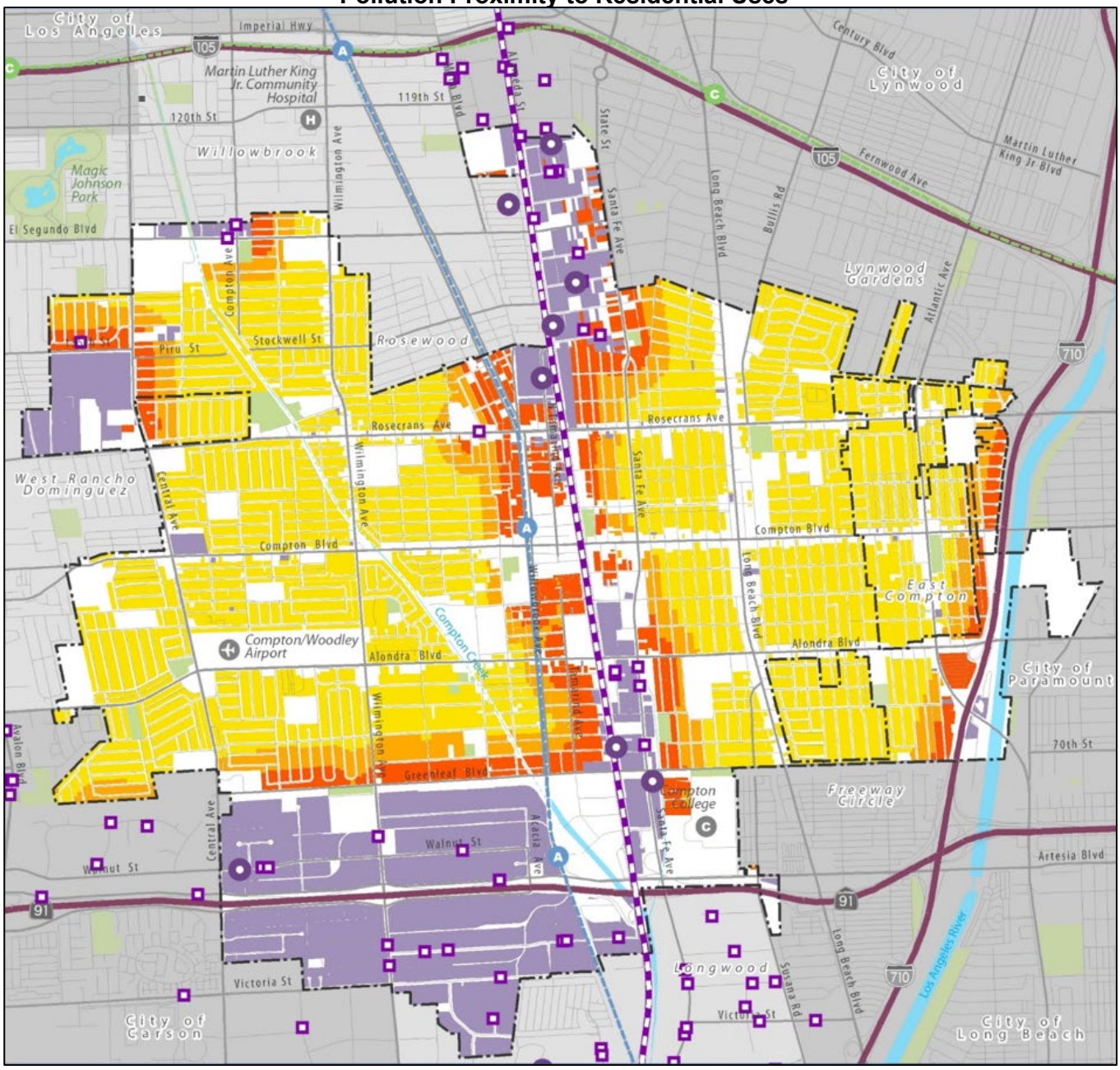
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Exhibit 4.9-3
Toxic Hazards and Hazardous Waste



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Exhibit 4.9-4
Pollution Proximity to Residential Uses



Pollution Sources
- Air Toxics 'Hot Spots' Program
- Toxic Release Inventory (TRI)
- Industrial Uses
- Alameda Corridor
- Freeways

Residential Use Proximity
- Within 500 feet of Pollution Source
- Within 1,000 feet of Pollution Source
- Residential Uses

Base Map Features
- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

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Hazardous Waste and Substances Site List

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies, and developers to comply with the CEQA requirements in providing information about the location of hazardous materials release sites. Government Code section 65962.5 requires the California Environmental Protection Agency (Cal EPA) to develop at least annually an updated Cortese List. The California Department of Toxic Substances Control (DTSC), the State Water Resources Control Board (SWRCB) and other State and local government agencies are responsible for the information contained in the Cortese List. The Cortese list consists of:

- List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database;
- List of Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database;
- List of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit;
- List of "active" Cease and Desist Orders and Cleanup and Abatement Orders; and,
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

According to the DTSC, 60 sites within the Planning Area are included in the EnviroStor database, 19 of which are active, 3 are certified or permitted, 1 is closed, 12 are inactive with further action or evaluation required, 6 require no further action, and the remaining 19 are referred to another agency or under a protective filer. Additionally, there have been over 100 Leaking Underground Storage Tanks (LUST) sites identified by SWRCB's GeoTracker database to be within the Planning Area. However, only 6 of the sites are currently listed as open cases requiring closure, remediation, or assessment and interim remedial action. No sites in the City are on the Cal EPA list of solid waste disposal sites with waste constituents above hazardous waste levels or on the required Cease and Desist Orders and Cleanup and Abatement Orders list. Currently five sites included in the 60 DTSC EnviroStor sites- Betz Dearborn, Inc., Crager Industries, Inc., South Bay Plating, Inc., The Boeing Company, and Demenno/Kerdoon- are listed as being subject to corrective action, as required by Section 25187.5 of the Health and Safety Code. Finally, there are five superfund sites within the city of Compton.

Airport Hazards

The Compton/Woodley Airport is located within the Planning Area. Therefore, the Planning Area falls within the Los Angeles County Airport Land Use Plan for the Compton/Woodley Airport (Department of Regional Planning, 2004). The airport includes two 3,400-foot long parallel runways oriented in an east-west direction and facilitates over 60,000 general aviation takeoffs and landings each year (LA County, 2024). The airport accommodates a wide range of fixed-wing and rotary-wing general aviation aircraft ranging from small two-seat, single-engine propeller aircraft up to much larger and higher capacity turbo-prop and jet aircraft. Since 2013, three crashes have been associated with Compton/Woodley Airport (Compton, 2024). One crash occurred in 2015 when a plane towing an advertising banner crashed. In 2015, a plane taking off from Compton/ Woodley airport crashed in the backyard of a nearby home, injuring only the pilot. The third incident occurred in 2019 when two planes collided on the runway, injuring two people and killing one.

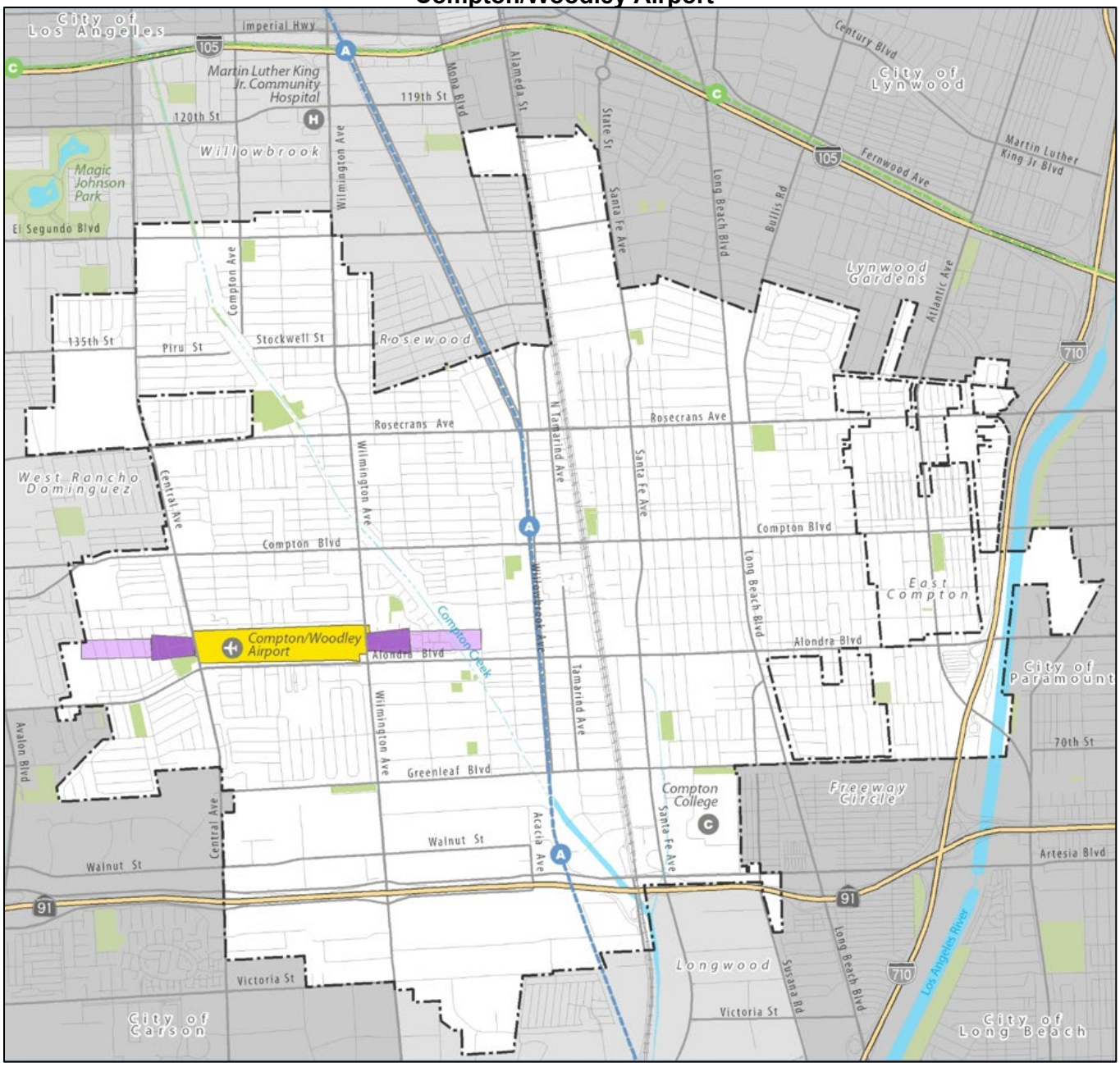
Exhibit 4.9-5 shows the Airport Influence Area, the Inner Safety Zone, and the Runway Protection Zone for the airport. As shown in Exhibit 4.9-5, the Airport Influence Area is confined entirely to within the airport boundaries and does not extend onto adjacent properties. In addition, the Inner Safety Zone extends approximately 0.20 miles out from each end of the airport runways, while the Runway Protection Zone extends an additional 0.32 miles in each direction. Exhibit 4.9-6 shows the noise contours for the airport. As shown in Exhibit 4.9-6, the 65 CNEL noise contour extends approximately 2000 feet in all directions from the take-off and landing approaches for the airport.

Note: the runway protection zones shown in Exhibit 4.9-6 are outdated and have since been moved outside the airport boundary as shown in Exhibit 4.9-5.

Wildfire Hazards

According to the CALFIRE Fire Hazard Severity Zone Maps, the Planning Area is not located in a high fire hazard severity area (CALFIRE, 2020). Because Compton is an urbanized community, structural fires rather than wildland fires represent the greatest fire risk in the Planning Area.

Exhibit 4.9-5
Compton/Woodley Airport



Compton Airport Protection Zones and Influence Area

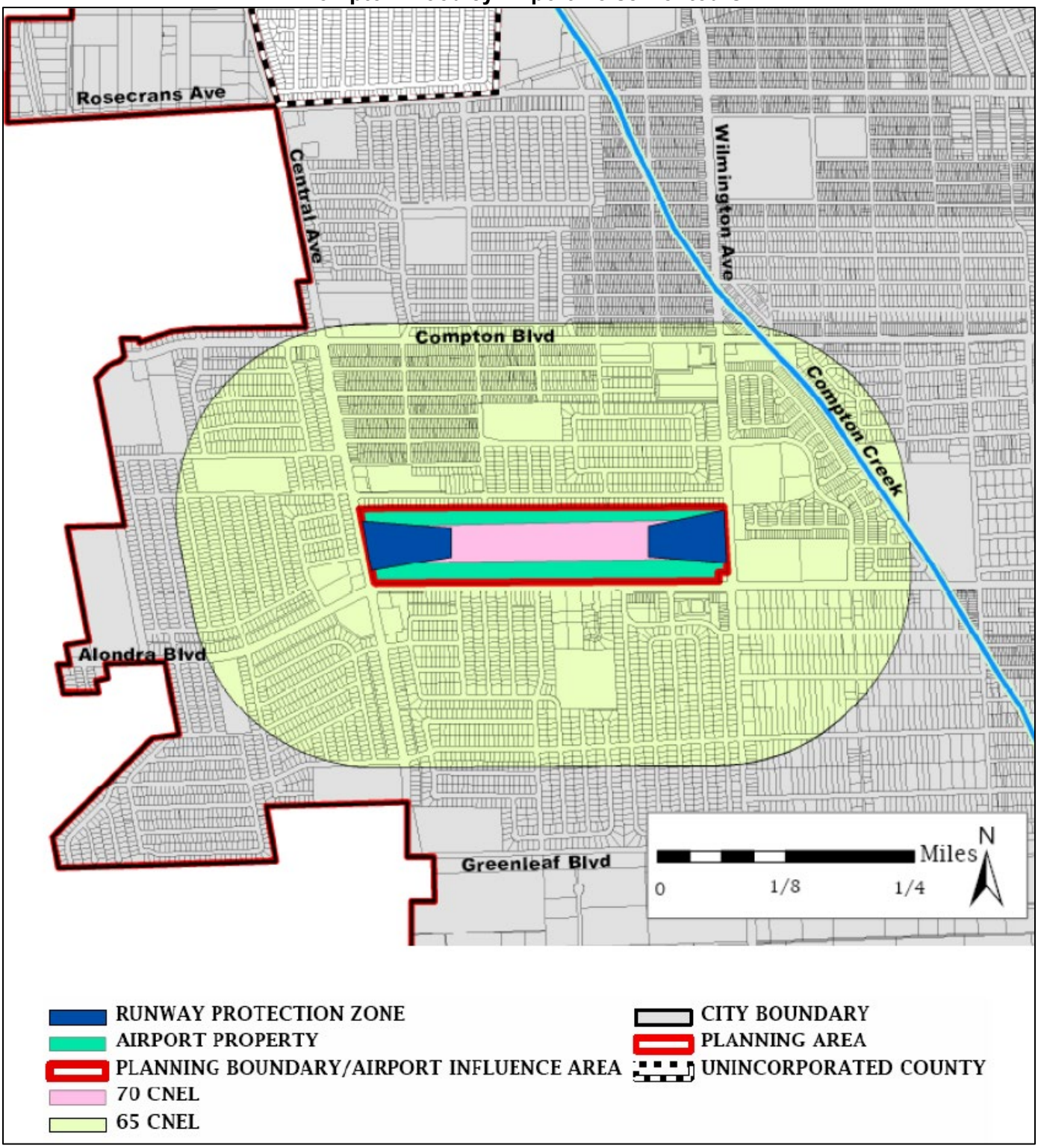
- Airport Influence Area
- Inner Safety Zone
- Runway Protection Zone

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

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Exhibit 4.9-6
Compton/Woodley Airport Noise Contours



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4.9.2 – REGULATORY FRAMEWORK

Federal

U.S. Environmental Protection Agency (EPA)
Regulates chemical and hazardous materials use, storage, treatment, handling, transport, and disposal practices; protects workers and the community (along with CalOSHA, see below) and integrates the Federal Clean Water Act and Clean Air Act into California Legislation.

Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)
Adopted in 1980, CERCLA was developed to remove contamination of water, air, and land resources from past chemical disposal practices. Also known as the "Superfund Act," CERCLA contains a list of sites referred to as Superfund sites, where there is an imminent threat to human health. CERCLA collects taxes from the chemical and petroleum industries to clean abandoned or uncontrolled hazardous sites using short term and long-term techniques.

The Resources Conservation and Recovery Act (RCRA)
Federal law that regulates hazardous wastes from a 'cradle-to-grave' approach, meaning that all hazardous wastes are tracked and strictly regulated from generation to disposal, and waste generators are required to report use or transport of hazardous wastes to the EPA. Hazardous waste generators range from small producers such as dry cleaners and automobile repair facilities to larger producers such as hospitals and manufacturing operations. The EPA categorizes Small Quantity Generators (SQG) as those facilities that produce between 100 and 1,000 kilograms (kg) of hazardous waste per month. Facilities producing less than 100 kg of hazardous waste per month are not subject to RCRA. Large Quantity Generators (LQG) produce 1,000 kg or more hazardous waste per month. LQG and SQG facilities are subject to the storage and transportation requirements of RCRA.

The Federal Emergency Planning and Community Right-To-Know Act (EPCRA)
Enacted to inform communities and residents of chemical hazards in their area, this Act requires the US EPA maintain and publish a list of toxic chemical releases, known as the Toxic Release Inventory (TRI). Facilities required to report include industrial uses that manufacture, process, or use significant amounts of chemicals. Reporting includes types and amounts of chemicals that are released each year into the air, water, and land or transferred off-site. Listing as a TRI facility doesn't necessarily mean that releases are harmful to humans or the environment.

Federal Occupational Safety and Health Administration (OSHA)
Establishes and enforces Federal regulations related to health and safety of workers exposed to toxic and hazardous materials. OSHA also sets health and safety guidelines for construction activities and manufacturing facility operations.

U.S. Department of Transportation (DOT)
Regulates the shipment of hazardous material. DOT also administers the Hazardous Materials Transportation Uniform Safety Act (HMTUSA) to clarify conflicting state, local, and federal regulations. HMTUSA requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The Secretary also retains authority to designate materials as hazardous (along with EPA) when they pose unreasonable risks to health, safety, or property.

Standardized Emergency Management System and National Incident Management System (SEMS)

According to the State's SEMS, local agencies have primary authority regarding rescue and treatment of casualties and making decisions regarding protective actions for the community. When a major incident occurs the first few moments are critical in terms of reducing loss of life and property. First responders must be sufficiently trained to understand the nature and the gravity of the event to minimize the confusion that inevitably follows catastrophic situations. This on-scene authority rests with the local emergency services organization and the incident commander.

Federal Aviation Regulation Part 77 (FAR 77)

FAR 77 allows the Federal Aviation Administration (FAA) to proactively identify potential aeronautical hazards, thus preventing or minimizing adverse impacts to the safe and efficient use of navigable airspace for airports.[i] In addition, FAR 77 establishes standards and notification requirements for objects affecting navigable airspace, evaluates the effect of construction or alteration on operating procedures, determines the potential hazardous effect of proposed construction or alterations on air navigation, identifies mitigating measures to enhance safe air navigation, and charts new man-made or natural objects. Finally, FAR 77 establishes standards and notification requirements for objects affecting navigable airspace. Notification allows the FAA to identify potential aeronautical hazards in advance thus preventing or minimizing the adverse impacts to the safe and efficient use of navigable airspace. Any person/organization who intends to sponsor any of the following construction or alterations must notify the Administrator of the FAA:

- Any construction or alteration exceeding 200 ft above ground level
- Any construction or alteration
  - within 20,000 ft of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 ft.
  - within 10,000 ft of a public use or military airport which exceeds a 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 ft.
  - within 5,000 ft of a public use heliport which exceeds a 25:1 surface
- Any highway, railroad or other traverse way whose prescribed adjusted height would exceed that above noted standards
- When requested by the FAA
- Any construction or alteration located on a public use airport or heliport regardless of height or location

Persons failing to comply with the provisions of FAR Part 77 are subject to Civil Penalty under Section 902 of the Federal Aviation Act of 1958, as amended and pursuant to 49 U.S.C. Section 46301(a).

State

California Occupational Safety and Health Administration (CalOSHA)

Responsible for promulgating and enforcing State health and safety standards and implementing Federal OSHA Laws. For example, CalOSHA's regulatory scope includes provisions to minimize the potential for release of asbestos and lead during construction and demolition activities.

[i] Federal Aviation Administration. Title 14 Aeronautics and Space. Part 77: Safe, Efficient Use, and Preservation of the Navigable Airspace. Subpart B. [April 2014 & September 2020].

California Environmental Protection Agency (Cal EPA)
The Cal EPA implements and enforces a statewide hazardous materials program known as the Certified Unified Program Agency (CUPA) established by Senate Bill 1802 to enable counties and local government to enforce the administrative requirements, permits, inspections, and enforcement activities for the following environmental and emergency management programs for hazardous materials:

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

CUPAs are accountable for carrying out responsibilities previously handled by approximately 1,300 different state and local agencies.

CalEPA Office of Emergency Services (CalEPA/OES)
Cal/EPA establishes regulations governing the use of hazardous materials in the State to protect air, water, and soil. OES coordinates State and local agencies and resources for educating, planning, and warning citizens of hazardous materials and related emergencies, including organized response efforts in case of emergencies.

CALFIRE, Office of the State Fire Marshal (CAL FIRE-OSFM)
The Office of the State Fire Marshal evaluates and provides technical assistance for the Hazardous Material Management Plan (HMMP), the Hazardous Materials Inventory Statement (HMIS) and the Aboveground Petroleum Storage Act (APSA) Programs. The HMMP and HMIS Program are closely tied to the Business Plan Program.

California Fire Code
The city has adopted the most current version of the California Fire Code, with amendments to address specific local conditions and needs. These provisions include construction standards and fire hydrant requirements, road widths and configurations designed to accommodate the passage of fire trucks and engines, and requirements for minimum fire flow rates for water mains. specifications for exterior materials and construction methods for structures located in the wildland-urban interface (WUI). These regulations pertain to any new building located within a Local Agency ‘Very High Fire Hazard Severity Zone’ or within a State Responsible ‘Moderate’, ‘High’, or ‘Very High Fire Hazard Severity Zone’.

California Hazardous Waste Control Law
The California Hazardous Waste Control Law is administered by the California EPA to regulate hazardous wastes. Although the Hazardous Waste Control Law is generally more stringent than RCRA, until the federal EPA approves the California Hazardous Waste Control Program (which is charged with regulating the generation, treatment, storage, and disposal of hazardous waste), both the state and federal laws apply in California. The Hazardous Waste Control Law lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills. The California Code of Regulations

(CCR) 22 CCR Section 66261.10 provides that waste has "hazardous" characteristics if it has the following effects: [a](1) a waste that exhibits the characteristics may: (A) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (B) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed or otherwise managed.

According to 22 CCR (Article 11, Chapter 3), substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous waste. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, contaminated, or are being stored prior to proper disposal. Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability or death. For example, toxic substances can cause eye or skin irritation, disorientation, headache, nausea, allergic reactions, acute poisoning, chronic illness, or other adverse health effects if human exposure exceeds certain levels (the level depends on the substance involved). Carcinogens (substances known to cause cancer) are a special class of toxic substances. Examples of toxic substances include most heavy metals, pesticides, and benzene (a carcinogenic component of gasoline). Ignitable substances (e.g., gasoline, hexane, and natural gas) are hazardous because of their flammable properties. Corrosive substances (e.g., strong acids and bases such as sulfuric (battery) acid or lye) are chemically active and can damage other materials or cause severe burns upon contact. Reactive substances (e.g., explosives, pressurized canisters, and pure sodium metal, which reacts violently with water) may cause explosions or generate gases or fumes.

Other types of hazardous materials include radioactive and biohazardous materials. Radioactive materials and wastes contain radioisotopes, which are atoms with unstable nuclei that emit ionizing radiation to increase their stability. Radioactive waste mixed with chemical hazardous waste is referred to as "mixed wastes." Biohazardous materials and wastes include anything derived from living organisms. They may be contaminated with disease-causing agents, such as bacteria or viruses (22 CCR 66251.1 et seq.).

<u>California Department of Toxic Substances Control (DTSC)</u>
DTSC regulates hazardous substances and wastes, oversees remedial investigations, protects drinking water from toxic contamination, and warns the public that could potentially be exposed to listed carcinogens. DTSC evaluates and provides technical assistance for the Hazardous Waste Generator Program, including Onsite Treatment (Tiered Permitting) and the Resource Conservation Recovery Act (RCRA). In addition, EnviroStor is DTSC's data management system for tracking cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further. There are no open investigations in the planning area (DTSC EnviroStor).

<u>Underground Tank Regulations</u>
Title 23, Division 3, Chapter 16 (Underground Tank Regulations) of the California Code of Regulations identifies the regulations applicable to new and existing underground storage tanks. These regulations establish monitoring, maintenance, reporting, abatement, and closure procedures for all underground storage tanks in the state. These regulations are administered by the Los Angeles Regional Water Quality Control Board.

<u>California Highway Patrol (CHP)</u>
The CHP has primary regulatory responsibility for the transportation of hazardous wastes and materials.

Cortese List

California Government Code Section 65962.5 established the "Cortese List", which requires state agencies to compile a list of all properties affected by hazardous waste and develop a framework for how they will continue to be monitored and addressed by the State. A site's presence on the list has bearing on the local permitting process as well as on compliance with the California Environmental Quality Act (CEQA). This statute was enacted over 20 years ago, and some of the provisions refer to agency activities that are no longer being implemented and in some cases the information to be included in the Cortese List does not exist.

California Porter Cologne Water Quality Control Act

Division 7 of the California Water Code (Water Code) identifies the enforcement and implementation rights of the Regional Water Quality Control Board to remedy discharges to surface waters or groundwater that would or could violate water quality standards. Standard remedies include issuance of Cease and Desist Orders and cleanup and abatement procedures.

Code of Regulations Title 22

Title 22 of the California Code of Regulations contains all applicable State and Federal laws governing hazardous wastes in the State. Title 22 is more stringent and broader in its coverage of wastes than Federal law. Chapter 51 (Site Remediation) identifies the minimum standards of performance for site investigations and response actions performed by the private sector in site cleanup efforts.

Hazardous waste is any waste with properties that make it potentially dangerous or harmful to human health or the environment. Hazardous waste is defined in one of two ways. Waste is considered hazardous if it appears on one of the five lists created pursuant to the Federal Resource Conservation Recovery Act (RCRA). The lists are known as the F-, K-, P-/U-, and M-lists and reflect non-specific source waste, source-specific waste, discarded commercial chemical products, discarded mercury-containing products, respectively. A waste may also be categorized as hazardous if it exhibits one of the four characteristics of hazardous materials: ignitibility, corrosivity, reactivity, and toxicity. Because of its toxicity, solid wastes containing certain levels of lead are considered hazardous and must be handled, transported, and disposed of in accordance with Federal and State law. In California, two thresholds have been established by State regulation to determine if a waste is hazardous due to its lead content. The Total Threshold Limit Concentration (TTLC) establishes a threshold of 1,000 milligrams (mg) of lead per one kilogram (kg) of waste. The Soluble Threshold Limit Concentration (STLC) establishes a threshold of 5 mg of lead per liter (L) of waste extract solution. Hazardous Waste must be disposed of at Class I landfills that are specifically designed to accept hazardous waste.

California Asbestos Standards in Construction

The California Division of Occupational Safety and Health (Cal/OSHA) enforces the California Asbestos Standards in Construction (8 CCR Section 1529). These standards regulate exposure to asbestos in all construction work including demolition of structures. These regulations establish entry and exit procedures after working in asbestos contaminated areas and establish specific control measures designed to protect workers depending on the type of asbestos they are handling. Such procedures include minimum air circulations, use of respirators, wetting of materials, clothing laundering, construction and demolition equipment requirements, and shielding specifications. Notification procedures are also in place that require building owner and employee noticing as well as external and internal hazard signage. All asbestos workers are required to complete training programs and register as an asbestos contractor, depending on the type of asbestos being removed. Medical examination requirements are also required to monitor worker health, generally on an annual basis.

California Construction Safety Orders for Lead

Title 8, Section 1532.2 (Lead) of the California Code of Regulations establishes the requirements for any construction worker who may be exposed to lead during demolition or salvage, removal or encapsulation, new construction, and cleanup activities. The construction safety orders establish an action level of 30 micrograms of lead per cubic meter ($\mu g/cm^3$) of air calculated over an 8-hour time-weighted average without regard for the use of a respirator, meaning this is the limit where safety protocols must be initiated, such as use of a respirator. Under no circumstance may a worker be exposed to 50 $\mu g/cm^3$ over an 8-hour weighted period. These regulations require implementation of engineering and work practice controls such as respiratory protection, protective clothing, housekeeping, hygiene practices, and signage requirements to meet worker exposure limits. Medical monitoring and training requirements are also identified.

Assembly Bill 2948

In response to the growing statewide concern of hazardous waste management, State Assembly Bill 2948 (Tanner 1986) enacted legislation authorizing local governments to develop comprehensive hazardous waste management plans. The intent of each plan is to ensure that adequate treatment and disposal capacity is available to manage the hazardous wastes generated within its jurisdiction.

Hazardous Materials Business Plan (CERS Annual Submittal)

In 1986, the California Governor's Office of Emergency Services (Cal OES) established the Hazardous Materials Business Plan (HMBP) Program, which prevents or minimizes damage to the public and the environment from a release of hazardous materials. Under the Program, California businesses that handle hazardous materials were required to submit an HMBP each year. Assembly Bill 1429, which was passed on July 9, 2019, requires a business with a facility that is not required to submit Tier II information pursuant to the above-mentioned federal provision and is not subject to the provisions governing those aboveground storage tanks to submit its business plan once every three years, instead of annually. However, the Los Angeles County Code of Ordinance, Section 12.64.030 still requires all hazardous materials handlers operating under the jurisdiction of Los Angeles County must electronically certify, or submit an updated HMBP, including the hazardous materials inventory, site map, contingency plan, and the employee training plan information via the Statewide information management system which is also known as the California Environmental Reporting System (CERS).

Emergency Services Act

Under the Emergency Services Act, the State of California developed an Emergency Response Plan to coordinate emergency services provided by federal, state, and local agencies. Rapid response to incidents involving hazardous materials or hazardous waste is an integral part of the plan, which is administered by the Governor's Office of Emergency Services. The Office of Emergency Services coordinates the responses of other agencies, including the EPA, California Highway Patrol, Regional Water Quality Control Boards, Air Quality Management Districts, and county disaster response offices.

The Emergency Planning Community Right-to-Know Act

The Emergency Planning Community Right-to-Know Act requires facilities to disclose to the State and Local Emergency Planning Committee the quantities and type of toxic chemicals stored. To avoid multiple reports to various agencies, the California Health and Safety Code requires notification of chemical inventory to the Administering Agency (DTSC). Notification of chemical inventory is accomplished through completion of a Hazardous Materials Business Plan and inventory.

Regional

Regional Water Quality Control Board (RWQCB)
One of nine regional boards in the State, the Los Angeles Regional Water Quality Control Board (RWQCB) protects surface and groundwater quality from pollutants discharged or threatened to be discharged to the Waters of the State. The RWQCB issues and enforces National Pollutant Discharge Elimination System (NPDES) permits and regulates leaking underground storage tanks and other sources of groundwater contamination.

Los Angeles County Airport Land Use Commission.
The main goal of the Airport Land Use Commission (ALUC) is to protect the public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to extensive noise and safety hazards within areas around airports.

South Coast Air Quality Management District (SCAQMD)
The SCAQMD regulates the demolition of buildings and structures that may contain asbestos. The SCAQMD is vested with the authority to regulate airborne pollutants through both inspection and law enforcement and shall be notified 10 days in advance of any proposed demolition or abatement work.

South Coast Air Quality Management District Rule 1403
Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) specifies work practices to limit asbestos emissions from building demolition and renovation activities including the removal and disturbance of asbestos containing material (ACM). This rule is generally designed to protect uses surrounding demolition or renovation activities from exposure to asbestos emissions. Rule 1403 requires any facility being demolished or renovated for the presence of all friable and Class I and Class II non-friable ACM. Rule 1403 also establishes notification procedures, removal procedures, handling operations, and warning label requirements.

Environmental Site Assessment (ESA) Procedures
A Phase I ESA is the initial investigation phase of a process established by the American Society for Testing and Materials Standards (ASTM), as adequate due diligence by new purchasers of properties or their lenders prior to site development. Phase I ESAs must be completed prior to property development by private parties to establish that the buyer has exercised due diligence in purchasing the site. If a Phase I ESA indicates evidence of site contamination, a Phase II ESA would be required prior to site development. The Phase II ESA includes collection of original samples of soil, groundwater, or building materials to measure and analyze quantities of various contaminants. The most frequent substances tested for are petroleum hydrocarbons, heavy metals, pesticides, solvents, asbestos, and mold. Appropriate cleanup levels for each contaminant, based on current and planned land use, would be determined in accordance with professional procedures adopted by the lead agency (e.g., DTSC, RWQCB, SCAQMD, CUPA).

County

Los Angeles County Fire Department (LACFD), Certified Unified Program Agency (CUPA)
The LACFD Health Hazardous Materials Department is a CUPA under the state that administers the following programs within Los Angeles County; the Hazardous Waste Generator Program, the Hazardous Materials Release Response Plans and Inventory Program, the California Accidental Release Prevention Program (Cal-ARP), the Aboveground Storage Tank Program and the Underground Storage Tank Program. CUPAs and Program Agencies (PAs) throughout the state

created a partnership and formed the California CUPA Forum. Together, members of the California CUPA Forum and representatives of local, state and federal agencies established the Unified Program Administration and Advisory Group (UPAAG) to effectively address policy decisions, training and problem solving. The UPAAG's goals and objectives are listed in the UPAAG Strategic Plan. The Unified Program consolidates the administration, permit, inspection, and enforcement activities of the following environmental and emergency management programs:

- Aboveground Petroleum Storage Act (APSA) Program
- Area Plans for Hazardous Materials Emergencies
- California Accidental Release Prevention (CalARP) Program
- Hazardous Materials Release Response Plans and Inventories (Business Plans)
- Hazardous Material Management Plan (HMMP) and Hazardous Material Inventory Statements (HMIS) (California Fire Code)
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment (tiered permitting) Programs
- Underground Storage Tank Program

State agency partners involved in the implementation of the Unified Program are responsible for setting program element standards, working with CalEPA to ensure program consistency and providing technical assistance to CUPAs and PAs.

Multi-Hazard Functional Plan

The County's Multi-Hazard Functional Plan addresses the planned response to extraordinary emergency situations associated with natural and human caused disasters, technological incidents, and national security operations. Individuals and departments assigned emergency responsibilities within this plan will have prepared appropriate supporting plans and related Standard Operating Procedures.

Health Hazardous Materials Division

In May 1982, the Los Angeles County Board of Supervisors established the Hazardous Materials Control Program in the Department of Health Services. The program focuses on inspection of businesses that generate hazardous waste, hazardous materials inspections, criminal investigations, site mitigation oversight, and emergency response operations. On July 1, 1991, the program was transferred to the Fire Department's Health Hazardous Materials Division (HHMD). The HHMD's mission is to protect the public health and the environment throughout Los Angeles County from accidental releases and improper handling, storage, transportation, and disposal of hazardous materials and wastes through coordinated efforts of inspections, emergency response, enforcement, and site mitigation oversight.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The Los Angeles County Fire HHMD administers the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program for the City of Santa Fe Springs. Senate Bill 1082 (1993) established the "Unified Hazardous Waste and Hazardous Materials Management Regulatory Program." The Unified Program consolidates, coordinates, and standardizes the following hazardous materials and hazardous waste programs (Program Elements):

- Hazardous Waste Generation (including onsite treatment under Tiered Permitting);

- Aboveground Petroleum Storage Tanks (only the Spill Prevention Control and Countermeasure Plan or "SPCC");
- Underground Storage Tanks (USTs);
- Hazardous Material Release Response Plans and Inventories;
- California Accidental Release Prevention Program (Cal ARP); and
- Uniform Fire Code Hazardous Material Management Plans and Inventories.

Household Hazardous and E-Waste Program

The Sanitation Districts of Los Angeles County have established the Household Hazardous and Electronic Waste (E-Waste) Collection Program to provide County residents a legal and cost-free way to dispose of unwanted household chemicals that cannot be disposed of in the regular trash. The Household Hazardous and E-Waste Program allows residents to dispose of the following household chemicals and E-Waste.

- Household Chemicals
- Motor oil, oil filters, brake fluid
- Used antifreeze
- Paint, paint thinner, turpentine
- Cleaners with acid or lye
- Pesticides or herbicides
- Household batteries or car batteries
- Pool chemicals
- CRTs, old TVs, misc. electronics
- Mercury thermometers or thermostats
- Fluorescent light bulbs
- Used needles or sharps (In a Sharps container or sturdy box labeled "SHARPS")
- Unwanted or expired prescriptions

LA Sanitation (LASAN) has established permanent collection sites throughout the County known as S.A.F.E. Centers (Solvents/Automotive/Flammables/Electronics).

Local

City of Compton 2045 Comprehensive General Plan Update

The city of Compton 2045 Comprehensive General Plan Update includes the following goals and policies related to hazards and hazardous materials:

Environmental Justice Element

GOAL EJ-1: REDUCE THE IMPACTS OF POLLUTION ON EXISTING SENSITIVE LAND USES, AND ELIMINATE ASSOCIATED PUBLIC HEALTH DISPARITIES

Policy EJ-1.5: **Enhanced Code Enforcement:** Prioritize code enforcement efforts to tackle illegal land uses and activities that pose pollution hazards.

Land Use Element

GOAL LU-7: PRESERVATION AND GROWTH OF INDUSTRIAL BUSINESSES THAT STIMULATE ECONOMIC DEVELOPMENT AND JOB GROWTH AND MINIMIZE ADVERSE IMPACTS.

Policy LU-7.3: **Hazardous Substances Regulation.** Monitor uses that use, store, produce, or transport toxic substances, unhealthy air emissions, and other pollutants or hazardous materials.

Public Safety Element

GOAL PS-2: PROMPT, EFFECTIVE EMERGENCY RESPONSE AND FIRE SUPPRESSION SERVICES TO PROTECT LIFE AND PROPERTY

Policy PS-2.1: **Fire Prevention Programs.** Develop and implement comprehensive fire prevention programs that target high-risk areas, vulnerable populations, and fire-prone environments through public education, outreach, and enforcement efforts.

Policy PS-2.2: **Proactive Measures for the Public.** Distribute informational materials, brochures, and safety guides on topics such as smoke alarm installation, fire escape planning, and fire extinguisher use to empower individuals and families to take proactive measures to protect themselves and their communities.

Policy PS-2.3: **Fire Safety Training and Workshops.** Provide fire safety training sessions, workshops, and seminars for residents, business owners, landlords, tenants, and building managers to enhance their knowledge of fire prevention, detection, and evacuation procedures.

Policy PS-2.4: **Code Compliance and Enforcement.** Enforce compliance with fire safety codes, regulations, and standards governing building construction, occupancy classification, fire protection systems, and emergency access requirements to minimize fire risks and ensure occupant safety.

Policy PS-2.5: **Safety Inspections.** Coordinate with the Fire Department to provide routine fire safety inspections, plan reviews, and permit approvals for new construction, renovations, and special events to verify compliance with fire code requirements and identify opportunities for improvement.

Policy PS-2.6: **Emergency Response Planning.** Develop and maintain comprehensive emergency response plans and procedures for fire-related incidents, including structure fires, wildland fires, high rise buildings, hazardous materials incidents, and other emergencies requiring firefighter intervention.

Policy PS-2.7: **Fire Personnel Training.** Conduct regular drills, exercises, and training sessions to test emergency response capabilities, enhance coordination among first responders, and evaluate the effectiveness of response protocols.

Policy PS-2.8: **Fire Protection Services.** Ensure adequate Fire Department staffing levels to evaluate fire station locations, response times, coverage areas, and personnel ratios, providing comprehensive safety and protection services to support existing and future population growth.

Policy PS-2.9: **Fire Station Expansion.** Consider factors such as population density, building occupancy types, geographic features, and transportation infrastructure when determining fire station placement and resource allocation priorities.

Policy PS-210: **Fire Station Evaluation.** Evaluate building systems, infrastructure components, and facility conditions on a regular basis to inform modernization priorities and resource allocation decisions.

Policy PS-2.11: **Fire Station Modernization.** Ensure that modernization projects for older fire stations comply with applicable building codes, fire safety standards, accessibility requirements, and regulatory mandates governing facility construction, renovation, and occupancy to safeguard the health, safety, and welfare of occupants and the public.

Policy PS-2.12: **Fire Apparatus and Equipment.** Maintain a fleet of well-equipped fire apparatus, including engines, trucks, ambulances, and specialized vehicles, to support fire suppression, rescue operations, and emergency medical services delivery to support existing and future population growth.

Policy PS-2.13: **Safety Training.** Ensure that Fire Department personnel are trained in the proper operation, maintenance, and deployment of firefighting equipment, tools, and apparatus to maximize operational readiness, effectiveness.

Policy PS-2.14: **Mutual Aid and Regional Collaboration.** Participate in mutual aid agreements, cooperative fire protection agreements, and regional fire task forces to facilitate resource sharing, mutual assistance, and collaborative response efforts with neighboring jurisdictions and regional fire agencies.

Policy PS-2.15: **Regional Coordination.** Coordinate with regional emergency management agencies, law enforcement agencies, and other public safety partners to ensure seamless integration of emergency response activities and effective interagency communication during large-scale emergencies.

GOAL PS-6: **MINIMIZED RISKS ASSOCIATED WITH THE STORAGE, HANDLING, AND TRANSPORTATION OF HAZARDOUS MATERIALS TO PROTECTING PUBLIC HEALTH, SAFETY, AND THE ENVIRONMENT FROM POTENTIAL HAZARDS**

Policy PS-6.1: **Hazardous Materials Inventory.** Require businesses, industrial facilities, and storage facilities to maintain an inventory of hazardous materials stored, used, or transported on-site, including quantities, types, and storage locations.

Policy PS-6.2: **Hazardous Materials Handling Practices.** Implement best management practices for the safe handling, storage, and disposal of hazardous materials, including proper labeling, containment, and emergency response procedures.

Policy PS-6.3: **Training Programs.** Provide training and certification programs for employees and facility operators to ensure competency in hazardous materials management and spill prevention measures.

Policy PS-6.4: **Emergency Response Planning.** Develop and implement emergency response plans and procedures for hazardous materials incidents, including spill response protocols, evacuation routes, and coordination with first responders and emergency management agencies.

Policy PS-6.5 **Hazards Training.** Conduct regular drills, exercises, and training sessions to test emergency response capabilities and improve preparedness for hazardous materials emergencies.

Policy PS-6.6: **Regulatory Compliance and Enforcement.** Enforce compliance with federal, State, and local regulations governing the use, storage, and transportation of hazardous materials, including permitting requirements, reporting obligations, and inspection protocols.

Policy PS-6.7: **Inspections and Audits.** Consult with appropriate agencies to ensure routine inspections and audits of facilities handling hazardous materials are being conducted to verify compliance with regulatory requirements.

Policy PS-6.8: **Hazardous Waste Regulation.** Consult with appropriate agencies to regulate the generation, storage, treatment, and disposal of hazardous wastes from industrial, commercial, and residential sources to prevent environmental contamination and human exposure to toxic substances.

Policy PS-6.9: **Hazardous Waste Disposal.** Promote hazardous waste minimization, recycling, and proper disposal practices through public education campaigns, incentives for waste reduction, and hazardous waste collection events.

Policy PS-6.10: **Contaminated Site Remediation.** Require property owners to remediate contaminated sites, including brownfields, landfills, and abandoned industrial properties to mitigate environmental risks, restore ecosystem health, and facilitate site redevelopment and reuse.

Policy PS-6.11: **Contamination Risks.** Consult with regulatory agencies, environmental consultants, and property owners to assess contamination risks, develop remediation plans, and implement cleanup actions in accordance with applicable regulations and standards.

GOAL PS-9: **A BALANCED RELATIONSHIP BETWEEN AIRPORT OPERATIONS AND THE QUALITY OF LIFE IN SURROUNDING COMMUNITIES TO MINIMIZE NOISE IMPACTS FROM AIRCRAFT**

Policy PS-9.1: **Flight Path.** Work with Los Angeles County that continues flight paths that minimize overflights of residential areas and other sensitive uses.

Policy PS-9.2: **Noise Complaints Program.** Establish a noise complaints program to collect resident feedback and address specific noise issues linked to airport operations.

Policy PS-9.3: **Noise-Compatible Land Use.** Encourage noise-compatible land uses near the airport and offer soundproofing incentives for existing residential properties.

Compton Municipal Code

Municipal Code Chapter 8-7.1 requires the Compton Fire Chief to enforce the provisions of the California Hazardous Material Release Response Plan and Inventory Law. Pursuant to the provisions of the California Health and Safety Code, Section 25500 through 25521, the Fire Chief

of the City of Compton, or his designee, is designated as the administering agency for the implementation of the Hazardous Material Release Response Plan and Inventory Program within the City of Compton.

4.9.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it would:

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.
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.
H. Would the project cause substantial adverse cumulative impacts with respect to hazards and hazardous materials.

4.9.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to hazards and hazardous materials which could result from the implementation of the General Plan Update and recommends mitigation measures as needed to reduce significant impacts.

Transport, Use, and Disposal Hazards

Impact HAZMAT-1 – Would the GPU create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Analysis of Impacts

Implementation of the proposed GPU would result in an increase in residential dwelling units and commercial square footage within the Planning Area. Construction associated with implementation of the General Plan would likely involve the use and disposal of chemical agents, solvents, paints, and other hazardous materials associated with construction activities. The amount of these chemicals present during construction would be limited, would comply with existing government regulations, and would not be considered a significant hazard. Hazardous materials associated with new residential uses could include, for example, liquid chemical products (e.g., household cleaners), used motor oil, building maintenance supplies, paints and solvents, pesticides, or other similar materials. The limited quantity of such products would not

generate significant hazardous emissions or involve the use of acutely hazardous materials that could pose a significant threat to the environment. The U.S. and California Departments of Transportation regulate the designation of routes appropriate for the transportation of hazardous materials/wastes. The existing General Plan identifies these routes. Generally, the transportation of hazardous materials is regulated by the issuance of permits to the transporter. Such permits are issued by the California Department of Health Services, through the County of Los Angeles Health Department. In addition, the proposed GPU Public Safety Element includes Goal PS-6 and policies, which seek to minimize the risks associated with the storage, handling, and transportation of hazardous materials to protecting public health, safety, and the environment from potential hazards.

Future commercial development within the Planning Area could involve the storage, use and disposal of potentially hazardous materials, including building maintenance supplies, paints and solvents, pesticides and herbicides for landscaping and pest control, vehicle maintenance products, and similar substances. The City would require all new development to follow applicable federal, state, regional, county, and local regulations and guidelines regarding the storage, handling and disposal of hazardous waste. In addition, all hazardous materials are required to be stored and handled according to manufacturer's directions and local, state, and federal regulations.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Hazardous Materials

Impact HAZMAT-2 – Would the GPU 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?

Analysis of Impacts
As shown in Exhibit 4.9-1, there are currently six Superfund sites and five brownfields within the Planning Area. As also shown in Exhibit 4.9-1, there are currently 6 leaking underground storage tank sites that are designated as open cases requiring closure, remediation, or assessment and interim remedial action. As shown in Exhibit 4.9-2, there are currently several plugged wells, five idle wells, and no active wells located within the Planning Area. Exhibit 4.9-3 identifies toxic release inventory polluters and Air Toxics Hot Spots emitters within the Planning Area. Due to Compton’s prevalence of industrial sites near residential areas, the risk of pollution-related health problems is increased in certain zones. As shown in Exhibit 4.9-4, residential uses lie within 500 feet and 1,000 feet of a pollution source, including Air Toxics Hot Spot emitters, toxic release inventory polluters, industrial uses, the Alameda Corridor diesel train emissions, and near freeways. The most notable areas of concern run along Alameda Street, I-710, and areas adjacent to industrial sites. No sites in the City are on the Cal EPA list of solid waste disposal sites with waste constituents above hazardous waste levels or on the required Cease and Desist Orders and Cleanup and Abatement Orders list. Currently five sites included in DTSC EnviroStor database (Betz Dearborn, Inc., Crager Industries, Inc., South Bay Plating, Inc., The Boeing Company, and Demenno/Kerdoon) are listed as being subject to corrective action as required by Section 25187.5 of the Health and Safety Code. Finally, there may potentially be other unreported

releases within the Planning Area or in areas adjacent to the Planning Area. All of these sites have the potential for releasing hazardous material into the environment.

Development on or near un-remediated and hazardous sites could expose future construction workers, residents, workers, or other members of the public to potential hazards. Existing initiatives to address contaminated sites, such as remedial action on the City's NPL list Superfund Sites, and the ongoing regional groundwater cleanup system, help address and reduce the potential for the release of hazardous materials into the environment. Demolition of existing structures in the Planning Area would involve removal and disposal of existing building materials. Some older buildings may contain hazardous materials, such as asbestos containing materials or lead based paint. If not properly abated, these materials could negatively impact construction workers or members of the public. The South Coast Air Quality Management District (SCAQMD) regulates the demolition and renovation of buildings and structures that may contain asbestos, and the manufacture of materials known to contain asbestos. The SCAQMD is vested with authority to regulate airborne pollutants through both inspection and law enforcement, and following regulations reduces the potential of hazardous materials to be released into the environment from the demolition of existing structures.

It should be noted that all of the potential hazards described above currently exist, and the new development from the proposed GPU would not exacerbate any of these existing conditions. Also, the proposed GPU contains a number of goals and policies that address potential upset conditions and accidental hazmat releases. As previously described, Public Safety Element Goal PS-6 and its policies seek to minimize the risks associated with the storage, handling, and transportation of hazardous materials to protecting public health, safety, and the environment from potential hazards. In addition, Land Use Element Policy LU-7.3 seeks to regulate and monitor uses that use, store, produce, or transport toxic substances, unhealthy air emissions, and other pollutants or hazardous materials. Finally, Environmental Justice Element Goal EJ-1 aims to reduce the impacts of pollution on existing sensitive land uses, and eliminate associated public health disparities and Policy EJ-1.5 which seeks to pursue code enforcement efforts to tackle illegal land uses and activities that pose pollution hazards. In addition to the proposed GPU goals and policies intended to reduce impacts from the use, transport, and disposal of hazardous materials, the City's review process would continue to ensure that a site-specific Phase 1 Environmental Site Assessment (ESA) would be prepared where appropriate.

Implementation of applicable Phase 1 ESA requirements, continued adherence to the requirements of the General Plan, and compliance with established local, State and federal environmental site assessment procedures, laws, and regulations would ensure that potential risks to human health or the environment due to reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Emit Hazardous Emissions

Impact HAZMAT-3 – Would the GPU emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Analysis of Impacts
There are numerous schools within the Planning Area boundaries. New development within the Planning Area would use and dispose of chemical agents, solvents, paints, and other hazardous materials associated with construction activities. However, the amount of these chemicals present during construction would be limited, would comply with existing government regulations, and would not be considered a significant hazard to nearby schools. New development within the Planning Area is expected to be primarily residential and commercial uses; these uses are not expected to emit hazardous materials affecting school sites. Hazardous materials associated with new residential and commercial uses could include, for example, liquid chemical products (e.g., household cleaners), used motor oil, building maintenance supplies, paints and solvents, and pesticides. The limited quantity of such products would not generate significant hazardous air emissions or involve the use of acutely hazardous materials that could pose a significant threat to schools.

Development on or near un-remediated and hazardous sites in close proximity to schools could expose students and staff to potential hazards through the potential release of contaminants during construction. However, development on or near sites which are known to contain hazardous materials where a release of hazardous materials is possible would be required to prepare a Phase 1 ESA to assess potential site-specific contamination and provide recommendations for remediation. In addition, individual discretionary development applications would be required to undergo a project-specific CEQA review which would include an evaluation of a project's potential impacts on schools. Finally, as discussed in Impact HAZMAT-2, goals and policies included in the proposed GPU and other existing regulations would ensure the protection of residents and properties from hazardous materials, regulate and monitor uses that use, store, produce, or transport toxic substances, unhealthy air emissions, and other pollutants or hazardous materials, and prioritize code enforcement efforts to tackle illegal land uses and activities that pose pollution hazards.

Implementation of applicable Phase 1 ESA recommendations, continued adherence to the requirements of General Plan goals and policies, and compliance with established local, State and federal environmental site assessment procedures, laws, and regulations would ensure that impacts related to hazardous emissions, hazardous materials, or hazardous waste within one-quarter mile of an existing or proposed school would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Hazardous Material Sites

Impact HAZMAT-4 – Would the GPU 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?

Analysis of Impacts
As previously stated, there are currently six Superfund sites and five brownfields within the Planning Area. Additionally, there are currently 6 leaking underground storage tank sites that are designated as open cases requiring closure, remediation, or assessment and interim remedial action. Further, there are currently several plugged wells, five idle wells, and no active wells located within the Planning Area. Due to Compton's prevalence of industrial sites near residential areas, the risk of pollution-related health problems is increased in certain zones. Finally, a number of residential uses in the City lie within 500 feet and 1,000 feet of a pollution source, including Air Toxics Hot Spot emitters, toxic release inventory polluters, industrial uses, the Alameda Corridor diesel train emissions, and near freeways. The most notable areas of concern run along Alameda Street, I-710, and areas adjacent to industrial sites.

Development on sites which are known to contain hazardous materials where a release of hazardous materials is possible would be required to prepare a Phase 1 ESA to assess potential site-specific contamination and provide recommendations for remediation. In addition, individual discretionary development applications would be required to undergo a project-specific CEQA review which would include an evaluation of a project's potential impacts on the public and/or the environment. Finally, as previously discussed, goals and policies included in the proposed GPU would ensure the protection of residents and properties from hazardous materials; regulate and monitor uses that use, store, produce, or transport toxic substances, unhealthy air emissions, and other pollutants or hazardous materials; and prioritize code enforcement efforts to tackle illegal land uses and activities that pose pollution hazards to the public or the environment. If future redevelopment is proposed at any of the contaminated sites listed above, potential contamination (if not already remediated) would be addressed through the City's development review requirements, and with project level CEQA documentation in compliance with applicable state and federal regulations. Implementation of applicable Phase 1 ESA recommendations, continued adherence to the requirements of General Plan goals and policies, and compliance with established local, State and federal environmental site assessment procedures, laws, and regulations would ensure that impacts related to hazardous materials sites compiled pursuant to Government Code Section 65962.5 would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Airports

Impact HAZMAT-5 – 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 GPU result in a safety hazard or excessive noise for people residing or working in the project area?

Analysis of Impacts

The Compton/Woodley Airport is located in the southwest portion of the Planning Area and is subject to the Los Angeles County Airport Land Use Commission (ALUC) Airport Land Use Plan (ALUP). As shown in Exhibit 4.9-5, the Airport Influence Area is confined entirely to within the airport boundaries and does not extend onto adjacent properties. However, the Inner Safety Zone extends approximately 0.20 miles out from each end of the airport runways, and the Runway Protection Zone extends an additional 0.32 miles in each direction. The privately-owned land area within the Runway Protection Zones (RPZ) is composed of a mixture of residential and commercial/industrial use. Virtually all of the private development within the Runway Protection Zones is incompatible with FAA and State guidelines. Noise, safety on the ground, safety of flight operations, and the requirement for height limits on structures and trees all contribute to this incompatibility. Additionally, numerous objects (e.g., buildings, antennas, pole lines, fences, walls, trees, and streets) penetrate the existing and future FAA Part 77 surfaces for Compton Airport. However, in spite of these factors, all of these land uses, including the residential development, have coexisted with the airport's operations for decades.

Local land use plans, as well as municipal zoning ordinances and community planning policies, are the principal means used to protect most general aviation airports from incompatible surrounding development. Compton Airport is owned and operated by the County of Los Angeles; however, it is the City of Compton which has the authority over land use in the area surrounding the Airport. Therefore, the City of Compton is principally responsible for the regulation of land use to assure the safe and compatible development of property in the vicinity of Compton Airport. The existing 1991 Compton General Plan does not specifically consider airport compatibility in its designation of land uses. As a result, intensive incompatible development (i.e., high-density residential uses) has surrounded the Airport, little land remains available for further development, and the likelihood of achieving the desired level of land use compatibility is now very limited. Therefore, the Compton General Plan incorporates by reference the findings and recommendations of the Compton Airport element of the Los Angeles County ALUP.

As mentioned above, the City of Compton is the local agency empowered by the State to ensure that appropriate land use controls are implemented in the vicinity of the Airport. Most important is the need to ensure that further incompatible development does not occur within the Airport's two RPZ and approach/transitional corridors. For this reason, the City's Zoning Code limits building height to a maximum of 35 feet in the areas surrounding the airport. Ultimately, the proposed GPU recognizes that this land should be converted to compatible uses, and the County and City should endeavor to reverse or mitigate this existing land use incompatibility at every reasonable opportunity. Additional concerns involve aircraft overflight of areas located beneath the airport traffic pattern. For these reasons, the comprehensive ALUP for Compton Airport incorporates the land use compatibility measures identified in the Airport Master Plan.

According to FAR 77, structures in the Compton/Woodley Airport's Influence Area can be no taller than 200 feet. According to Compton Municipal Code Section 30-20.4 (Height), the maximum allowable height for buildings within the Planning Area is 75 feet (for public or semi-public buildings, schools, hospitals, or institutions only). This would not be changed as part of the

proposed GPU and all future development within the Planning Area would be required to comply with Zoning Code height restrictions. Additionally, the proposed GPU would not permit any structure to be erected, or object be placed, which would protrude into the imaginary surfaces of the airport as established by FAR Part 77. Finally, the proposed GPU does not include greater intensity/density of uses within the Inner Safety Zone or Runway Protection Zone. All recommendations made by FAA are required to be incorporated into the Conditions of Approval for future projects located within the Inner Safety Zone and the Airport Runway Protection Zone. Additionally, the proposed GPU would not permit any structure or activity to be developed in the area beneath the Part 77 approach zones that would result in large congregations of people or penetrate the runway's existing threshold clearance plane.

As shown in Exhibit 4.9-6, the 65 CNEL noise contour for Compton/Woodley Airport extends approximately 2,000 feet in all directions from the airport's take-off and landing approaches while the 70 CNEL noise contour is confined entirely within the airport boundaries. According to the Caltrans Airport Land Use Planning Handbook, the basic state guidance sets a CNEL of 65 dB as the maximum noise level normally compatible with urban residential land uses. The Caltrans Airport Land Use Planning Handbook also includes buyer awareness measures such as recorded deed notices and real estate disclosure statements which focus on informing prospective buyers of property within the vicinity of an airport about the airport's impact on the property. Business and Professions Code Section 11010(a) and (b)(13) requires that any person intending to sell or lease subdivided land within the influence area of an airport shall include with their notice of intention (filed with the Department of Real Estate) a notice that their property is located in the vicinity of an airport. As such, owners of properties within the airport's Inner Safety Zone and Runway Protection Zone would be required to notify all renters, lessees or buyers with information that the site is subject to potential noise problems associated with aircraft operations. Future development projects within the 65 CNEL noise contour for the airport would experience maximum exterior noise levels that are equal to or less than the allowable 65 dBA prescribed by Caltrans. Finally, the proposed GPU would not increase the number or type of flights operating at Compton/Woodley Airport.

Further, compliance with the ALUP and existing Municipal Code requirements would ensure that future development projects under the proposed GPU would not reflect glare, emit electronic interference, produce smoke, or store or dispense hazardous materials in such a manner that would endanger aircraft operations or public safety in the event of an aircraft accident. The proposed GPU would also be reviewed by the ALUC for consistency with the requirements of the ALUP. With adherence to established regulations and standards the proposed GPU would be compatible with FAR 77 and would not result in a safety hazard.

For future projects developed under the proposed GPU, an Avigation Easement is also required to be granted to Compton/Woodley Airport before the issuance of construction permits for any development project located within the airport's Inner Safety Zone or Runway Protection Zone. An Avigation Easement is a legal document granted by the property owner, signifying that notification was given regarding the airport in the vicinity, that the airport produces noise and annoyances and that it is accepted. The easement is recorded with the County Clerk-Recorder and is attached to the property deed. The easement provides protected airspace and aircraft operating areas above the subject property. The easement also restricts property owners from building over a specific height and waives their right to file a suit against the pilots or owners of an aircraft. It also limits the liability of airline/aircraft operators. Lastly, avigation easements dictate what actions are prohibited by the property owner, which includes anything that could interfere with the pilot or obstruct the movement of an aircraft. This applies to airspace and the area around an airport's runway. A copy of the easement is required to be forwarded to both the County and

the airport. Further, owners of properties within the airport's Inner Safety Zone and Runway Protection Zone would be required to notify all renters, lessees or buyers with information that the site is subject to aircraft overflight from the airport and is subject to an Avigation Easement. The information is required to be provided before completion of final rental, lease or sale, and shall be incorporated into the Covenants, Conditions, and Restrictions (CC&Rs) recorded with the property and in all lease and rental agreements.

Finally, the Public Safety Element of the proposed GPU includes Goal PS-9, which seeks a balanced relationship between airport operations and the quality of life in surrounding communities to minimize noise impacts from aircraft. Compliance with this General Plan policy and existing regulations would ensure that future projects developed under the proposed GPU would not result in a safety hazard or excessive noise for people residing or working in the project area. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Adopted Response and/or Evacuation Plans

Impact HAZMAT-6 – Would the GPU impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Analysis of Impacts
As shown in the Los Angeles County Department of Public Works Disaster Route Maps, Long Beach Boulevard, Artesia Boulevard, Avalon Boulevard, Interstate 710, and State Route 91 serve as principal evacuation routes for the Planning Area (Los Angeles County Department of Public Works, 2008). These principal access ways are all well-maintained and should support an evacuation function. In any disaster warranting evacuation, the exact emergency routes used would depend on a number of variables, including the type, scope, and location of the incident. While it is possible that there may be temporary and limited circulation changes required during discrete periods of time associated with specific construction projects, these changes would be temporary and would be of a nature that still allowed evacuation in the event of an emergency. Emergency access would be maintained to all properties within the project limits and the surrounding vicinity during construction and occupation of future projects developed as a result of implementation of the proposed GPU. In addition, the proposed GPU Public Safety Element includes Policy PS-2.6 which requires the City to Develop and maintain comprehensive emergency response plans and procedures for fire-related incidents, including structure fires, wildland fires, high rise buildings, hazardous materials incidents, and other emergencies requiring firefighter intervention. Finally, the proposed GPU Public Safety Element includes Policy PS-2.7 which requires the City to conduct regular drills, exercises, and training sessions to test emergency response capabilities, enhance coordination among first responders, and evaluate the effectiveness of response protocols. Maintenance of emergency access to all properties within the Planning Area during development and implementation of General Plan goals and policies related to emergency preparedness would ensure impacts related to the impairment of implementation or physical interference with an adopted emergency response plan or emergency evacuation plan would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Wildland Fires

Impact HAZMAT-7 – Would the GPU expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Analysis of Impacts
Generally, the greatest potential for wildfire hazards occurs in areas adjacent to abundant natural vegetation. Compton is an urbanized community with no areas of abundant natural vegetation, and no areas adjacent to abundant natural vegetation. According to the CALFIRE Fire Hazard Severity Zone Maps, the Planning Area is not located in an area characterized as being an area of high fire hazard severity (CALFIRE, 2020). The proposed GPU is located in a highly urbanized area and would not include development within or adjacent to areas of abundant natural vegetation. Because Compton is an urbanized community, structural fires rather than wildland fires represent the greatest fire risk in the Planning Area. As such, the proposed GPU Public Safety Element includes Goal PS-2 and its policies to ensure prompt, effective emergency response and fire suppression services in order to protect life and property.

Therefore, because the Planning Area is not located within or in close proximity to a high fire hazard severity area, and the GPU includes goals and policies intended to ensure prompt, effective emergency response and fire suppression services in order to protect life and property, the GPU would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Level of Significance Before Mitigation
No impact.

Mitigation Measures
None required.

Cumulative Impacts

Impact HAZMAT-8 – Would the GPU cause substantial adverse cumulative impacts with respect to hazards and hazardous materials?

Analysis of Impacts
Some impacts related to hazards and hazardous materials are often site-specific and not cumulative in nature because each project area has unique considerations that would be subject to uniform site development and construction standards. Exceptions to this include impacts that have the potential to contaminate the wider environment, such as water basins, or impacts that increase the potential of wildfire, or decrease the ability to evacuate an area.

The routine use, handling, and transport of hazardous materials is regulated at a State, federal, and local level, and frequently site specific. Following these regulations, and mitigations set down at a project level would ensure there is no cumulative impact to the public, or to schools within the Planning Area.

There are many sites within the Planning Area that are included in the Cortese list. Development of these sites has the potential to cause a release of hazardous material into the environment, which could have a significant cumulative impact. Project level mitigation and ongoing cleanup activities would ensure that development of these sites would not create a release of hazardous material into the environment and would not cause a cumulative impact relating to sites on the Cortese list.

Because the proposed GPU would not increase the number or type of flights operating at Compton/Woodley Airport, and because the proposed GPU would not permit any structure to be erected, or object be placed, which would protrude into the imaginary surfaces of the airport as established by FAR Part 77, there would be no cumulative impact associated with a safety hazard or excessive noise for people residing or working in the GPU area.

There is the potential that multiple projects could be located along emergency routes, each slowing or interfering with an emergency response plan or emergency evacuation plan that, when considered together, create a significant impact. In addition to the individual CEQA analysis, the City will ensure as part of its development review process, that projects along emergency routes do not have the potential to have a cumulative effect and will not permit projects with this potential to occur simultaneously and will stagger the projects as necessary in order to allow emergency routes to flow freely.

There is little potential for wildland fires within the Planning Area, and there are no areas of wildland in or adjacent to the Planning Area. Therefore, projects implemented under the proposed GPU would not result in a cumulative impact to wildland fires.

It is assumed other surrounding jurisdictions have similar General Plan goals and policies as they generally reflect compliance with state laws regarding various hazards and hazardous materials. Compliance with the goals and policies of the proposed General Plan Safety Element, as well existing State, federal, and local laws and regulations, and ensuring that projects with the capacity for cumulative impacts if ongoing simultaneously are mitigated on a project level would result in a less-than significant cumulative impact from hazardous materials.

Level of Significance Before Mitigation
Less than significant cumulative impact.

Mitigation Measures
None required.

4.9.5 - REFERENCES

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4.10 – HYDROLOGY AND WATER QUALITY

This EIR chapter addresses the potential for water quality, hydrology, flooding, erosion, and siltation impacts that could result from implementation of the proposed General Plan Update (GPU).

4.10.1 – ENVIRONMENTAL SETTING

Water Supply

Water supplies are provided to the Planning Area by the City of Compton Municipal Water Department (CMWD) and Liberty Utilities – Park Water (Liberty). These water suppliers receive nearly 100 percent of their water from one main source– groundwater from the Central Groundwater Basin (Basin). The Central Basin consists of four sections: the Los Angeles Forebay, the Montebello Forebay, the Whittier Area, and the Pressure Area. The Planning Area is located over the Central Groundwater Basin Pressure Area which contains several aquifers that, in turn, are confined by numerous aquicludes. According to their respective 2020 Urban Water Management Plans (UWMP), the CMWD provided water to a service population of approximately 74,988 in 2020 and is projected to have a service population of approximately 75,412 by 2045, while Liberty provided water service to an area with a population of 132,691 in 2020 and is projected to have a population of 136,245 by 2045. Taken together, the CMWD and Liberty provided water service to a combined service population of approximately 207,679 in 2020 and are projected to have a combined service population of 211,657 by 2045. The California Department of Water Resources does not identify the Central Basin as being in overdraft (as of 2020).

According to its 2020 UWMP, CMWD provides potable drinking water to its customers within the Planning Area via 8 groundwater wells (only 6 wells are active: Well Nos. 11, 13, 15, 17, 18, and 19). Water is pumped from these wells, and flows into a grid system, which is then distributed using a gravity fed system via 163 miles of 2 to 24-inch diameter pipes. CMWD retails water to approximately 80 percent of the City of Compton. CMWD imports the remainder of its water from Metropolitan Water District of Southern California (MWD). CMWD has three interconnections (MWD C1, MWD C3, and MWD C4) for imported water that connect to MWD's pipeline system, with a total capacity of 16,900 GPM (gallons per minute). The purchased water from MWD augments the water from the wells, via the distribution system, and flows into CMWD's four storage tanks. Additionally, the CMWD had a projected water demand of 6,974 acre-feet in 2025, and is projected to have a demand of 7,005 acre-feet per year (AFY) by the year 2045. The CMWD projects to sustain an annual water supply of 7,580 AFY between 2025 and 2045. As such, the CMWD projects that water supplies are adequate to meet normal domestic needs in the City of Compton under the normal, dry, and multiple dry water years.

According to its 2020 UWMP, Liberty's service area is located in the southern region of Los Angeles County and encompasses an area of approximately 11 square miles. Liberty provides water service to the Cities of Artesia, Bellflower, Compton, Lynwood, Norwalk, and Santa Fe Springs as well as unincorporated areas of Los Angeles County, and its service area is generally bordered by the Cities of La Mirada to the east, Carson, Lakewood and Cerritos to the south, Gardena to the west, and Downey to the north. The service area consists of residential (single-family and multi-family), commercial, industrial, and institutional land uses. Liberty provides domestic water from wells within the Central Basin, imported surface water from MWD

through Central Basin Municipal Water District (CBMWD), and recycled water from the Sanitation Districts of Los Angeles County (LACSD). These tables indicate Liberty can meet water demands during normal years, single dry years, and a five consecutive year drought period over the next 25 years. Additionally, Liberty had a projected water demand of 11,468 acre-feet in 2025, and is projected to have a demand of 11,706 acre-feet per year (AFY) by the year 2045. However, Liberty indicates that it can meet water demands during normal years, single dry years, and a five consecutive year drought period between 2020 and 2045.

Wastewater

The local wastewater collection system is owned and operated by Los Angeles County Sanitation Districts (LACSD) (No. 2) and maintained by Consolidated Sewer Maintenance District (CSMD) (Compton, 2022). Wastewater in the City is collected by the LACSD sewage system and sent to either the Joint Water Pollution Control Plant (JWPCP) or one of six water reclamation plants (WRPs) as part of the Joint Outfall System (JOS). The JOS is a regional, interconnected system of facilities providing wastewater collection and treatment for residential, commercial and industrial users in 73 cities. The system includes the main JWPCP in Carson (treatment capacity of 400 million gallons per day) and the following six satellite WRPs:

- Whittier Narrows WRP
- Los Coyotes WRP
- San Jose Creek WRP
- Long Beach WRP
- Pomona WRP
- La Cañada WRP

Approximately two-thirds of the wastewater in the JOS is treated at the JWPCP, which carries out primary and secondary treatment prior to discharge into the ocean. The remaining one-third is treated in the six satellite WRPs. At these plants, the wastewater goes through a three-stage treatment process consisting of primary, secondary, and tertiary treatment stages. After tertiary treatment, water is available for use to recycled water customers, used for groundwater recharge, or discharged into the ocean. Although the City is not part of a recycled water system, wastewater collected from the City is treated to recycled water standards and can be distributed through the LACSD's recycled water supply system. Upon collection of wastewater from the cities of Los Angeles County, wastewater undergoes primary treatment. In this stage, water is collected in long concrete tanks that act as a river. Primary treatment refers to the removal of macroscopic waste particles in the water. Light materials will flow to the top and heavier materials will sink to the bottom. Both the light and heavier materials can be removed and are sent to the JWPCP for disposal. The JWPCP treats an average of 260 million gallons of wastewater per day. Following treatment, the water is discharged through a network of outfalls extending one and a half miles off the Palos Verdes Peninsula at a depth of approximately 200 feet. Per City of Los Angeles Bureau of Engineering Sewer Design Manual, average per wastewater flow in Los Angeles area is estimated at 90 gallons per capita per day (GPCD). It is estimated that 30.2 percent of the City's effluent, was treated to recycled water standards equally through each of the six satellite WRPs in the Joint Outfall System. The remaining wastewater was estimated to be treated at JWPCP and discharged to the ocean. No wastewater is treated or disposed in the City's service area as LACSD treats and disposes all of the City's wastewater.

Watershed

The Planning Area is primarily located in the Los Angeles (LA) River Watershed. The LA River Watershed is one of the largest in the Region at 824 square miles; the river is 55 miles long. It is also one of the most diverse in terms of land use patterns. Approximately 324 square miles of the watershed are covered by forest or open space land including the area near the headwaters which originate in the Santa Monica, Santa Susana, and San Gabriel Mountains. The rest of the watershed is highly developed. After leaving the mountains, the river flows through the San Fernando Valley past heavily developed residential and commercial areas. From the Arroyo Seco, north of downtown Los Angeles, to the confluence with the Rio Hondo, the river flows through industrial and commercial areas and is bordered by rail yards, freeways, and major commercial and government buildings. From the Rio Hondo to the Pacific Ocean, the river flows through industrial, residential, and commercial areas, including major refineries and petroleum products storage facilities, major freeways, rail lines, and rail yards serving the Ports of Los Angeles and Long Beach. A majority of the approximately 100 NPDES discharges go directly to the Los Angeles River. Of the 1,319 dischargers enrolled under the general industrial storm water permit in the watershed, the largest numbers occur in the cities of Los Angeles (many within the community of Sun Valley), Vernon, South Gate, Long Beach, Compton, and Commerce. Wholesale trade-durable goods, fabricated metal products, trucking and warehousing, and chemicals and allied products are a large component of these businesses based on their Standard Industrial Classification (SIC) codes. The lower part of the river flows through a concrete-lined channel in a heavily urbanized portion of the County before emptying into the Pacific Ocean at the Ports of Los Angeles and Long Beach.

Stormwater

The storm drain system in Compton is maintained by the Los Angeles County Flood Control District (LACFCD) and includes a network of mains and catch basins that discharge into the Pacific Ocean via the Los Angeles River and its tributaries, such as Compton Creek (Compton, 1991). High concentrations of impervious surfaces in intensive urban areas, like Compton and surrounding vicinities, has contributed to poor water quality from polluted stormwater runoff. Key sources of contamination include sediment, nutrients, pesticides, metals, oil and grease, and pathogens. The Los Angeles County Watershed Management reports that the lower portion of the Los Angeles River Watershed, including Compton Creek, has impaired water quality due to polluted storm water runoff conveyed from the surrounding urban areas. Impairments to water quality are similar throughout the region and include a number of metals, ammonia, trash, coliform bacteria, algae, oil, the insecticide - chlorpyrifos as well as other pesticides, and volatile organics. Storm water run-off from roadways and parking lots along the river are also a major contributor to poor water quality. Other sources of these pollutants include building materials, such as galvanized steel, that are exposed to rain.

The City is covered by the Los Angeles County National Pollutant Discharge Elimination System (NPDES) permit. This permit is administered by the Los Angeles Regional Water Quality Control Board. As required by the NPDES permit, the City has developed a Storm Water Quality Management Plan (SQMP) to improve and protect the quality of storm water runoff within Compton. The SQMP is implemented by City ordinances, requirements, and policies that govern public and private construction projects, site management, and operations. In order to discourage the dumping of waste in sewers, storm drains, or dumps, the City of Compton Municipal Water Department works in conjunction with Los Angeles County to hold one-day Household Hazardous Waste disposal events in the City. Outside of these events, Compton residents can take household hazardous materials to permanent hazardous waste collection

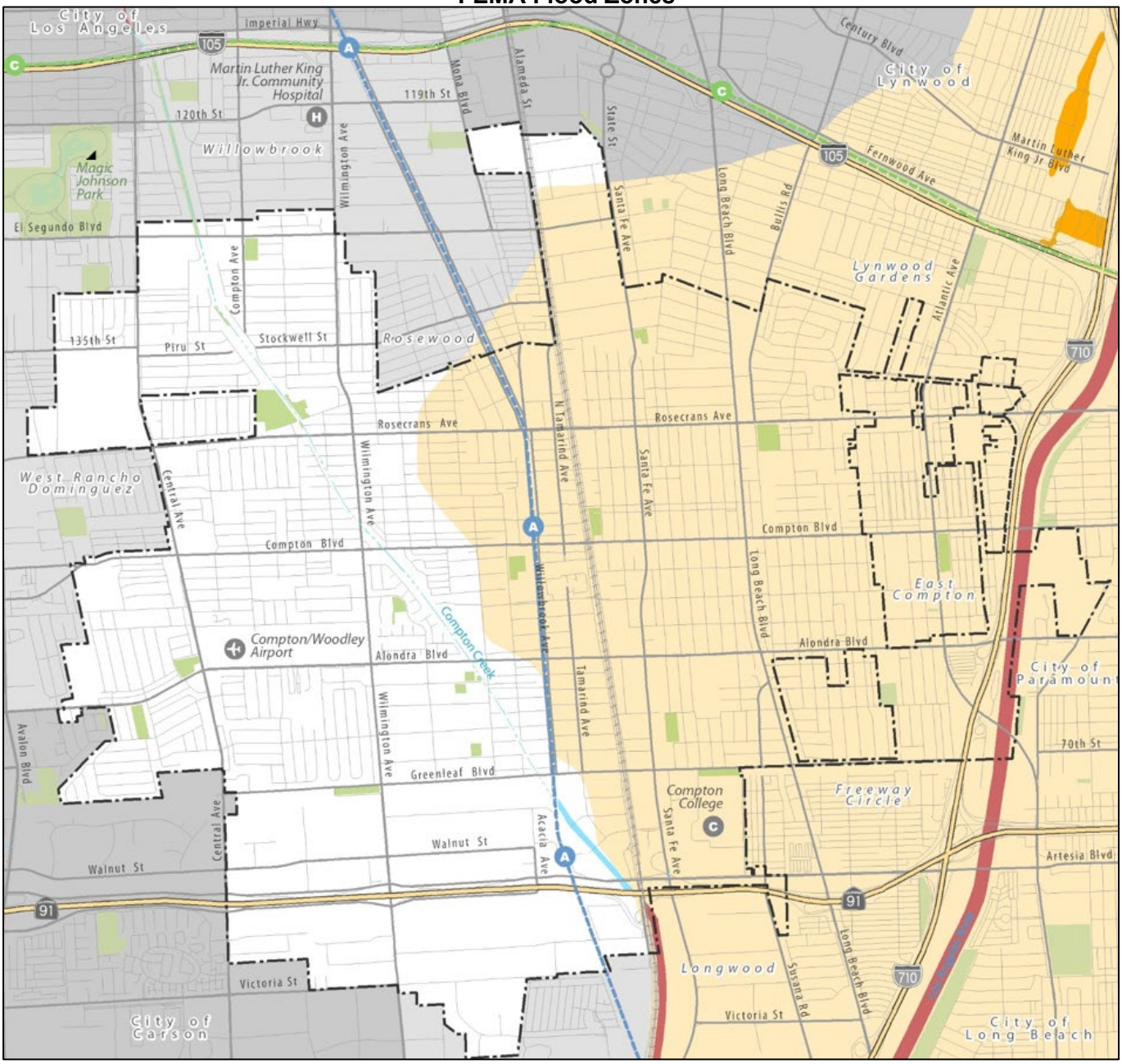
centers throughout the County. The Department also operates an oil recycling program to encourage residents to recycle their used motor oil and used oil filters. The program provides public education information on the environmental hazards of dumping used motor oil and door-to-door collection. In June 2005 the Los Angeles San Gabriel River Watershed Council released the Compton Creek Watershed Management Plan that includes a strategy for the revitalization of Compton Creek. The principles established in the Compton Creek Watershed Management Plan were used to develop the City's Compton Creek Regional Garden Park Management Plan, which was adopted in November 2006. Events such as the Coastal Cleanup Day are helping to improve the quality and appearance of the creek. Organizations involved in local clean-up efforts include the City of Compton, Heal the Bay, the California Coastal Commission and the Pacific American Volunteer Association.

Flooding and Dam Inundation

The terms "100-year flood zone" and "500-year flood zone" refer to the statistical probability of a severe flood condition occurring during a period of extreme rainfall or runoff once every 100 or 500 years (Compton, 1991). The eastern half of the City of Compton was previously located within the Los Angeles River 100-year floodplain. The Los Angeles County Drainage Area Project, through the County of Los Angeles Department of Public Works, reduced potential overflow by increasing the flood carrying capacity of the lower Los Angeles River, the Rio Hondo just to the east of Compton and the lower portion of Compton Creek. The height of 21 miles of existing levees was raised and modifications were made to railroad, traffic, utility and pedestrian bridges. These improvements, completed in 2001, now provide protection for Compton residents in the eastern and southern part of the City. Since the completion of the preventative measures, Compton property owners in the floodplain are no longer required to purchase flood insurance. Exhibit 4.10-1 illustrates flood zones as classified by the Federal Emergency Management Agency (FEMA). Compton is largely protected from major storm events, the so-called 100-year and 500-year floods. A 100-year flood event refers to a flood that has a 1 in 100 chance of occurring with the same or greater intensity in any given year. Contrary to its name, a 100-year flood can happen in any occur, it would displace residents in eastern and southern Compton, putting a strain City resources.

The Whittier Narrows Dam is located approximately eleven (11) miles upstream from Compton (Compton, 1991). The Compton Natural Hazards Mitigation Plan indicates that, in the event of a dam failure, flood waters would reach Compton in approximately fifteen (15) hours with a depth of four feet. Dominguez High School and a golf course may experience flooding if the Whittier Narrows Dam experienced a dam failure. The Hansen Dam is 30 miles upstream from Compton. According to the Mitigation Plan, if this dam failed, the water would reach Compton within twenty (20) hours with a one foot depth. The northern portions of Compton would be flooded initially and flood waters would continue to spread throughout the entire City. The Sepulveda Dam is 29 miles upstream from the City. If this dam experienced a failure, the flooding would reach Compton within eleven (11) hours with a one foot depth. Areas of the City subject to potential dam inundation or flooding are shown in Exhibit 4.10-2.

Exhibit 4.10-1
FEMA Flood Zones



Flood Zones

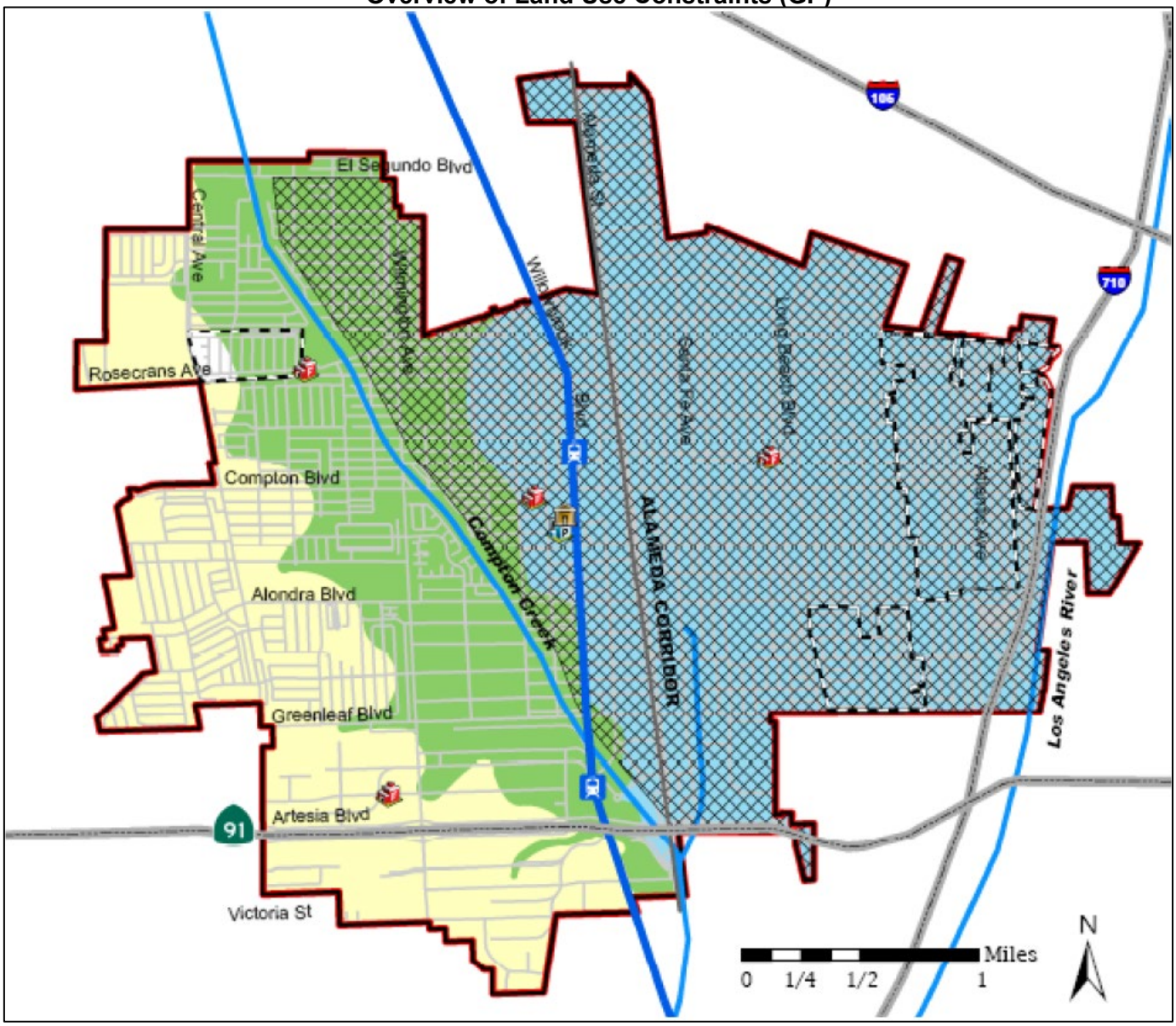
- Flood Zone A (100-Year Flood)
- Flood Zone AH (1% Annual Chance of Shallow Flooding)
- Moderate- to Low-Risk Area (500-Year Flood)

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

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Exhibit 4.10-2
Overview of Land Use Constraints (GP)



LEGEND

- LIQUEFACTION ZONE
- DAM INUNDATION ZONE
- AIRPORT
- RUNWAY PROTECTION ZONE
- NEWPORT-INGLEWOOD FAULT ZONE
- CITY HALL
- FIRE STATION
- POLICE STATION
- BLUE LINE STATION
- CITY BOUNDARY
- PLANNING AREA
- UNINCORPORATED COUNTY

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4.10.2 – REGULATORY FRAMEWORK

Federal

Clean Water Act Section 404

The United States Clean Water Act (CWA) is the primary federal law that protects the quality of the nation's surface waters, including lakes, rivers, aquifers, and coastal areas. The CWA focuses on the protection of surface water, but certain sections also apply to groundwater. Under the CWA, the United States Environmental Protection Agency (EPA) sets national standards and effluent limitations, and delegates many regulatory responsibilities to the California State Water Resources Control Board (SWRCB).

The CWA authorizes the EPA to regulate water quality in California by controlling the discharge of pollutants to water bodies from point and non-point sources through the National Pollution Discharge Elimination System (NPDES). In Los Angeles County NPDES permits are administered by the Los Angeles Regional Water Quality Control Board (RWQCB Region 4), a division of the State Water Resources Control Board (SWRCB). The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Water Board 2020) is the master policy document that drives the management of water quality and NPDES permits.

NPDES permits are adopted to address the water quality and flow-related impacts of stormwater runoff. It is a comprehensive permit, which regulates activities related to construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. It also requires a public education program, implementing targeted pollutant reduction strategies, and a monitoring program to help characterize local water quality conditions and to begin evaluating the overall effectiveness of the permit's implementation.

Stormwater Water Discharge for Construction Sites

Dischargers whose projects disturb one (1) or more acres of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ.

Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling or excavation but does not include regular maintenance activities. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP), identifying potential sources of pollution and specifying runoff controls during construction for the purpose of minimizing the discharge of pollutants in stormwater from the construction area. The SWPPP must list best management practices (BMPs) the discharger will use to protect stormwater runoff and the placement of those BMPs. Construction-related BMPs are a set of specific guidelines for reducing pollutants (including sedimentation and turbidity) in stormwater discharges and runoff both during construction and post-construction.

Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. The permit also includes post-construction standards with the requirement for all construction sites to match pre-project hydrology to ensure that the physical and biological integrity of aquatic ecosystems is maintained. This "runoff reduction" approach is analogous in principle to Low Impact Development (LID) and serves to protect related watersheds and water bodies from both hydrologic-based and pollution impacts associated with the post-construction

landscape. Section 404 of the CWA requires a permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from Section 404 regulation (e.g., certain farming and forestry activities).

Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) creates maps classifying levels of flood risk or flood zones for designated areas. The maps are called Flood Insurance Rate Maps (FIRMs) and are utilized to determine the need and rate of flood insurance. Flood zones are determined based on historical data on the likelihood of flood inundation. The 100-year flood zone, also classified as Zones A, AO and AE, is the area of flooding expected to occur every 100 years.

NPDES Program

The National Pollutant Discharge Elimination System (NPDES) program requires permitting for activities that discharge pollutants into waters of the United States. This includes discharges from municipal, industrial, and construction sources. Generally, these permits are issued and monitored under the oversight of the State Water Resources Control Board (SWRCB) and administered by each regional water quality control board. A brief discussion of these permit types is presented below:

Municipal Permits. Municipal separate storm sewer systems (MS4) are issued permits based on the size of the municipality. MS4 permit requirements include reduction of pollutant discharges to the 'maximum extent practicable' and protection of water quality. Requirements also include identification of major outfalls and pollutant loads and control of discharges from new development and redevelopment. To address these objectives, municipalities are required to prepare stormwater management plans. Although the NPDES program does not regulate nonpoint sources of pollution, the Los Angeles Basin RWQCB has other programs in place to address nonpoint sources.

Industrial Permits: The State Water Resources Control Board issues the Industrial General Permit that regulates discharges from 10 broad categories of industrial activities. The permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) and monitoring program to implement water quality objectives through use of the best available technology economically achievable (BAT) and best conventional pollutant control technology (BCT).

Construction Permits: Construction activities that disturb one acre or more (whether a single project or part of a larger development) are required to obtain coverage under the State's General Permit for Discharges of Storm Water Associated with Construction Activity. The activities covered under the Construction General Permit include clearing, grading, and other disturbances. The permit requires preparation of a SWPPP and implementation of Best Management Practices (BMPs) with a monitoring program.

Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403)

Section 10 of the Rivers and Harbors Act of 1899 states, "That the creation of any obstruction not affirmatively authorized by Congress, to the navigable capacity of any of the waters of the United States is hereby prohibited; and it shall not be lawful to build or commence the building of any wharf, pier, dolphin, boom, weir, breakwater, bulkhead, jetty, or other structures in any port, roadstead, haven, harbor, canal, navigable river, or other water of the United States, outside established harbor lines, or where no harbor lines have been established, except on plans recommended by the Chief of Engineers and authorized by the Secretary of War; and it shall not be lawful to excavate or fill, or in any manner to alter or modify the course, location,

condition, or capacity of, any port, roadstead, haven, harbor, canal, lake, harbor of refuge, or enclosure within the limits of any breakwater, or of the channel of any navigable water of the United States, unless the work has been recommended by the Chief of Engineers and authorized by the Secretary of War prior to beginning the same" (EPA 2020).

State

Porter-Cologne Act (California)
Under the Porter-Cologne Water Quality Control Act (Porter-Cologne) the State Water Resources Control Board (SWRCB) has authority over State water rights and water quality policy. Porter-Cologne also established nine RWQCBs to oversee water quality on a day-to-day basis at the local/regional level. RWQCBs engage in a number of water quality functions in their respective regions.

Sustainable Groundwater Management Act
On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package collectively known as the Sustainable Groundwater Management Act (SGMA). SGMA requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline. SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California.

NPDES Regulations
The federal Clean Water Act allows individual States to operate their own NPDES programs provided such programs meet minimum Federal requirements. The Los Angeles Regional Water Quality Control Board issues the municipal stormwater National Pollutant Discharge Elimination System permit, MS4, which encompasses the City of Compton.

The objective of Order No. 01-182 is to protect the beneficial uses of receiving waters in Los Angeles County. To meet this objective, the Order requires that the Los Angeles Countywide Stormwater Quality Management Plan (SQMP) specify Best Management Practices (BMPs) that would be implemented to reduce the discharge of pollutants in stormwater to the maximum extent practicable. Further, Permittees are to assure that stormwater discharges from the MS4 shall neither cause nor contribute to the exceedance of water quality, standards and objectives nor create conditions of nuisance in the receiving waters, and that the discharge of non-storm water to the MS4 has been effectively prohibited.

Permit No. CAS004001 requires implementation of a Stormwater Quality Management Plan, which provides specific guidelines to control, reduce and monitor discharges of waste to storm drain systems. The emphasis of the Stormwater Quality Management Plan is pollution prevention through education, public outreach, planning and implementation as source control BMPs first and structural and treatment control BMPs second.

Standard Urban Stormwater Mitigation Plan
The Standard Urban Stormwater Mitigation Plan (SUSMP) was developed as part of the Los Angeles Regional Water Quality Control Board's Municipal Stormwater Program. The Standard Urban Stormwater Mitigation Plan addresses stormwater pollution from certain types of new development and redevelopment. The Standard Urban Stormwater Mitigation Plan specifies the

minimum required Best Management Practices (BMPs) that must be used for a designated project. Additional BMPs may be required on certain targeted categories of projects based on these regulations at the discretion of the City. Applicable project applicants are required to incorporate appropriate Standard Urban Stormwater Mitigation Plan requirements into their development plans.

California Water Plan

Required by the California Water Code Section 10005(a), the California Water Plan, prepared by the State Department of Water Resources (DWR), is the state government's strategic plan for managing and developing water resources statewide for current and future generations and provides a framework for water managers, legislators, and the public to consider options and make decisions regarding California's water future. The California Water Plan, which is updated every five years, presents basic data and information on California's water resources, including water supply evaluations and assessments of agricultural, urban, and environmental water uses to quantify the gap between water supplies and uses. The California Water Plan also identifies and evaluates existing and proposed statewide demand management and water supply augmentation programs and projects to address the state's water needs. The goal for the California Water Plan Update is to meet California Water Code requirements, while receiving broad support among those participating in California's water planning, and serving as a useful document for the public, water planners throughout the state, legislators, and other decision-makers.

Colbey-Alquist Floodplain Management Act

The Colbey-Alquist Floodplain Management Act encourages local governments to plan, adopt and enforce land use regulations for floodplain management, in order to protect people and property from flooding hazards. This act also identifies requirements which jurisdictions must meet in order to receive state financial assistance for flood control.

State Resolution No. W-4976

In recent years, the State of California has been experiencing dry weather conditions due to less rainfall in the area, thus, causing a statewide drought emergency. In an effort to promote water conservation efforts, Resolution No. W-4976 was adopted by the California Public Utilities Commission on February 27, 2014 to establish procedures for water conservation measures in order to ensure a reduction in consumption. Since many water utility agencies or companies secure their water supply from multiple sources, including water wholesalers, surface water and/or groundwater; the adoption of this mandate has affected how water utility districts plan their service distribution while encountering various levels of water supply adjustments within each service area.

California Green Building Standards Code

The California Green Building Standards Code (CALGreen Code), Part 11 of the California Building Standards Code (Title 24) is designed to improve public health, safety, and general welfare by utilizing design and construction methods that reduce the negative environmental impact of development and to encourage sustainable construction practices. The CALGreen Code provides mandatory direction to developers of all new construction and renovations of residential and non-residential structures with regard to all aspects of design and construction, including, but not limited to, site drainage design, stormwater management, and water use efficiency. Required measures are accompanied by a set of voluntary standards designed to encourage developers and cities to aim for a higher standard of development.

Low Impact Development

The State of California adopted sustainability as a core value for all California Water Boards' activities and programs on January 20, 2005. Low Impact Development (LID) practices benefit water supply and contribute to water quality protection by taking a different approach to development and using site design and storm water management to maintain the site's pre-development runoff rates and volumes. The amount of impervious surface, infiltration, water quality, and infrastructure costs can all be addressed by LID techniques, tools, and materials. LID practices include: bioretention facilities or rain gardens, grass swales and channels, vegetated rooftops, rain barrels, cisterns, vegetated filter strips, and permeable pavements.

Senate Bill X7-7

The Water Conservation Act of 2009 (Senate Bill X7-7 or SB-X7-7) was enacted in November 2009 and requires that all water suppliers increase their water use efficiency. There are 18 actions in this bill that DWR is responsible for. These are called "projects" and information on each can be found in the tabs below for projects that affect urban water suppliers, agricultural water suppliers, or both. There are also a few projects that are DWR's reporting responsibilities. Completing some of these projects requires a public process, some require rulemaking, some require another process. Even for the projects that were only considered reporting, DWR often chose to work with interested parties to make sure that affected suppliers and other community members were well represented. Five basic groups were formed and consulted to complete these projects:

- Agency Team – a team of other state and federal agencies' representatives
- Commercial, Institutional, and Industrial Task Force (CII Task Force) – a team of different types of commercial, institutional, and industrial representatives, along with representatives from concerned non-profits and technical experts.
- Urban Stakeholder Committee (USC) – a team representing urban water suppliers, concerned non-profits, and technical experts
- Agricultural Stakeholder Committee (ASC)- a team representing agricultural water suppliers, concerned non-profits, and technical experts

Regional

Los Angeles Regional Basin Plan

The California legislature has assigned the primary responsibility to administer and enforce statutes for the protection and enhancement of water quality, including the Porter–Cologne Act and portions of the CWA, to the SWRCB and its nine RWQCBs. The SWRCB provides state-level coordination of the water quality control program by establishing statewide policies and plans for implementation of state and federal regulations. The nine RWQCBs throughout California adopt and implement Basin Plans that recognize the unique characteristics of each region with regard to natural water quality, actual and potential beneficial uses, and water quality problems. The Los Angeles RWQCB is responsible for the protection of the beneficial uses of waters within the coastal watersheds of Los Angeles and Ventura counties, including the Project area. The Water Quality Control Plan for the Los Angeles Region, and Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan) designate beneficial uses, establish water quality objectives, and contain implementation programs and policies to achieve those objectives for all waters addressed through the plan (California Water Code Sections 13240–13247). The Los Angeles RWQCB Basin Plan must conform to the policies set forth in the Porter-Cologne Act as established by the SWRCB in its state-wide water policies. The Porter-Cologne Act also provides the RWQCBs with authority to include within their basin plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

More specifically, the Basin Plan: (i) identifies beneficial uses for surface and ground waters, (ii) includes narrative and numerical water quality objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and (iii) describes implementation programs and other actions that are necessary to achieve the water quality objectives established in the Basin Plan. The Basin Plan is continually being updated to include amendments related to implementation of TMDLs of potential pollutants or water quality stressors, revisions of programs and policies within the Los Angeles RWQCB region, and changes to beneficial use designations and associated water quality objectives.

Construction General Permit (SWRCB Order 2009-0009-DWQ, as amended)
For stormwater discharges associated with construction activity in the State of California, the SWRCB has adopted the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) to avoid and minimize water quality impacts attributable to such activities. The Construction General Permit applies to all projects in which construction activity disturbs one acre or more of soil. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling and excavation. The Construction General Permit requires the development and implementation of a stormwater pollution prevention plan (SWPPP), which would include and specify water quality BMPs designed to prevent pollutants from contacting stormwater and keep all products of erosion from moving off site into receiving waters. Routine inspection of all BMPs is required under the provisions of the Construction General Permit, and the SWPPP must be prepared and implemented by qualified individuals as defined by the SWRCB.

Activities that disturb over half an acre of land require coverage under the Construction General Permit. Waste Discharge Requirements for the Discharge of Groundwater from Construction and Project Dewatering to Surface Waters in the Coastal Watersheds of Los Angeles and Ventura County (Los Angeles RWQCB Order no. R4-2018-0125). This general order is intended to authorize discharges of treated or untreated groundwater generated from permanent or temporary dewatering operations or other applicable wastewater discharges not specifically covered in other general or individual NPDES permits. Discharges from facilities to waters of the United States that do not cause, have the reasonable potential to cause, or contribute to an in-stream excursion above any applicable state or federal water quality objectives/criteria or cause acute or chronic toxicity in the receiving water are authorized discharges in accordance with the conditions set forth in this Order. To demonstrate coverage under the order, dischargers must submit documentation to show that the discharge would not cause or contribute to a violation of any applicable water quality objective/criteria for the receiving waters, or any other discharge prohibition listed in the order. In addition, discharges must perform reasonable potential analysis using a representative sample of groundwater or wastewater to be discharged. The sample shall be analyzed, and the data compared to the water quality screening criteria for the constituents listed in the order, and if results show exceedance of water quality screening criteria, the discharge will be required to treat the wastewater to acceptable standards prior to discharge.

Local

City of Compton 2045 Comprehensive General Plan Update
The City of Compton 2045 Comprehensive General Plan Update includes the following goals and policies related to hydrology and water quality:

Community Services, Open Space, and Natural Resources Element

GOAL CR-3: PROMOTE EFFICIENT WATER USE, REDUCING WATER CONSUMPTION FOR ALL LAND USES

Policy CR-3.1: Residential Water Conservation. Implement public education campaigns and outreach programs to raise awareness about water conservation practices, including efficient irrigation techniques, water-saving fixtures, and indoor water use reduction strategies.

Policy CR-3.2: Water Conservation Incentives. Provide incentives and rebates for residents to invest in water-efficient appliances, such as low-flow toilets, water-saving washing machines, smart irrigation controllers, and drought tolerant landscaping to reduce household water consumption.

Policy CR-3.3 Commercial and Industrial Water Efficiency. Recommend commercial and industrial facilities to implement water efficiency measures, such as leak detection and repair, water recycling and gray water reuse systems, and landscaping practices that minimize water usage.

Policy CR-3.4: Municipal Water Conservation. Implement water conservation measures within municipal operations, including optimizing irrigation practices in parks and public spaces, retrofitting municipal facilities with water-saving fixtures, gray water systems, and prioritizing water-efficient landscaping in city-owned properties.

Policy CR-3.5: Water Infrastructure Improvements. Invest in water infrastructure improvements, such as pipe replacement and rehabilitation, to minimize water loss and improve the overall efficiency and reliability of the water supply system.

Land Use Element

Policy LU-9.11: Green Infrastructure Integration. Integrate green infrastructure elements, such as urban greening, bioswales, community gardens, and street trees, into residential neighborhoods, Compton Creek, and commercial districts to enhance aesthetics, improve air quality, mitigate urban heat island effects, and promote community health and well-being.

Public Safety Element

GOAL PS-4: MITIGATED IMPACTS OF FLOODING AND REDUCED RISK OF PROPERTY DAMAGE, INFRASTRUCTURE DISRUPTION, AND PUBLIC SAFETY HAZARDS THROUGH COMPREHENSIVE FLOOD HAZARD MANAGEMENT STRATEGIES

Policy PS-4.1: Floodplain Management Regulations. Establish and enforce floodplain management regulations to restrict development in flood-prone areas, promote floodplain preservation, and minimize exposure to flood hazards.

Policy PS-4.2: **Stormwater Management.** Implement stormwater management strategies, such as green infrastructure, detention basins, and flood control channels, to reduce the risk of urban flooding and improve drainage during heavy rainfall events.

Policy PS-4.3: **Flood Warning Systems.** Implement flood warning systems and emergency alert mechanisms to provide timely and accurate information to residents and businesses in flood-prone areas, enabling them to take proactive measures to protect life and property.

Policy PS-4.4: **Floodplain Mapping and Risk Assessment.** Conduct comprehensive floodplain mapping and risk assessments to identify areas at high risk of flooding, prioritize mitigation efforts, and inform land use planning and development decisions.

Policy PS-4.5: **Floodplain Restoration and Habitat Enhancement.** Restore and enhance natural floodplain areas, wetlands, and riparian habitats within Compton Creek to provide natural flood protection, improve water quality, and enhance ecosystem resilience to flooding and climate change impacts.

Policy PS-4.6: **Community Outreach and Education.** Engage residents, property owners, businesses, and stakeholders through outreach, education, and public awareness campaigns to raise awareness about flood hazards, preparedness measures, and floodplain management strategies.

Urban Systems Element

GOAL US-5: **A WATER SYSTEM THAT PROMOTES CONSERVATION, RESOURCE STEWARDSHIP, AND LONG-TERM WATER SECURITY**

Policy US-5.1: **Infrastructure Investment.** Annually invest in upgrades and rehabilitation of water infrastructure to improve reliability, efficiency, and reduce water losses and leaks.

Policy US-5.2: **Proactive Maintenance.** Develop a proactive maintenance plan based on objective point system to address aging infrastructure, reduce water main breaks, and extend asset lifespan.

Policy US-5.3: **Water Quality Protection.** Implement source water protection, watershed management, and pollution prevention measures to safeguard drinking water from contamination.

Policy US-5.4: **Water System Funding.** Seek grants and funding opportunities through state and federal sources to support essential water system upgrades.

GOAL US-6: **EFFICIENT AND ENVIRONMENTALLY SOUND WASTEWATER MANAGEMENT AND TREATMENT SERVICES**

Policy US-6.1: **Collection System Maintenance.** Maintain, repair, and reconstruct wastewater systems to prevent overflows, reduce infiltration, and ensure functionality.

Policy US-6.2: **Regular Inspections.** Conduct regular inspections, cleanings, and repairs to prevent backups, spills, and contamination.

Policy US-6.3: **Wastewater Facilities Prioritization.** Prioritize infrastructure projects based on condition, risk, compliance, and community impact.

Policy US-6.4: **Industrial Collaboration.** Work with industrial users to reduce pollutants and protect water quality through best practices and prevention measures.

Policy US-6.5: **Reclamation Projects.** Implement water reclamation and recycled grey water systems to irrigate parkland, medians, fire hydrants, and restrooms to reduce reliance on freshwater.

Policy US-6.6: **Wastewater Infrastructure Assessment.** Assess wastewater assets to identify critical deficiencies and operational challenges.

Policy US-6.7: **Rehabilitation and Upgrades.** Upgrade wastewater infrastructure based on an objective evaluation system to improve reliability and treatment capacity for current and future needs.

Policy US-6.8: **Funding Strategies.** Secure funding through grants, bonds, and partnerships to support wastewater infrastructure projects.

GOAL US-9: **PUBLIC FACILITIES AND INFRASTRUCTURE RESILIENT TO CLIMATE CHANGE AND EXTREME WEATHER**

Policy US-9.1: **Renewable Energy Integration.** Support distributed energy resources, community solar, and net metering to promote local clean energy generation and energy independence.

Policy US-9.2: **Energy Efficiency.** Implement programs to reduce electricity consumption, lower costs, and manage peak demand on the grid.

Policy US-9.3: **Infrastructure Protection and Retrofitting.** Retrofit critical infrastructure to withstand climate hazards like flooding and extreme heat, ensuring functionality during extreme weather.

Policy US-9.4: **Floodplain Management and Resilience.** Develop floodplain management strategies and mitigation plans to reduce flood risks and protect infrastructure and vulnerable communities.

Policy US-9.5: **Flood Management Coordination.** Collaborate with regional agencies to implement floodplain regulations and development standards, reducing flood hazards and improving resilience.

Policy US-9.6: **Electrical System Resilience.** Protect electric infrastructure by undergrounding power lines, installing backup systems, and hardening substations to ensure reliable electricity during extreme events.

City of Compton 2020 Urban Water Management Plan

The City of Compton Municipal Water Department (CMWD) and Liberty Utilities – Park Water (Liberty) are water suppliers and are required to prepare a Plan in accordance with the Urban Water Management Planning Act (UWMP) Act established in 1983. The UWMP Act is included in the California Water Code (CWC) under Sections 10610 through 10656. The UWMP Act requires water agencies to develop UWMPs which provide a framework for long-term water planning and information regarding long-term resource planning to ensure sufficient water supplies are available to meet existing and future demands. Urban water suppliers are required to report, describe, and evaluate water deliveries and uses, water supply sources, efficient water uses, demand management measures, and water shortage contingency planning.

City of Compton Municipal Code

Chapter 31 of the City's Municipal Code addresses stormwater and runoff pollution control measures, including the following parameters:

- Illicit Discharges and Non-Storm Water Discharges (31-1.3)
- Illegal Disposal/Dumping and Illicit Connections (31-1.4 – 31-1.5)
- Reduction of Pollutants in Runoff (31-1.6)
- Control of Pollutants from Commercial Facilities (31-1.7)
- Control of Pollutants from Industrial Activities (31-1.8)
- Control of Pollutants from Construction Activities (31-1.9 – 31-1.10)
- Standard urban stormwater mitigation plan (SUSMP) and low impact development (LID) requirements for new development and redevelopment projects (31-1.11)
- The section further establishes Notices of Violation (31-1.13), Fees (31-1.17), and Recovery of Costs (31-1.18) to protect Hydrology and Water Quality.

4.10.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it would:

A. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater 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; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or offsite; (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.
F. Cause substantial adverse cumulative impacts with respect to hydrology or water quality.

4.10.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to biological resources which could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts to less than significant levels.

Degrade Surface or Groundwater Quality

Impact HYD-1 - Would the GPU violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Analysis of Impacts

The Planning Area is primarily located in the LA River Watershed. After leaving the mountains, the river flows through the San Fernando Valley past heavily developed residential and commercial areas. From the Arroyo Seco, north of downtown Los Angeles, to the confluence with the Rio Hondo, the river flows through industrial and commercial areas and is bordered by rail yards, freeways, and major commercial and government buildings. From the Rio Hondo to the Pacific Ocean, the river flows through industrial, residential, and commercial areas, including major refineries and petroleum products storage facilities, major freeways, rail lines, and rail yards serving the Ports of Los Angeles and Long Beach. A majority of the approximately 100 NPDES discharges go directly to the Los Angeles River. Of the 1,319 dischargers enrolled under the general industrial storm water permit in the watershed, the largest numbers occur in the cities of Los Angeles (many within the community of Sun Valley), Vernon, South Gate, Long Beach, Compton, and Commerce. Wholesale trade-durable goods, fabricated metal products, trucking and warehousing, and chemicals and allied products are a large component of these businesses based on their SIC codes. The lower part of the river flows through a concrete-lined channel in a heavily urbanized portion of the County before emptying into the Pacific Ocean at the Ports of Los Angeles and Long Beach. Pollutants from dense clusters of residential, industrial and other urban activities have impaired water quality in the middle and lower watershed. Added to this complex mixture of pollutant sources (in particular, pollutants associated with urban and stormwater runoff), is the high number of point source permits. Excessive nutrients (and their effects) and coliform are widespread problems in the watershed as well as excessive metals.

Runoff from the Planning Area eventually reaches the LA River which has impaired water quality due pollutants, including metals (copper, lead, zinc) and selenium that are carried by stormwater. Metals are common stormwater pollutants associated with roads and parking lots. Other sources of these pollutants include building materials (such as galvanized steel) that are exposed to rain. Water quality in the Planning Area and surrounding jurisdictions is regulated by a number of federal, State, and county laws and regulations. The City of Compton is a co-permittee in the Los Angeles County National Pollution Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit. Roughly the eastern half of the Planning Area is mapped as flood hazard zones with a moderate-to-low-risk of 0.2% annual chance of inundation (500-year flood). To comply with the NPDES permit and reduce stormwater pollution, the City has implemented the following measures:

- Plan Review and implementation of Construction and Post-Construction Water Quality Best Management Practices (BMPs) for Development and Redevelopment;
- Low Impact Development (LID) Ordinance and Regenerative Street Sweeping; and
- Participation in the Gateway Region of Los Angeles LID BMP Program.

Future development within the Planning Area under the proposed GPU could also result in increased runoff and pollutant contributions to local drainages and groundwater supplies. Since 2014, many of the laws and policies governing water quality and groundwater supplies have been updated or given additional support to provide more stringent measures to protect surface and groundwater supplies given the historic droughts that have occurred in California since the last City General Plan was adopted in 1991. One of the most specific laws regarding groundwater, is the Sustainable Groundwater Management Act signed into law in 2014. As such, the continued implementation of several regulatory/agency mechanisms by which water quality, waste discharge, surface water, and groundwater is protected by law and policy, including the Sustainable Groundwater Management Act and the Construction General Permit, would ensure that future development under the GPU would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

The City's existing development review process evaluates proposed private projects against water quality and permitting requirements of the affected federal, State, and regional agencies. The City's development review process requires preparation of Storm Water Pollution Control Plans for short-term water quality management for individual project construction, as well as Water Quality Management Plans for long-term water quality management for project operation before any grading permits are issues. Development projects under the proposed GPU would undergo the development review process and be required to implement the standard pollution control measures listed above.

Additionally, the proposed GPU includes Land Use Element Policy LU-9.11 which seeks to integrate green infrastructure elements, such as urban greening, bioswales, community gardens, and street trees, into residential neighborhoods, Compton Creek, and commercial districts. Further, the proposed GPU includes Public Safety Element Goal PS-4 and its policies which aim to mitigate impacts of flooding through comprehensive flood hazard management strategies. In support of this goal, Policy PS-4.1 seeks to establish and enforce floodplain management regulations to restrict development in flood-prone areas, promote floodplain preservation, and minimize exposure to flood hazards. Policy PS-4.2 requires the City to implement stormwater management strategies, such as green infrastructure, detention basins, and flood control channels, to reduce the risk of urban flooding and improve drainage during heavy rainfall events. Finally, Policy PS-4.5 aims to restore and enhance natural floodplain areas, wetlands, and riparian habitats within Compton Creek to provide natural flood protection, improve water quality, and enhance ecosystem resilience to flooding and climate change impacts.

Implementation of the General Plan goals and policies described above, continued application of the City's development review process, and compliance with existing federal, State, and regional water quality standards, the proposed GPU would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, potential impacts related to local and regional water quality from future development within the Planning Area under the proposed GPU would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Impacts to Groundwater Supply and Recharge

Impact HYD-2 – Would the GPU substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Analysis of Impacts

The estimated future population for CMWD and Liberty's respective service areas was based on projections obtained from the Southern California Association of Governments (SCAG). The SCAG data incorporates demographic trends, existing land use, general plan land use policies, and input and projections from the Department of Finance (DOF) and the US Census Bureau at the time those documents were prepared (circa 2020). The UWMPs for CMWD and Liberty indicate that these population estimates were used to prepare their water consumption estimates. According to their respective 2020 Urban Water Management Plans (UWMP), the CMWD provided water to a service population of approximately 74,988 in 2020 and is projected to have a service population of approximately 75,412 by 2045, while Liberty provided water service to an area with a population of 132,691 in 2020 and is projected to have a population of 136,245 by 2045. Taken together, the CMWD and Liberty provided water service to a combined service population of approximately 207,679 in 2020 and are projected to have a combined service population of 211,657 by 2045, which represents an estimated population increase of approximately 3,978 within the combined service areas. Additionally, both the CMWD and Liberty project that water supplies are adequate to meet normal domestic water demands in the Planning Area under normal years, single dry years, and a five-consecutive-year drought conditions between 2020 and 2045.

Table 3.5 in Section 3, Project Description, provides a comparison of existing Planning Area characteristics from 2023 and those estimated for 2045. Table 3.5 estimates the Planning Area's population will increase from 107,690 in 2023 to 130,242 by 2045, which is an estimated increase of 22,522. This projected increase is far in excess of that estimated in the CMWD's and Liberty's respective UWMPs to adequately supply future growth under the proposed GPU. The 2020 UWMPs for CMWD and Liberty were adopted around 2021-22 and must be updated every five years according to state law, so they are both due to be revised in the near future. When the UWMPs are next updated, the latest projections from the proposed GPU would need to be incorporated. Since most of the Planning Area's water supply comes from groundwater sources, the growth represented by the proposed GPU exceeds that upon which the CMWD's and Liberty's UWMPs were developed. Since the CMWD only manages a portion of its (ground)water supply, it cannot fully control or mitigate the increased need for water under the proposed GPU until Liberty's UWMP has been updated as planned. Until the City and Liberty update their UMWPs to incorporate the new growth projections, the proposed GPU may result in potentially significant short- or long-term impacts to local groundwater supplies. Therefore, Mitigation Measure HYD-1 is incorporated to help assure there will be adequate groundwater supplies for future occupants of the Planning Area.

In addition, the Community Services, Open Space, and Natural Resources Element of the proposed GPU includes Goal CR-3, and its supporting policies, which seek to promote efficient water use, reducing water consumption for all land uses. Policy CR-3.1 directs the City to implement public education campaigns and outreach programs to raise awareness about residential water conservation practices, including efficient irrigation techniques, water-saving fixtures, and indoor water use reduction strategies. Policy CR-3.2 requires the City to provide incentives and rebates for residents to invest in water-efficient appliances, such as low-flow toilets, water-saving washing machines, smart irrigation controllers, and drought tolerant

landscaping to reduce household water consumption. Policy CR-3.3 directs the City to recommend commercial and industrial facilities to implement water efficiency measures, such as leak detection and repair, water recycling and gray water reuse systems, and landscaping practices that minimize water usage. Policy CR-3.4 mandates that the City implement water conservation measures within municipal operations, including optimizing irrigation practices in parks and public spaces, retrofitting municipal facilities with water-saving fixtures, gray water systems, and prioritizing water-efficient landscaping in city-owned properties while Policy CR-3.5 mandates the City to invest in water infrastructure improvements, such as pipe replacement and rehabilitation, to minimize water loss and improve the overall efficiency and reliability of the water supply system. Similarly, the Urban Systems Element of the proposed GPU includes Goal US-5 and its policies which seek a water system that promotes conservation, resource stewardship, and long-term water security. Finally, Goal US-6 and its policies mandates an efficient and environmentally sound wastewater management and treatment services. By reducing water consumption and helping remediate existing groundwater contamination, these goals and policies help the City to secure its groundwater supply into the future.

Lastly, future development within the Planning Area under the proposed GPU could also result in increased runoff and pollutant contributions to local drainages and groundwater supplies. As such, the continued implementation of several existing regulatory/agency mechanisms by which water quality, waste discharge, surface water, and groundwater is protected by law and policy, including the Sustainable Groundwater Management Act and the Construction General Permit, would ensure that future development under the GPU would not impede sustainable groundwater management of the basin.

With incorporation of Mitigation Measure HYD-1, implementation of General Plan goals and policies aimed at reducing water consumption, and continued regulatory compliance with State and regional water quality standards, development within the Planning Area under the proposed GPU would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

Level of Significance Before Mitigation
Potentially significant.

Mitigation Measures

HYD-1 **Water Demand Management.** New developments under the GPU that will be served by local water utility providers shall not be approved if they increase water use in excess of what is identified for supply in 2045 under the most recent Urban Water Management Plan for the involved local water providers.

Level of Significance After Mitigation
Less than significant.

Impacts to Drainage Patterns, Erosion, Siltation, or Water Quality

Impact HYD-3 – Would the GPU substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would; (i) result in substantial erosion or siltation on-or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or offsite; (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?

Analysis of Impacts

The Planning Area is generally flat and highly developed, with the only permeable areas of the City being parks, athletic fields, and landscaping around buildings and in parking lots. Stormwater in the Planning Area is collected via a municipal stormwater conveyance system. There are two concrete drainage channels that traverse the Planning Area. There are no natural, unchannelized streams or rivers within the Planning Area. Therefore, there is no significant anticipated risk of erosion resulting from steep slopes or from wind and rain in areas of exposed soils within the Planning Area. Additionally, the GPU does not include any specific development or project that would substantially alter existing drainage patterns in the Planning Area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces.

The Regional Water Quality Control Board (RWQCB) regulates the discharge of stormwater from municipalities and activities within their jurisdiction including construction activities. The City is a signatory of the Los Angeles County Waste Discharge Requirements for Municipal Storm Water and Urban Runoff Discharge. The requirements include guidance and regulations for construction related erosion control, including the preparation of a Stormwater Pollution Prevention Plan (SWPPP) for projects which would disturb one or more acres. The requirements also include appropriate best management practices (BMPs) that should be included to help prevent substantial soil erosion or the loss of topsoil. Typical construction BMPs to prevent soil erosion include: covering exposed soil with mulch or temporary vegetation (like hydroseeding); installing silt fences along perimeters; diverting stormwater runoff with drainage channels; grading slopes to reduce steepness; using erosion control blankets on slopes; and establishing permanent vegetation once construction is complete. All of these BMPs are aimed at minimizing soil disturbance and protecting exposed areas from rain impact and water flow during construction activities.

Future development resulting from implementation of the GPU has the potential to expose surficial soils during construction and, as a result, local soils may be subject to erosion or loss of topsoil during development. Development may also increase downstream runoff by increasing impervious surfaces on specific sites. Future projects developed within the Planning Area under the proposed GPU would be assessed on a site-specific basis. Potential impacts would be required to be analyzed in subsequent project-level CEQA documentation, and, if necessary, potential impacts mitigated. Future development projects would be required to adhere to local, state, and federal laws and policies regulating impacts to streams, rivers, and drainage patterns through the area that may also lead to an increase in impervious surfaces.

In addition, the City's Municipal Code, Chapter 31 (Runoff Pollution Control), requires the City to review all project plans and impose conditions as required to safeguard water quality and erosion control prior to the issuance of either a building permit or grading plan approval. Municipal Code Chapter 31 seeks to protect and improve water quality receiving waters by: Reducing illicit discharges to the municipal stormwater system to the maximum extent practicable; Eliminating illicit connections to the municipal stormwater system; Eliminating spillage, dumping, and disposal of pollutant materials into the municipal stormwater system; and Reducing pollutant loads in stormwater and urban runoff, from land uses and activities identified in the municipal NPDES permit. The City's development review process would evaluate proposed development against established BMPs and other water quality-related guidelines,

many of which are designed to control runoff and erosion. In addition, the City's development review process would examine potential increases in runoff from development sites and require post-development runoff to not exceed pre-development levels through project design such as the use of detention/retention basins, pipes, swales, etc.

Lastly, the Land Use Element of the proposed GPU includes Policy LU-9.11, which seeks to integrate green infrastructure elements, such as urban greening, bioswales, community gardens, and street trees, into residential neighborhoods, Compton Creek, and commercial districts to enhance aesthetics, improve air quality, mitigate urban heat island effects, and promote community health and well-being. In addition, Public Safety Element Goal PS-4 and its policies seeks mitigated impacts of flooding and reduced risk of property damage, infrastructure disruption, and public safety hazards through comprehensive flood hazard management strategies. Goal PS-4 is supported by Policy PS-4.1 which establishes and enforces floodplain management regulations to restrict development in flood-prone areas, promote floodplain preservation, and minimize exposure to flood hazards, and Policy PS-4.2 which aims to implement stormwater management strategies, such as green infrastructure, detention basins, and flood control channels, to reduce the risk of urban flooding and improve drainage during heavy rainfall events. Similarly, Policy PS-4.5 aims to restore and enhance natural floodplain areas, wetlands, and riparian habitats within Compton Creek to provide natural flood protection, improve water quality, and enhance ecosystem resilience to flooding and climate change impacts, while Policy PS-4.6 aims to engage residents, property owners, businesses, and stakeholders through outreach, education, and public awareness campaigns to raise awareness about flood hazards, preparedness measures, and floodplain management strategies. Finally, the Urban Systems Element of the proposed GPU includes Goal US-9, which aims to ensure that public facilities and infrastructure are resilient to climate change and extreme weather.

With implementation of General Plan goals and policies, continued regulatory compliance with state and regional water quality standards, and guidelines for erosion control in the Municipal Code, development within the Planning Area under the GPU would not result in significant impacts related to drainage patterns, erosion, siltation, flooding, stormwater drainage capacity, polluted runoff, or impeded/redirected flood flows.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Pollutant Risk from Site Inundation

Impact HYD-4 – Would the GPU, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Analysis of Impacts
As outlined in Section 4.10.1, based on the Federal Emergency Management Agency (FEMA) hazard map, the western half of the Planning Area is largely protected from major storm events, the so-called 100-year flood (1% annual chance), while the eastern half of the Planning Area is designated by FEMA as being a moderate-to-low-risk area for the so-called 500-year flood (2% annual chance). In addition, the Whittier Narrows Dam poses an inundation threat to the City. If the dam were to fail, the portions of the City that would be inundated would be the commercial, industrial, and residential uses west of Norwalk Boulevard. While the proposed GPU does not

include any specific project that would risk release of pollutants due to property inundation, it would allow for industrial and commercial uses in the eastern half of the Planning Area that could have the potential to release pollutants due to property inundation. Any future projects within the Planning Area would be required to adhere to the County of Los Angeles's NPDES permit (See Section 4.10.2) regulating impacts and potential pollutant discharge within flood hazard or tsunami inundation areas.

The City of Compton is entirely landlocked with no major isolated waterbodies and is, therefore, not at risk of seiche. At its closest point, the City is approximately 8 miles from the Pacific Ocean and at an elevation of at least 60 feet above mean sea level, so it is unlikely any tsunami event affecting the Pacific Ocean coast would reach the Planning Area. There are no large bodies of water or reservoirs within or in close proximity to the Planning Area that could result in seiche. Based on available evidence, it is unlikely the Planning Area would face any significant pollutant contamination or release during flood, seiche, or tsunami conditions. Therefore, no significant impacts to pollutant discharge in flood or tsunami inundation zones are anticipated from the implementation of the updated 2045 General Plan within the Planning Area.

The Land Use Element of the proposed GPU includes Policy LU-9.11, which seeks to integrate green infrastructure elements, such as urban greening, bioswales, community gardens, and street trees, into residential neighborhoods, Compton Creek, and commercial districts to enhance aesthetics, improve air quality, mitigate urban heat island effects, and promote community health and well-being. In addition, Public Safety Element Goal PS-4 and its policies seeks mitigated impacts of flooding and reduced risk of property damage, infrastructure disruption, and public safety hazards through comprehensive flood hazard management strategies. Goal PS-4 is supported by Policy PS-4.1 which establishes and enforces floodplain management regulations to restrict development in flood-prone areas, promote floodplain preservation, and minimize exposure to flood hazards, and Policy PS-4.2 which aims to implement stormwater management strategies, such as green infrastructure, detention basins, and flood control channels, to reduce the risk of urban flooding and improve drainage during heavy rainfall events. Similarly, Policy PS-4.5 aims to restore and enhance natural floodplain areas, wetlands, and riparian habitats within Compton Creek to provide natural flood protection, improve water quality, and enhance ecosystem resilience to flooding and climate change impacts, while Policy PS-4.6 aims to engage residents, property owners, businesses, and stakeholders through outreach, education, and public awareness campaigns to raise awareness about flood hazards, preparedness measures, and floodplain management strategies. Finally, the Urban Systems Element of the proposed GPU includes Goal US-9, which aims to ensure that public facilities and infrastructure are resilient to climate change and extreme weather.

Continued implementation of the County NPDES permit requirements and implementation of the goals and policies of the proposed GPU would ensure that potential impacts related to polluted inundation would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Project Compliance with Water Quality and Groundwater Management Plans

Impact HYD-5 – Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Analysis of Impacts

Surface Water Quality Plan. The Los Angeles Regional Water Quality Control Board (RWQCB) is responsible for the protection of the beneficial uses of waters within the coastal watersheds of Los Angeles and Ventura counties, including the City of Compton. The Water Quality Control Plan for the Los Angeles Region (Basin Plan) designates beneficial uses, establishes water quality objectives, and contains implementation programs and policies to achieve those objectives for all waters addressed through the Basin Plan. The Basin Plan is continually being updated to include amendments related to implementation of the total maximum daily load[i] (TMDL) of specific potential pollutants or water quality stressors, revisions of programs and policies within the Los Angeles RWQCB region, and changes to beneficial use designations and associated water quality objectives. The RWQCB can prohibit or limit water discharges based on particular conditions, areas, or types of waste. The Basin Plan: (i) identifies beneficial uses for surface and ground waters, (ii) includes narrative and numerical water quality objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and (iii) describes implementation programs and other actions that are necessary to achieve the water quality objectives established in the Basin Plan. The current General Plan and the GPU both require the City and future development within the Planning Area to be consistent with the Basin Plan. Therefore, the GPU would not conflict with or obstruct implementation of a water quality control plan.

Construction General Permit. For stormwater discharges associated with construction activities in the state, the State Water Resources Control Board (SWRCB) has adopted the Construction General Permit (CGP) to avoid and minimize water quality impacts from such activities.[ii] The CGP requires the development and implementation of a stormwater pollution prevention plan (SWPPP) which would include and specify water quality Best Management Practices (BMPs) to prevent pollutants from contacting stormwater and keep erosion from moving off site into receiving waters. Through the City's development review process, future development in the Planning Area must comply with the various requirements of the Basin Plan and the CGP. In this way, future development in the Planning Area would have less than significant impacts on surface water management plans.

Groundwater Management Plan. The Water Replenishment District of Southern California (WRD) was formed in 1959 to protect local groundwater supply and quality. The Central Basin is within the WRD and managed by the Central Basin Watermaster. Through the City's development review process, future development in the Planning Area must comply with the various requirements of the Central Basin Watermaster. In this way, future development in the Planning Area would have less than significant impacts on groundwater management plans.

Lastly, the Land Use Element of the proposed GPU includes Policy LU-9.11, which seeks to integrate green infrastructure elements, such as urban greening, bioswales, community gardens, and street trees, into residential neighborhoods, Compton Creek, and commercial districts to enhance aesthetics, improve air quality, mitigate urban heat island effects, and promote community health and well-being. In addition, Public Safety Element Goal PS-4 and its

[i] TMDL is a regulatory term in the U.S. Clean Water Act, describing a plan for restoring impaired waters that identifies the maximum amount of a pollutant that a body of water can receive while still meeting water quality standards

[ii] SWRCB Order 2009-0009-DWQ, as amended

policies seeks mitigated impacts of flooding and reduced risk of property damage, infrastructure disruption, and public safety hazards through comprehensive flood hazard management strategies. Goal PS-4 is supported by Policy PS-4.1 which establishes and enforces floodplain management regulations to restrict development in flood-prone areas, promote floodplain preservation, and minimize exposure to flood hazards, and Policy PS-4.2 which aims to implement stormwater management strategies, such as green infrastructure, detention basins, and flood control channels, to reduce the risk of urban flooding and improve drainage during heavy rainfall events. Similarly, Policy PS-4.5 aims to restore and enhance natural floodplain areas, wetlands, and riparian habitats within Compton Creek to provide natural flood protection, improve water quality, and enhance ecosystem resilience to flooding and climate change impacts, while Policy PS-4.6 aims to engage residents, property owners, businesses, and stakeholders through outreach, education, and public awareness campaigns to raise awareness about flood hazards, preparedness measures, and floodplain management strategies. Finally, the Urban Systems Element of the proposed GPU includes Goal US-9, which aims to ensure that public facilities and infrastructure are resilient to climate change and extreme weather.

Therefore, with implementation of the General Plan goals and policies outlined above and continued compliance with existing State and local regulations, no impact to implementation of water quality control plans or sustainable groundwater management plans are anticipated from the implementation of the proposed GPU within the Planning Area.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact HYD-6 - Would the GPU cause substantial adverse cumulative impacts with respect to hydrology and water quality?

Analysis of Impacts
The Planning Area and surrounding communities contain water-related hazards and surface and groundwater resources that must be protected. State law requires that the Safety Elements of city general plans, including Compton, address potential flooding, erosion, changing drainage patterns, and other water-related hazards. In addition, the General Plan Open Space and Conservation Element identifies ways the City will coordinate with other agencies to protect surface and groundwater supplies. The Safety Element also contains goals and policies which acknowledge these potential risks and require structures and infrastructure to provide adequate levels of safety for the community.

In addition, the General Plans for the surrounding cities and the County General Plan are all required to identify potential risks from flooding, geologic and seismic conditions and contain goals and policies to address these risks and protect the public. These goals and policies are intended to be consistent with state law and are similar to those of the City's General Plan. In addition to local general plans, various state laws including CEQA require the City as a lead agency to identify potential water-related hazards related to new development and protect important water resources as development occurs in the future. Local water districts must prepare Urban Water Management Plans and Groundwater Sustainability Plans are required to provide long-term protection for both surface and groundwater supplies for the region.

In these ways, potential cumulative impacts to future development from flooding and water-related hazards will be minimized, and the protection of important regional water resources will be protected. Therefore, future development in the Planning Area under the GPU will not make a significant contribution to any cumulative regional impacts on flooding or other water-related hazards and protect surface and groundwater resources in the future.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.10.5 – REFERENCES

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United States Environmental Protection Agency (USEPA), 2020. Section 10 of the Rivers and Harbors Appropriation Act of 1899. Web: https://www.epa.gov/cwa-404/section-10-rivers-and-harbors-appropriation-act-1899 [Accessed January 2025].

California Water Boards (Water Board), 2020. Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties. Web: https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/basin_plan_documentation.html Accessed January 2025].

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4.11 – LAND USE AND PLANNING

This EIR chapter addresses land use and planning impacts associated with the proposed General Plan Update (GPU). Issues of interest are land use and planning impacts identified by the CEQA Guidelines: whether the GPU will physically divide an established community or 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.

4.11.1 – ENVIRONMENTAL SETTING

Compton's existing land use and physical development patterns reflect the city's history and evolution. Compton incorporated in 1888, and the earliest development areas were centered around what is today Downtown Compton and the surrounding neighborhoods. Decisions made long ago have influenced the location of residential neighborhoods, commercial centers, and industrial districts. They have also played a role in establishing the street pattern, which predominantly follows a grid system. On July 14, 1990, the Metro A Line (formerly Blue Line) Compton Station

Existing Land Uses

Existing land use and development plans and regulations provide a starting point for understanding past planning efforts that have shaped and continue to shape the city of Compton. Relevant documents include the General Plan, Zoning Code, and specific plans. Existing land use reflects the current condition of the built environment in a city, which may not always align with the zoning code and map. Compton comprises roughly 5,090 acres, excluding street rights-of-way (see Table 4.11-1). The sphere of influence adds 425 acres to the Planning Area. Together, the corporate city boundary and all sphere areas are considered the “Planning Area.” Most development within the Planning Area is single unit residential (2,595 acres). Exhibit 4.11-1 graphically depicts existing land use distribution in Compton.

Residential Uses and Housing Density

Single-family detached residential use dominates most of the land use within the city, followed by industrial, educational, and commercial land uses. Multiple unit residential land uses occupy 251 acres, or 4.6 percent, of the Planning Area. Single- and multiple-unit residential land uses are distributed citywide, while commercial and industrial uses are concentrated along the north, south, and central corridors. Educational land use exists in pockets, and commercial land uses are primarily located along the principal roadways of Long Beach Boulevard, Rosecrans Avenue, and Compton Boulevard. Residential housing density refers to the number of dwelling units per acre and represents a way to describe a type of housing, from detached single-unit dwellings to duplexes, townhomes, and multi-unit developments. Exhibit 4.11-1 provides a geographical representation of residential housing density in Compton. As indicated above, subdivisions of detached single-family detached housing dominate the land use pattern. Most areas have a residential housing density ranging from seven to 10 units per acre. However, pockets of higher density occur citywide. West of Compton Creek and between Alondra and Compton Boulevard, neighborhoods typically have densities ranging from 10 to 20 per acre. In this area, a housing development consists of single-family detached homes with small lot sizes, allowing for a higher number of homes per acre. Compton has only a few areas where density increases to 30 to 31 dwelling units per acre. For instance, at the corner of North Bullis Road

and Rosecrans Avenue, there is an apartment complex called "Blanca" with nine two-story apartment buildings. Reflective of the long-ago “ranchette” development approach, a few areas have relatively low densities, from 0.3 to 5.0 residential units per acre, such as along Wilmington Avenue between Greenleaf and Alondra Boulevard.

Table 4.11-1
Existing Land Use (2023)

Existing Land Uses		City of Compton		Sphere of Influence		Planning Area	
		Acres	% of Total	Acres	% of Total	Acres	% of Total
Residential Uses	Single Units	2,238.2	44.0%	356.7	83.9%	2,595.0	47.1%
	Mobile Home Park	30.2	0.6%	-	-	30.2	0.5%
	Multiple Units	225.3	4.4%	26.1	6.1%	251.3	4.6%
	Assisted Living	6.4	0.1%	-	-	6.4	0.1%
Commercial and Industrial Uses	Commercial	294.4	5.8%	19.6	4.6%	314.1	5.7%
	Auto Repair	24.4	0.5%	-	-	24.4	0.4%
	Offices	30.4	0.6%	1.4	0.3%	31.8	0.6%
	Hotel/Motel	9.3	0.2%	0.3	0.1%	9.6	0.2%
	Industrial/Warehouses	1,080.4	21.2%	1.3	0.3%	1,081.7	19.6%
Public Facilities and Institutional Uses	Parking	10.9	0.2%	-	-	10.9	0.2%
	Civic Facilities	79.8	1.6%	1.3	0.3%	81.1	1.5%
	Education	452.8	8.9%	0.8	0.2%	453.6	8.2%
	Places of Worship	59.0	1.2%	4.1	1.0%	63.1	1.1%
Open Spaces and Recreation Uses	Cemetery	21.3	0.4%	-	-	21.3	0.4%
	Nursery	30.1	0.6%	0.6	0.1%	30.7	0.6%
	Parks and Recreation	86.5	1.7%	5.8	1.4%	92.3	1.7%
	Open Space	2.8	0.1%	-	-	2.8	0.1%
	Waterbodies	89.1	1.8%	-	-	89.1	1.6%
Transportation and Utilities	Rail Corridor	94.7	1.9%	-	-	94.7	1.7%
	Utilities	70.4	1.4%	1.9	0.4%	72.3	1.3%
	Airport	73.9	1.5%	-	-	73.9	1.3%
Other	Vacant	79.1	1.6%	5.3	1.2%	84.4	1.5%
	Total	**5,089.5**	**100.0%**	**425.2**	**100.0%**	**5,514.7**	**100.0%**

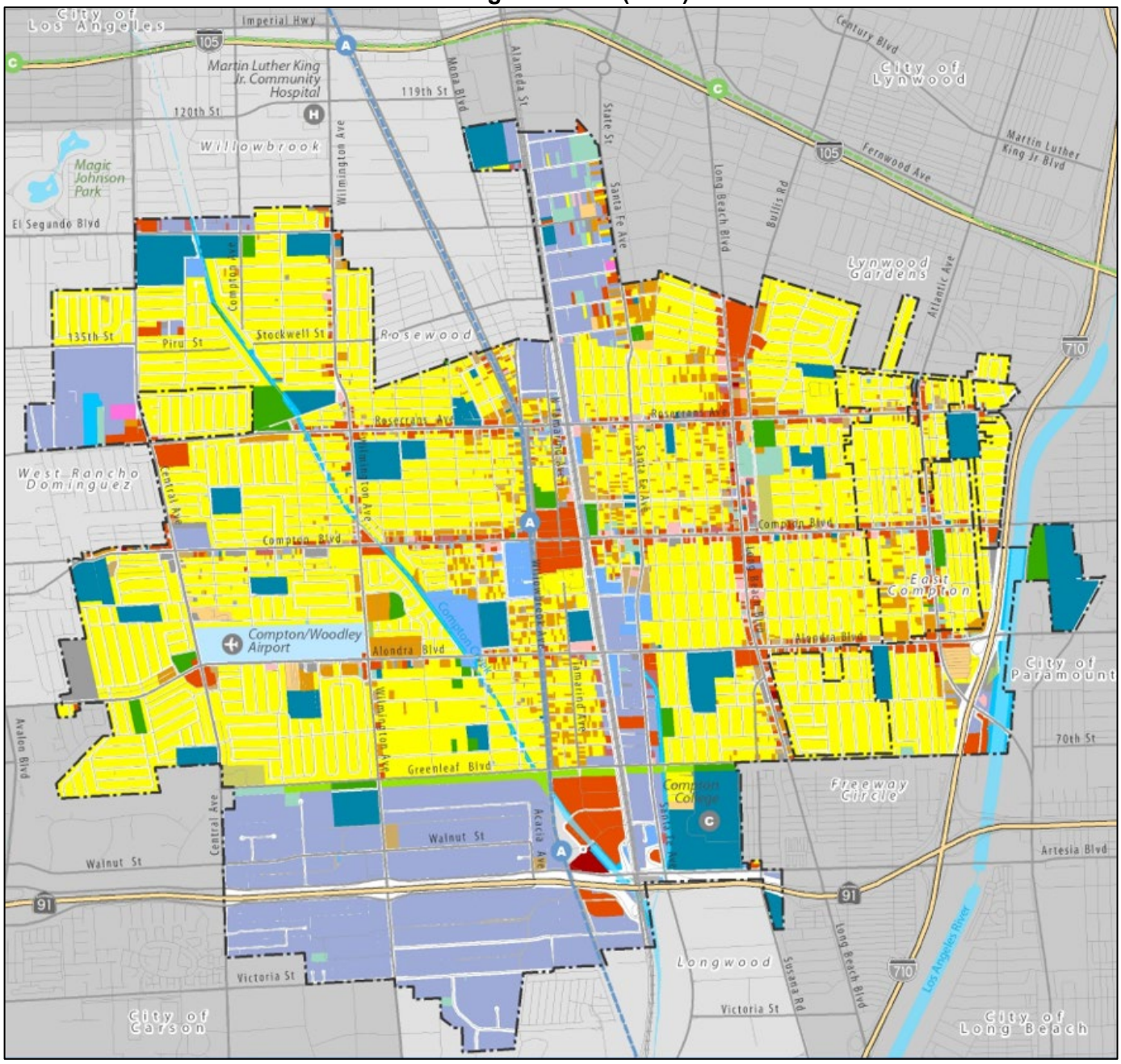
Commercial and Industrial Land Uses

As shown in Table 4.11-1, commercial uses make up 314 acres or 5.7% of the Planning Area. These uses are primarily concentrated along the city’s main arterial roadways. Industrial uses account for 1,081.7 acres, or 19.6 percent of the Planning Area. The vast majority (1,080.4 acres) of industrial uses are located within City limits. Most industrial uses are centrally located in Compton, primarily along the Alameda Street corridor, with some industrial uses located along the Compton Boulevard, Wilmington Avenue, Rosecrans Avenue, and Long Beach Boulevard corridors. There is also a large area in the southern portion of the city adjacent to State Route 91 that contains industrial uses.

Public Facilities and Institutional Land Uses

Public facilities and institutional land uses include education facilities, civic facilities, parking facilities, and places of worship. The total land area devoted to public facilities and institutional uses is 608 acres, or 11 percent of the Planning Area. Education facilities make up the majority of these uses, occupying 453.6 acres (8.2%) of the Planning Area.

Exhibit 4.11-1
Existing Land Use (2022)



Existing Land Use (2022)

- Single Unit Residential
- Mobile Home Park
- Multi-Unit Residential
- Commercial
- Auto Repair Services
- Hotel/Motel
- Office
- Assited Living
- Public Facilities
- Schools/Education
- Industrial
- Religious Institution
- Nursery
- Open Space
- Parks and Recreation
- Cemetery
- Utilities
- Parking
- Rail Corridor
- Airport
- Water
- Vacant

Base Map Features

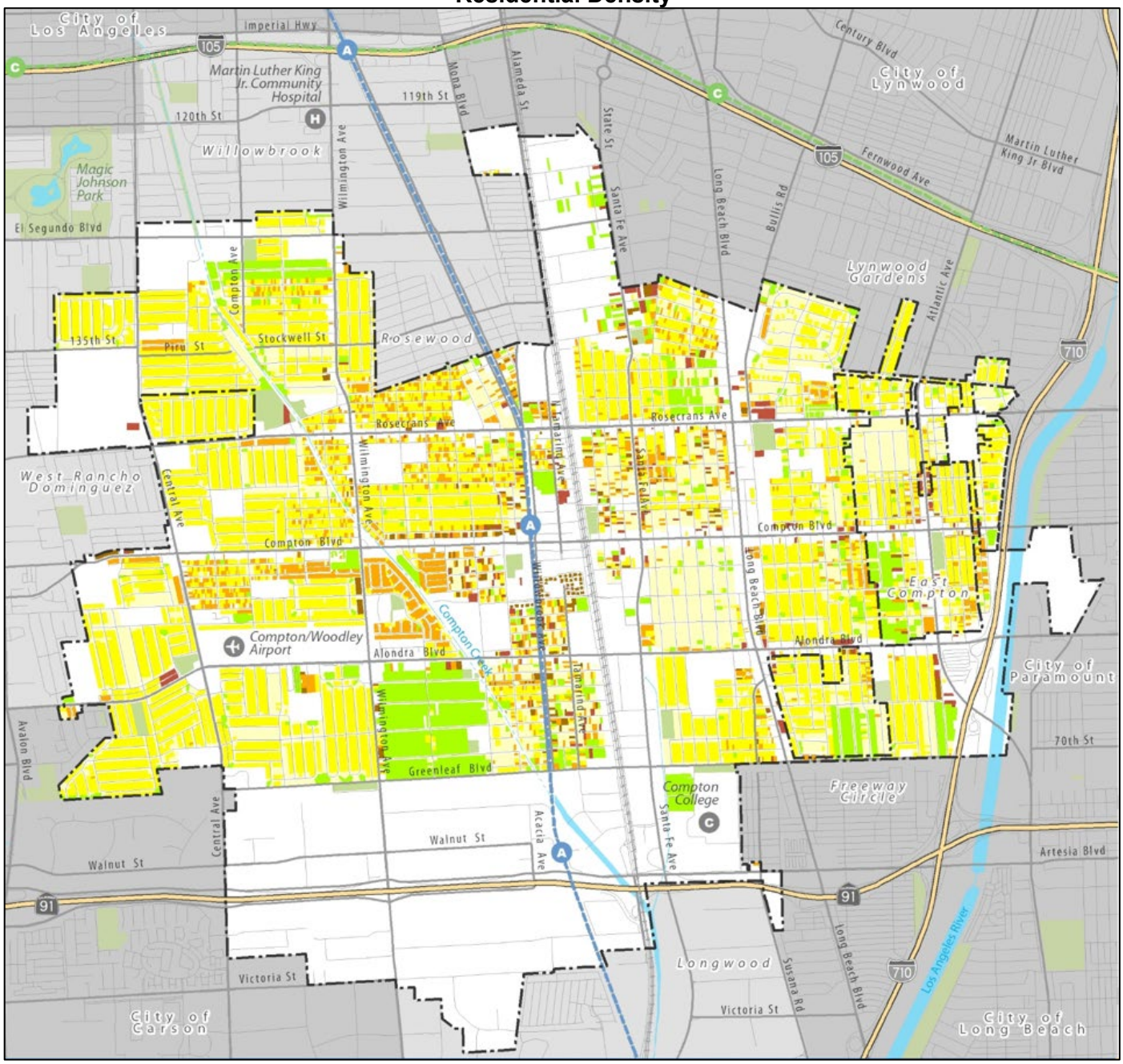
- City Boundary
- Sphere of Influence Boundary
- Freeways
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels

Data Source: UrbanFootprint, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

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Exhibit 4.11-2
Residential Density



Residential Density (Dwelling Units per Acre)

- 0.3 - 5.0
- 5.1 - 7.0
- 7.1 - 10.0
- 10.1 - 20.0
- 20.1 - 30.0
- 30.1 - 341.3

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

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Open Spaces and Recreation Uses

Open spaces and recreation uses include cemeteries, nurseries, parks and recreation facilities, open space, and waterbodies. Open spaces and recreation uses make up 236.2 acres, or 4.4 percent of the Planning Area. The largest uses in the open spaces and recreation uses category are parks and recreation facilities (92.3 acres) and waterbodies (89.1 acres). The other uses are nurseries (30.7 acres), cemeteries (19 acres), and open space (2.8 acres). Chapter 4.16 (Recreation) further describes open spaces and recreation uses within the Planning Area.

Transportation and Utilities

Transportation and utilities include railway corridors, utilities, the Compton/Woodley Airport. Together, transportation and utilities uses make up 240.9 acres, or 5.8 percent of the Planning Area. Railway corridors are the largest use in this category (94.7 acres), followed by the airport (73.9 acres) and utilities (72.3).

Other Land Uses

Other land uses include vacant land (devoid of any structures), which accounts for 84.4 acres, or 1.5% of the Planning Area. As noted previously, the Planning Area contains little vacant land. The largest area of vacant land is located on the north side of Alondra Boulevard between South Haskins Avenue and South Clymer Avenue (18 acres). Other vacant lots are scattered across the Planning Area and vary greatly in size.

4.11.2 – REGULATORY FRAMEWORK

Federal

Clean Air Act

The Federal Clean Air Act was enacted to protect and enhance air quality and promote the health and welfare of the public. The United States Environmental Protection Agency (EPA) has established ambient air quality standards for certain criteria pollutants, which are generally implemented by state and local agencies.

Clean Water Action (Section 404)

Section 404(b) of the Federal Clean Water Act was established to preserve water quality and discourages the alteration or destruction of wetlands. This act requires that the United States Army Corps of Engineers (Army Corps) evaluate the impacts of discharge of dredged or fill materials into any water of the United States (U.S.). The Army Corps Wetlands Policy requires the implementation of mitigation measures for any impacts to designated wetland areas.

National Pollutant Discharge Elimination System Permit Program

The National Pollutant Discharge Elimination System (NPDES) program requires the owner or operator of any facility, or person responsible for any activity that discharges waste into the surface waters of the U.S. to obtain a NPDES permit from the Regional Water Quality Control Board, as mandated by the National Clean Water Act. The existing NPDES (Phase 1) stormwater program requires municipalities serving greater than 100,000 persons to obtain a NPDES storm water permit for construction projects greater than five acres. Phase II of the NPDES storm water regulations expanded the national program to smaller municipalities with populations of 10,000 or more and construction sites that disturb greater than one acre of land.

Federal Endangered Species Act
The Federal Endangered Species Act (ESA) was passed in 1973 and is administered by the U.S. Department of Fish and Wildlife Service. The ESA provides a process for listing species as endangered or threatened and establishes requirements for the protection of all listed species.

State

California Wetlands Policy
The State Wetlands Policy, administered by the California Department of Fish and Wildlife under Fish and Game Code Sections 1601 to 1606, protects marshlands and other designated wetland areas, and requires mitigation for disturbance of wetland areas.

California Endangered Species Act
Similar to the Federal ESA, the California Endangered Species Act (CESA) was created to protect rare, threatened, and endangered species in California. The CESA was enacted in 1984 and is administered by the California Department of Fish and Wildlife.

Regional

A number of regional plans influence land use planning in the city of Compton. Regional plans/policies created by planning agencies such as the Southern California Association of Governments (SCAG) are discussed below.

Southern California Association of Governments (SCAG) Regional Plans and Policies
The Southern California Association of Governments (SCAG) is responsible for regional planning in the southern California area. SCAG provides a framework to coordinate local and regional decisions regarding future growth and development and prepares future growth forecasts for the region. As the designated Metropolitan Planning Organization (MPO) for the area, SCAG is mandated by the Federal government to research and develop plans for transportation, growth management, hazardous waste management, and air quality based on the regional growth projections. SCAG is responsible for the production of a Regional Comprehensive Plan and Guide, a Regional Transportation Plan/Sustainable Communities Strategy, Regional Transportation Improvement Plan, and Growth Vision Report. In February of 2020, SCAG's Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS or Plan). The Plan is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals (see below). As SCAG is the largest MPO in the United States, it has sub-regional councils of government to provide for the subregions' land use and transportation planning at a more local level. The sub-regional council for Santa Fe Springs is the Gateway Cities Council of Governments (GCCOG).

2020-2045 Regional Transportation Plan/Sustainable Communities Strategy
The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) is a long-term vision of how the region will address regional transportation and land use challenges and opportunities. The 2020 RTP/SCS identifies goals, which are intended to help carry out the vision for improved mobility, a strong economy, and sustainability. The guiding policies for the 2020 RTP/SCS are intended to help focus future investments on the best-performing projects and strategies to preserve, maintain, and optimize the performance of the existing transportation system.

Local

City of Compton 2045 Comprehensive General Plan Update

The city of Compton 2045 Comprehensive General Plan Update includes the following goals and policies related to land use and planning:

Community Services, Open Space, and Natural Resources Element

GOAL CR-2: ESTABLISH ENERGY CONSERVATION AND EFFICIENCY STANDARDS THAT PROMOTE SUSTAINABLE PRACTICES AND REDUCE ENERGY CONSUMPTION

Policy CR-2.1: **Building Energy Efficiency Standards.** Require new construction and major renovations to comply with energy efficiency standards established by the California Energy Commission (Title 24), incorporating measures such as high-efficiency HVAC systems, insulation, and lighting to reduce energy consumption and greenhouse gas emissions.

Policy CR-2.2: **Energy-Efficient Lighting.** Encourage the use of energy-efficient lighting technologies, such as LED fixtures, in public facilities, streetlights, and outdoor spaces to reduce electricity consumption, improve visibility, and enhance safety.

Policy CR-2.3: **Renewable Energy Integration.** Support the development and integration solar photovoltaic systems, on public buildings, facilities, and vacant land to generate clean, renewable energy and reduce dependence on fossil fuels.

Policy CR-2.4: **Energy Conservation Education and Outreach.** Implement educational programs and outreach campaigns to raise awareness about energy conservation practices, energy-saving technologies, and available incentives for residents, businesses, and community organizations.

Policy CR-2.5: **Municipal Energy Management.** Implement energy management practices and policies within municipal operations to optimize energy use, reduce utility costs, and demonstrate leadership in sustainability efforts.

Policy CR-2.6: **Collaboration and Partnerships.** Collaborate with utilities, government agencies, non-profit organizations, and community stakeholders to leverage resources, share best practices, and implement energy conservation initiatives effectively.

GOAL CR-3: PROMOTE EFFICIENT WATER USE, REDUCING WATER CONSUMPTION FOR ALL LAND USES

Policy CR-3.1: **Residential Water Conservation.** Implement public education campaigns and outreach programs to raise awareness about water conservation practices, including efficient irrigation techniques, water-saving fixtures, and indoor water use reduction strategies.

Policy CR-3.2: **Water Conservation Incentives.** Provide incentives and rebates for residents to invest in water-efficient appliances, such as low-flow toilets,

water-saving washing machines, smart irrigation controllers, and drought tolerant landscaping to reduce household water consumption.

Policy CR-3.3 **Commercial and Industrial Water Efficiency.** Recommend commercial and industrial facilities to implement water efficiency measures, such as leak detection and repair, water recycling and gray water reuse systems, and landscaping practices that minimize water usage.

Policy CR-3.4: **Municipal Water Conservation.** Implement water conservation measures within municipal operations, including optimizing irrigation practices in parks and public spaces, retrofitting municipal facilities with water-saving fixtures, gray water systems, and prioritizing water-efficient landscaping in city-owned properties.

Policy CR-3.5: **Water Infrastructure Improvements.** Invest in water infrastructure improvements, such as pipe replacement and rehabilitation, to minimize water loss and improve the overall efficiency and reliability of the water supply system.

GOAL CR-6: AN ENVIRONMENT WHERE CLEAR AIR QUALITY AND REDUCED GREENHOUSE GAS EMISSIONS PROTECT COMMUNITY HEALTH

Policy CR-6.1: **Transportation Emissions Reduction.** Promote alternative transportation modes, such as walking, biking, public transit, and carpooling, to reduce vehicle miles traveled and associated air pollution emissions.

Policy CR-6.2: **Electric Vehicle Infrastructure.** Support the development and expansion of electric vehicle infrastructure, including charging stations.

Policy CR-6.3: **Sustainable Land Use and Urban Planning.** Encourage compact, mixed-use development patterns and transit-oriented development.

Policy CR-6.4: **Air Quality Monitoring and Surveillance.** Establish an air quality monitoring network to monitor ambient air pollutant levels, track trends in air quality, and identify areas of concern or environmental justice disparities.

Policy CR-6.5: **Resources and Training.** Provide resources, training, and support for community-led air quality monitoring initiatives, citizen science projects, and advocacy campaigns to empower communities to take action on air quality issues.

Policy CR-6.6 **Collaboration and Partnerships.** Collaborate with regional air quality management agencies, governmental organizations, non-profit groups, and academic institutions to coordinate air quality improvement efforts, share resources, and leverage expertise.

Policy CR-6.7: **Regional Air Quality.** Participate in regional air quality planning processes and advocacy efforts to address cross-border air pollution issues and promote regional collaboration on air quality management strategies.

GOAL CR-7: PROTECT PUBLIC HEALTH BY ADDRESSING CLIMATE-RELATED RISKS, OFFERING HEAT RELIEF RESOURCES, AND SUPPORTING COMMUNITY-LED CLIMATE ADAPTATION AND RESILIENCE INITIATIVES

Policy CR-7.1: **Urban Heat Mitigation.** Implement nature-based solutions, such as increasing green spaces, planting trees, and establishing community gardens, to combat the urban heat island effect and enhance public health.

Policy CR-7.2: **Green Space Development.** Promote the creation of green spaces and sustainable landscaping practices to improve air quality, enhance recreational opportunities, and reduce the urban heat island effect.

Policy CR-7.3: **Water Conservation Initiatives.** Implement comprehensive water conservation practices, including rainwater harvesting and drought-resistant landscaping, to secure a reliable water supply while reducing infrastructure costs.

Policy CR-7.4: **Energy Efficiency Promotion.** Encourage energy conservation and the use of the California Green Building Code to reduce greenhouse gas emissions, utility bills, and improve overall air quality.

Economic Development Element

GOAL ED-4: REDEVELOPMENT OF AGING COMMERCIAL CENTERS WITH A MIX OF LAND USES THAT FULFILL MARKET DEMAND AND SERVE AS COMMUNITY GATHERING PLACES

Policy ED-4.1: **Market-Responsive Tools/Incentives to Encourage Redevelopment Of Aging Properties.** Streamline development entitlement process for targeted revitalization/redevelopment areas through preparation of specific plans, program-level CEQA documentation, etc.

Policy Ed-4.2: **Strategic Infrastructure Investments.** Assess infrastructure needs as part of specific planning process for targeted revitalization/redevelopment areas.

Policy ED-4.3: **Infrastructure Financing Mechanisms.** Establish financing mechanisms for high-priority infrastructure.

Policy ED-4.4: **Increased Sheriff Patrol and Code Enforcement.** Increase Sheriff patrols and code enforcement to reduce crime and improve the condition of properties to promote the visual appearance of Compton.

GOAL ED-5: ATTRACT PRIVATE INVESTMENT IN MIXED-USE, TRANSIT-ORIENTED DEVELOPMENT PROJECTS

Policy ED-5.1: **Marketing of development opportunities.** Actively engage with the Southern California development community to promote mixed-use, transit-oriented development opportunities in Compton.

Policy ED-5.2: **Development-friendly zoning and development standards.** Revise zoning policies and development standards to facilitate diverse types of development, with a focus on promoting mixed-use projects near high-quality transit stations and corridors.

Policy ED-5.3: **Expedited entitlements for mixed-use opportunity sites.** Streamline entitlement, project review, and CEQA processes for projects meeting established criteria for mixed-use, transit-oriented development.

Policy ED-5.4: **Infrastructure investments for opportunity sites.** Prioritize City infrastructure investments that enhance the economic feasibility of mixed-use development projects on targeted opportunity sites (especially water, sewer and road-related infrastructure).

Environmental Justice Element

GOAL EJ-1: **REDUCED POLLUTION AND REMOVAL OF PUBLIC HEALTH DISPARITIES**

Policy EJ-1.1: **Toxic Air Contaminants Reduction.** Implement land use and transportation strategies aimed at decreasing public exposure to toxic air contaminants within neighborhoods and sensitive uses adjacent to industrial areas.

Policy EJ-1.2: **Stationary Source Emissions.** Consult with the California Air Resources Board and the South Coast Air Quality Management District to ensure the appropriate monitoring of stationary source emissions and to receive aid and assistance to reduce exposures to harmful air pollutants, especially in Disadvantaged Communities.

Policy EJ-1.3: **Buffering Industrial Uses.** Require heavy industrial activities to have on-site buffers when adjacent or in close proximity to be residential neighborhoods, schools, and other sensitive areas, with the objective of shielding sensitive uses from air pollutant emissions, noise, and unpleasant odors.

Policy EJ-1.4: **Performance Standards for New Developments.** Develop Zoning Code performance standards for new industrial and commercial projects to minimize adverse effects on air quality, noise, and safety, particularly in Disadvantaged Communities.

Policy EJ-1.5: **Stricter Regulation of Polluting Uses**. Enforce more rigorous permitting standards and restrict variances for new high-intensity industrial or commercial activities near sensitive areas in Disadvantaged Communities.

Policy EJ-1.6: **Enhanced Code Enforcement.** Prioritize code enforcement efforts to tackle illegal land uses and activities that pose pollution hazards, particularly in Disadvantaged Communities.

Policy EJ-1.7: **Smoking Exposure Reduction.** Development policy resolutions or regulations that prohibit new tobacco, cannabis, and other smoking product retailers, including the sale of vape products, within 1,000 feet of child-

sensitive areas (e.g., schools, parks, libraries, and recreation centers) and 1,000 feet of another tobacco, cannabis, and other smoking product retailer.

Policy EJ-1.8: **Mitigating Truck-Related Impacts.** Implement measures to mitigate the impact of truck loading and delivery activities associated with new warehouses and truck-related businesses, including noise, odors, air pollution, and greenhouse gas emissions. Establish a local ordinance that exceeds the State vehicle idling restrictions, including restrictions for bus layovers, delivery vehicles, trucks at warehouses and distribution facilities, and taxis, particularly when these activities take place near sensitive land uses.

Policy EJ-1.9: **Promoting Electric Vehicle Infrastructure.** Ensure that industrial and warehouse facilities, as well as truck-related businesses, install electric vehicle charging infrastructure in alignment with California Air Resources Board regulations.

Policy EJ-1.10: **Local Monitoring.** Develop a citywide air quality monitoring program to identify areas with high levels of air pollution, including diesel-powered emissions, and to track changes over time. Establish a community-based monitoring program where volunteers collect environmental data using low-cost sensors or monitoring kits. Focus on priority areas near industrial uses and major

Policy EJ-1.11: **Vegetation Management.** Implement vegetation management programs along freeways and rail corridors to reduce emissions by promoting green buffers and planting air-purifying vegetation.

Policy EJ-1.12: **Coordination with Air Quality Agencies.** Collaborate with the South Coast Air Quality Management District and community partners to assess human exposure to toxic air contaminants, especially in Disadvantaged Communities. Impose appropriate conditions on projects to safeguard public health and safety.

Policy EJ-1.13: **Community Air Protection Initiatives.** Support the development and implementation of Community Air Monitoring Plans and Community Emissions Reduction Plans in collaboration with stakeholders, including businesses, community members, and relevant agencies.

Policy EJ-1.14: **Regional Collaboration.** Engage in regional air quality planning efforts led by local, regional, and State agencies.

Policy EJ-1.15: **Local Partnerships.** Partner with local school districts, community-based organizations, and other stakeholders to provide portable indoor air filtration units to low-income households in priority areas. Partner with local school districts and explore funding strategies to ensure all public schools have updated HVAC systems with HEPA filters.

Land Use Element

GOAL LU-2: HEALTHY AND COMPLETE NEIGHBORHOODS

Policy LU-2.1: **Neighborhood Enhancements**. Continue to improve residential neighborhoods by enhancing streetscapes and crosswalks, increasing the number of trees, creating conditions that encourage walking and bicycling, integrating green infrastructure and communications technology, and allowing connectivity to activity areas, public gathering areas, and community facilities.

Policy LU-2.2: **Parking Impacts.** Protect residential neighborhoods from parking spillover impacts from adjoining non-residential uses and facilities.

Policy LU-2.3: **Local-Serving Retail**. Promote local-serving public amenities at key locations within residential neighborhoods and within walking distance to corridors. Support development of small-scale neighborhood nodes that provide a range of neighborhood-serving retail, public amenities, and services to residents within walking distance of their homes.

Policy LU-2.4: **Low-Density Residential Neighborhoods.** Preserve and enhance the low-density nature of residential neighborhoods, and minimize height impacts from new corridor developments.

Policy LU-2.5: **Neighborhood Context.** Consider adjoining neighborhood context when planning new residential uses, including but not limited to traffic, density, height, massing, and setbacks.

Policy LU-2.6: **Low-Impact Home Businesses.** Allow home offices, and other low-impact home businesses, that do not change the character of the residential unit or neighborhood and remain incidental to the primary residential use.

Policy LU-2.7: **Proactive Code Enforcement.** Foster and maintain a proactive code enforcement program that involves collaboration with stakeholders, responds to community needs, and maintains and improves the quality of properties and buildings.

Policy LU-2.8: **Local Business Assistance.** Assist existing local business owners in accessing programs that can provide financial assistance and business consulting services. Such programs include Small Business Administration loans, façade renovation, and other financial assistance.

Policy LU-2.9: **Registration of Vacant/Foreclosed Properties.** Require owners to register vacant and foreclosed properties to better monitor conditions.

Policy LU-2.10: **Blighted Properties.** Use fines, permit denials, or criminal charges to encourage repair and maintenance for blighted properties that threaten health and safety.

Policy LU-2.11: **Clean-up Priority Areas.** Identify and focus code enforcement efforts and penalties on “cleanup priority areas” such as City entryways and areas with high levels of blight and vacant land.

Policy LU-2.12: **Community Cleanup.** Expand the use of public trash cans, community cleanup events, and bulk item pickup opportunities.

GOAL LU-3: VIBRANT AND ATTRACTIVE MIXED-USE CORRIDORS

Policy LU-3.1: **Infill Mixed-use Development.** Accommodate infill mixed-use development affordable to all incomes on vacant and underutilized parcels along designated mixed-use corridors.

Policy LU-3.2: **Key Commercial Corridors.** Develop area or specific plans for key commercial corridors in the City to guide redevelopment of these areas into mixed-use, pedestrian and transit-oriented corridors and nodes.

Policy LU-3.3: **Infill Development Priority Areas.** Promote infill development near transit stations and along corridors, especially in the targeted redevelopment areas of Downtown, Artesia Station, Compton Boulevard, and Long Beach Boulevard, while avoiding the displacement of existing residents.

Policy LU-3.4: **Mixed-Use Zoning Incentive.** Implement zoning regulations that encourage mixed-use development along commercial corridors, allowing for a blend of residential, commercial, and retail spaces within the same building or development parcel.

Policy LU-3.5: **Density Bonus for Infill Development.** Offer density bonuses or other incentives to developers who choose to build infill projects along commercial corridors, promoting denser development that utilizes underutilized spaces and contributes to the revitalization of these areas.

Policy LU-3.6: **Streamlined Permitting Process.** Establish a streamlined permitting process specifically tailored for infill and mixed-use development projects along corridors, reducing governmental barriers and expediting approval timelines to encourage investment and development.

Policy LU-3.7: **Public-Private Partnerships for Streetscape Improvements.** Foster partnerships between the public sector and private developers to invest in streetscape improvements along corridors, including enhancements such as widened sidewalks, landscaping, lighting, and public amenities to create more attractive and pedestrian-friendly environments.

Policy LU-3.8: **Facilitation of Affordable Housing.** Implement policies that prioritize the inclusion of affordable housing units within mixed-use developments along corridors, ensuring that new development contributes to diverse and inclusive communities while addressing housing affordability challenges.

Policy LU-3.9: **Active Transportation Infrastructure Investment.** Identify resources that can be targeted toward the development of active transportation infrastructure such as bike lanes, pedestrian pathways, and public transit stops along corridors to promote accessibility and support alternative modes of transportation.

Policy LU-3.10: **Design Guidelines for Character Preservation.** Establish design guidelines and standards that aim to preserve and enhance the unique character and architectural identity of corridors, ensuring that new development projects contribute positively to the overall aesthetic and cultural fabric in context to each corridor.

Policy LU-3.11: **Economic Incentives for Small Businesses.** Provide economic incentives and support programs targeted towards small businesses and entrepreneurs looking to establish or expand operations within corridor focus areas, fostering local entrepreneurship and contributing to economic vitality.

Policy LU-3.12: **Flexibility in Zoning Regulations.** Adopt flexible zoning and use regulations that accommodate a diverse range of uses and business types along corridors, allowing for adaptive reuse of existing buildings and promoting creative and innovative approaches to development.

GOAL LU-4: **ACCESS TO LOCAL AND DIVERSE COMMERCIAL GOODS, GROCERY STORES, RESTAURANTS, FAMILY ENTERTAINMENT, AND SERVICES NEAR ESTABLISHED RESIDENTIAL NEIGHBORHOODS**

Policy LU-4.1: **Local Commerce Enhancement Initiative.** Pursue commercial development and businesses oriented to Compton residents to decrease sales leakage.

Policy LU-4.2: **Small Business Support and Revitalization.** Implement programs and initiatives to support small businesses and entrepreneurship within residential neighborhoods and commercial districts, including access to resources, technical assistance, and financial incentives to encourage business retention, expansion, and investment in the local economy.

Policy LU-4.3: **Neighborhood Convenience Development Program.** Encourage development of shops and services for everyday needs—including groceries, day care, cafes and restaurants, banks, and drug stores—within an easy walk from residential neighborhoods.

Policy LU-4.4: **Essential Services Targeting Strategy.** Target commercial essential services to locate in underserved areas of the City, with a focus on grocery stores.

Policy LU-4.5: **Diverse Entertainment Promotion Initiative.** Encourage a variety of local and regional entertainment and experiential destinations that respond to a range of preferences of residents and the businesses community.

Policy LU-4.6: **Destination Commerce Attraction Plan.** Secure unique entertainment/destination commercial enterprises to attract shoppers from nearby cities.

Policy LU-4.7: **Community-Centric Urban Design Policy.** Integrate land uses and urban forms that support community needs, including vibrant retail environment, buildings along the street, restaurants and commercial services, healthy food options, and quality public and private parks.

Policy LU-4.8: **Complete Neighborhood Development Standard.** Require new development sufficiently large to establish a complete neighborhood to include a neighborhood center such as a large open space area within easy walking distance of surrounding residences.

Policy LU-4.9: **Balanced Commercial Districts Policy.** Ensure that commercial districts are balanced and do not exclude the retail, employment, and service needs of residents.

Policy LU-4.10: **Neighborhood Commercial Vitality Program.** Promote opportunities for neighborhood-serving commercial uses as part of complete neighborhoods. Such uses can include sit-down restaurants, local retail, public spaces within shopping centers, and neighborhood-oriented retail areas that provide essential goods and services.

Policy LU-4.11: **Development Incentives.** Offer development incentives, such as streamlined permitting processes, fee waivers, and tax incentives, to attract new family entertainment venues and facilities to Compton, including but not limited to small amusement parks, indoor play centers, family-friendly restaurants, movie theaters, and recreational facilities.

Policy LU-4.12: **Cultural Diversity.** Promote cultural diversity and inclusion in family entertainment offerings by showcasing and celebrating the rich cultural heritage and traditions of Compton's diverse communities through programming, events, and performances that reflect the interests and preferences of local residents.

GOAL LU-5: **REINVENTION OF MAJOR CORRIDORS AS VIBRANT MIXED-USE, PEDESTRIAN-FRIENDLY, TRANSIT-ACCESSIBLE DISTRICTS**

Policy LU-5.1: **Mixed-Use Corridor Development.** Create mixed-use corridors with commercial services and diverse housing options that complement surrounding business districts, with activated street frontages, pedestrian-friendly streetscapes, attractive gateway elements, architectural design themes, public art, street trees, and landscaping features.

Policy LU-5.2: **Downtown Revitalization.** Create a thriving Downtown within the Compton Station Specific Plan that supports a complementary mix of residential and nonresidential uses and provides community gathering spaces.

Policy LU-5.3: **Node-Based Development.** Concentrate new commercial/mixed use development at designated nodes, corridors, and catalyst sites.

Policy LU-5.4: **Transit-Oriented Development.** Promote transit-oriented development strategies that leverage existing transit infrastructure, such as the Metro A Line Compton and Artesia Stations, to catalyze sustainable and transit-friendly development within walking distance of transit stops, enhancing accessibility, reducing dependence on private vehicles, and supporting compact, mixed-use urban growth patterns.

Policy LU-5.5: **Freeway Corridor Economic Promotion.** Accommodate and encourage regional-serving uses along the SR-91 freeway corridor and the A-Line Artesia station, focusing on regional retail trade and hospitality and entertainment.

Policy LU-5.6: **Transit-Supportive Development.** Promote development surrounding the Metro A Line Compton and Artesia Stations that provide transit-supportive

housing types/densities and businesses that contribute to a lively living environment.

Policy LU-5.7: **Density Bonus Incentive.** Allow development projects within mixed-use areas to exceed maximum densities if the development demonstrates features that provide significant community benefits, such as:

- Local business priority or lower rents.
- Essential commercial and services uses such as grocery stores, restaurants, and financial services providers
- Provision of affordable housing
- Public open spaces or gathering spaces
- Incorporation of public or community facilities (art galleries, community/non-profit space, educational and institutional spaces)
- Workforce development facilities
- Childcare and youth activity space
- Climate adaptation, trees, shading
- Public infrastructure improvements

Policy LU-5.8: **Community Benefits Oversight.** Ensure that proposed community benefits will be owned or operated by the City (unless otherwise noted), will not result in an undue negative fiscal impact to the City, and will comply with all applicable City guidelines, standards, regulations, and conditions for dedication and acceptance by the City.

Policy LU-5.9: **Community Benefits Implementation and Monitoring.** Require that the community benefits are completed prior to the issuance of a Certificate of Occupancy for any development relying upon the increased height, FAR, and/or density limits; alternatively, require a financial surety from the property owner or developer to ensure completion of the community benefits at a time appropriate to the given circumstances.

Policy LU-5.10: **Community Benefits Accountability.** Identify desired outcomes and regularly monitor the success of the community benefits program.

GOAL LU-6: **A VARIETY OF HOUSING TYPES AND DENSITIES TO ACCOMMODATE CURRENT AND FUTURE RESIDENTS**

Policy LU-6.1: **Land Use Efficiency Directive.** Ensure efficient use of remaining land available for residential development and redevelopment by requiring that new residential development meet the density minimums of applicable plan designations.

Policy LU-6.2: **Housing Diversity Initiative.** Provide a variety of housing types and sizes with varying levels of affordability in residential and mixed-use developments.

Policy LU-6.3: **Inclusive Zoning Standards.** Ensure zoning regulations accommodate a range of housing types at all price levels, both ownership and rental, for people in all stages of life.

Policy LU-6.4: **Mixed-Income Community Promotion.** Promote mixed-income communities with mixed housing types to create inclusive and economically diverse neighborhoods.

Policy LU-6.5: **Comprehensive Housing Integration Policy.** Require new large residential developments to integrate a range of housing types and unit sizes.

Policy LU-6.6: **Innovative Housing Solutions Program.** Consider innovative housing types and services that meet the needs of the community.

GOAL LU-7: **PRESERVATION AND GROWTH OF INDUSTRIAL BUSINESSES THAT STIMULATE ECONOMIC DEVELOPMENT AND JOB GROWTH AND MINIMIZE ADVERSE IMPACTS**

Policy LU-7.1: **Industrial Diversity Enhancement.** Strengthen the diversity of industrial uses, emphasizing manufacturing, urban agriculture, biotechnology, technology, commercial innovation, research and development, and clean industries.

Policy LU-7.2: **Clean and Green Industries Promotion.** Promote and encourage clean and green industries that provide well-paying jobs, revenue and other community and environmental benefits; support efforts to require existing industries to decrease harmful emissions and impacts; and promote a mix of uses and a range of activities on industrial land to create jobs and revenue while avoiding conflict between industrial and non-industrial uses.

Policy LU-7.3: **Hazardous Substances Regulation.** Monitor uses that use, store, produce, or transport toxic substances, unhealthy air emissions, and other pollutants or hazardous materials.

Policy LU-7.4: **Strategic Industrial Zoning.** Site heavy industrial, large warehouses, and trucking and logistics in areas where the location and roadway pattern will provide minimal impacts on residential and commercial uses.

Policy LU-7.5: **Pollution Reduction Technology.** Encourage technological solutions to reduce pollutants and airborne emissions associated with rail and road freight transport and other industrial operations.

Policy LU-7.6: **Industrial-Residential Interface Management Strategy.** Apply appropriate screening, buffers, transitional uses, and other controls to transition from industrial and commercial uses to any adjacent residential uses and thus reduce potential noise and air pollution impacts.

Policy LU-7.7: **Green Industrial Practices Incentive.** Encourage industrial businesses to utilize green building strategies, green vehicle fleets, energy-efficient equipment, and support renewable energy systems.

Policy LU-7.8: **Economic Development Criteria Framework.** Apply the following criteria when encouraging and approving new industries to locate and established businesses to remain in the City, and when considering proposed expansion of existing industries:

- Contributes to the local tax base
- Offers well-paying, skilled employment opportunities
- Provides substantial improvements or employment
- Provides a favorable relationship between the costs of providing municipal services and the municipal benefits produced
- Does not produce excessive traffic congestion or environmental degradation
- Responsibly manages or minimizes environmental impacts locally and regionally

GOAL LU-9: A PATTERN AND SCALE OF DEVELOPMENT THAT PROVIDES VISUAL DIVERSITY, CHOICE OF LIFESTYLE, OPPORTUNITIES FOR SOCIAL INTERACTION, AND RESPECTS DESIRABLE COMMUNITY CHARACTER AND CONTEXT

Policy LU-9.1: **Neighborhood Preservation.** Retain the City's character by maintaining the scale of established residential neighborhoods and integrating new higher density residential development into the community fabric.

Policy LU-9.2: **Historic Neighborhood Preservation.** Identify and preserve the City's historic buildings and well-established, single-family neighborhoods including, but not limited to Richland Farms.

Policy LU-9.3: **Neighborhood Design Guidelines and Standards.** Develop and implement neighborhood design guidelines and standards that promote cohesive and attractive residential environments, including standards for building aesthetics, landscaping, and streetscape elements, to enhance the overall quality and character of Compton's residential neighborhoods.

Policy LU-9.4: **Thematic Urban Design.** Create pleasurable environments by focusing on thematic design elements: unique streetscapes, gateways, landmarks, wayfinding systems, public art, street trees and landscaping, public spaces, enhanced street corners, and urban green spaces.

Policy LU-9.5: **Mixed-Use Building Activation.** Design mixed use and commercial corridor buildings to face activate street frontages and promote social interaction through creative and innovative design strategies.

Policy LU-9.6: **Mixed-Use Corridor Revitalization.** Encourage mixed-use development along key corridors, promoting a blend of residential, commercial, and retail uses to create vibrant and walkable environments that serve the needs of residents while also supporting local businesses and economic activity.

Policy LU-9.7: **Downtown Revitalization.** Create vibrant street environment in Downtown (CSSP) by integrating business, residential, hospitality, commercial, and public uses, and designing building(s) and the street(s) and sidewalks to create a pedestrian friendly, walkable environment with strong social and civic connections.

Policy LU-9.8: **Public Space Activation Program.** Activate Downtown by creating places for people to socialize in flexible public spaces for community events and activities, such as street fairs, farmers' markets, arts festivals, celebrations, concerts, and other special events.

Policy LU-9.9: **Civic and Cultural Enhancement.** Integrate public art and cultural amenities that contribute to the civic and cultural life of Compton, and that reflect the City's history, heritage, and unique character.

Policy LU-9.10: **Streetscape Enhancement.** Create streetscapes that include amenities for visual interest and pedestrian accommodation, sidewalks that are offset from the curb, seating, trees for shade, and green buffers.

Policy LU-9.11: **Green Infrastructure Integration.** Integrate green infrastructure elements, such as urban greening, bioswales, community gardens, and street trees, into residential neighborhoods, Compton Creek, and commercial districts to enhance aesthetics, improve air quality, mitigate urban heat island effects, and promote community health and well-being.

Policy LU-9.12: **Industrial and Commercial District Character.** Promote distinctive architecture, landscaping, and shade trees along street frontages and on private property that define the character of industrial and commercial districts.

Policy LU-9.13: **Urban Heat Island Mitigation Framework.** Integrate solutions to address urban heat island effect, particularly in disadvantaged communities, by utilizing green infrastructure, shading building surfaces, expanding tree canopies over parking lots and expansive pavements, and expanding the urban forest.

Policy LU-9.14: **Sustainable Development Integration.** Use sustainable building methods in accordance with the sustainable development policies in the Urban Systems Element.

Policy LU-9.15: **Transit-Oriented Design.** Incorporate existing and proposed transit stops or stations into project design.

Policy LU-9.16: **Surface Parking Reduction.** Reduce the visual impact of surface parking lots through visual screening.

GOAL LU-10: **EQUITABLE DISTRIBUTION OF PUBLIC FACILITIES, INFRASTRUCTURE, HOUSING, AND SERVICES.**

Policy LU-10.1: **Healthy Communities.** Improve community health by ensuring equal access to parks, groceries that provide good-quality fresh food and community facilities, and by reducing pollution burdens.

Policy LU-10.2: **Neighborhood Equity.** Ensure disadvantaged neighborhoods have access to healthy foods, parks and open spaces, mobility options, community services and programming, and safe and sanitary homes.

Policy LU-10.3: **Efficient Public Facility Development Strategy.** Develop public facilities at locations where they most efficiently serve the community and are compatible with current and future land uses.

Policy LU-10.4: **Equitable Facility Distribution.** Continue to promote equitable distribution of community facilities and infrastructure. Community facilities should continue to be located near residents to serve as neighborhood centers and maximize use.

Policy LU-10.5: **Community-Driven Facility Planning Program.** Encourage community involvement to assess the needs of City residents to determine priorities for the rehabilitation or new construction of public facilities.

Policy LU-10.6: **Environmental Health Integration Policy.** Consider proximity to environmental health risks when planning for residential uses.

Policy LU-10.7: **Inclusive Planning for Environmental Justice.** Ensure environmental justice in the planning process through meaningful public involvement.

Policy LU-10.8: **Equitable Development Standards.** Implement development policies to protect public health, safety, and welfare equitably among all segments of the population.

Policy LU-10.9: **Resource Allocation Equity Plan.** Prioritize and allocate citywide resources to provide public facilities and services to communities in need.

Policy LU-10.10: **Environmental Justice Enforcement Protocol.** Eliminate disproportionate environmental burdens and pollution experienced by historically disadvantaged communities through adherence to the environmental justice policies.

Policy LU-10.11: **Balanced Land Use Distribution Strategy.** Avoid overconcentration of potentially hazardous industrial businesses in any one geographic area, community, or neighborhood.

Policy LU-10.12: **Neighborhood Maintenance Partnership.** Work with community groups and property owners to ensure adequate street maintenance, public landscape maintenance, law enforcement, code enforcement, and litter and graffiti control to maintain safe and attractive neighborhoods.

Policy LU-10.13: **Annexation Area Planning Strategy.** Identify prospective annexation areas for long-range planning purposes that will avoid duplication of services with special districts; will be financially self-supporting, promote orderly growth and development and preserve open space, as necessary, on its periphery; and promote a more cost-efficient delivery of urban services to both existing areas that already have urban services and future development areas that require urban service extensions from contiguous City areas.

GOAL LU-11: **A COMMUNITY THAT BENEFITS FROM EXPANDED OPPORTUNITY WITHOUT DISPLACING ESTABLISHED RESIDENTS AND BUSINESS OWNERS**

Policy LU-11.1: **Affordable Housing Production.** Prioritize the development of affordable housing options within residential neighborhoods and along commercial corridors, ensuring that housing remains accessible and affordable for residents of diverse income levels while also supporting inclusive and equitable community growth, including middle-income housing, to help offset the displacement of the existing population.

Policy LU-11.2: **Luxury Development.** Prohibit large-scale luxury developments.

Policy LU-11.3: **Neighborhood Stabilization.** Pursue neighborhood stabilization policies including community land trusts, right of first refusal, renter protections, and rent control.

Policy LU-11.4: **Inclusionary Housing.** Consider implementing an inclusionary housing program.

Policy LU-11.5: **Equitable Housing.** Address racial and economic segregation in the city by creating housing opportunities that address historic patterns of discrimination and exclusion.

Policy LU-11.6: **Tenant Empowerment.** Strengthen tenant protections by expanding tenants' rights, enforcement, and legal assistance needed to access those rights.

Policy LU-11.7: **Housing Stability.** Promote the use of housing for long-term residents; limit practices such as short-term rentals, conversions to hotels, and prolonged vacancies.

Policy LU-11.8: **Affordable Housing Preservation.** Preserve and protect the existing affordable housing stock.

Policy LU-11.9: **Homeownership Support.** Pursue funding to expand housing rehabilitation and home improvement assistance for existing homeowners.

Policy LU-11.10: **Community Engagement Initiative.** Provide ample opportunity for residents and business owners to provide input into new developments in their neighborhoods.

Policy LU-11.11: **Anti-Displacement Strategy.** Implement the anti-displacement policies in the Housing Element.

Policy LU-11.12: **Resident-Centric Investment.** Provide that new housing-related investments benefit current residents.

Policy LU-11.13: **Displacement Risk Management.** Identify and use data that track high displacement risk area and the outcomes of policy actions.

Our Mobility Element

GOAL OM-1: A PEDESTRIAN-FRIENDLY ENVIRONMENT THAT PRIORITIZES SAFETY, ACCESSIBILITY, AND COMFORT FOR RESIDENTS AND VISITORS OF ALL AGES AND ABILITIES

Policy OM-1.1: **Pedestrian Infrastructure Improvement.** Prioritize the enhancement of pedestrian infrastructure citywide to create a safe, accessible, and interconnected network of walkways for pedestrians of all ages and abilities.

Policy OM-1.2: **Complete Streets Pedestrian Priority.** Implement a complete streets approach to street design and development, ensuring that all new and reconstructed streets accommodate pedestrians safely, comfortably, and conveniently.

Policy OM-1.3: **Crosswalk Enhancement.** Improve crosswalks and pedestrian crossings to enhance pedestrian safety and accessibility, particularly at intersections and high-traffic areas.

Policy OM-1.4: **Sidewalk Maintenance and Repair.** Establish a comprehensive sidewalk maintenance and repair program to address sidewalk deficiencies, hazards, and obstructions.

Policy OM-1.5: **Pedestrian Safety Education and Outreach.** Develop and implement pedestrian safety education and outreach programs to raise awareness about pedestrian rights and responsibilities, promote safe walking behaviors, and improve interactions between pedestrians and other road users.

Policy OM-1.6: **Pedestrian Amenities.** Increase the availability of pedestrian amenities such as benches, shelters, lighting, and wayfinding signage at key destinations and along pedestrian corridors.

Policy OM-1.7: **Pedestrian Priority Zones.** Designate pedestrian priority zones within mixed-use corridors, Downtown Compton, Compton Station and Artesia Station, and around schools to create vibrant, pedestrian-friendly environments that support walking as a mode of transportation and recreation.

Policy OM-1.8: **Sidewalk Shading.** Expand tree canopies and other shading strategies to minimize hot climate conditions for pedestrians.

GOAL OM-2: REDUCE TRAFFIC-RELATED INJURIES AND FATALITIES, AND CREATE SAFE AND MORE ACCESSIBLE STREETS FOR ALL USERS

Policy OM-2.1: **Complete Streets.** Implement a complete streets approach to street design and development, ensuring that streets are designed to accommodate the safe and convenient movement of all users, including pedestrians, cyclists, motorists, equestrians, and public transit users.

Policy OM-2.2 **Vision Zero.** Utilize Vision Zero approaches to help eliminate traffic-related fatalities and severe injuries on City streets.

Policy OM-2.3: **Safe Routes to School.** Develop and implement Safe Routes to School programs and initiatives in cooperation with public and private schools.

Policy OM-2.4: **School and Street Safety Program.** Develop programs to implement infrastructure improvements near schools, apply educational campaigns, and utilize enforcement efforts to promote safe travel behaviors and reduce traffic hazards in school zones.

Policy OM-2.5: **Traffic Calming.** Establish traffic calming measures to address speeding and improve safety on residential streets, around schools, along street corridors, and at high vehicle collision intersections.

Policy OM-2.6: **Pedestrian Safety.** Develop and implement pedestrian safety policies focused on improving crosswalk visibility, enhancing pedestrian crossings, and reducing pedestrian-vehicle conflicts, including installing pedestrian countdown signals, refuge islands, and high-visibility crosswalk markings to enhance pedestrian safety at intersections and mid-block crossings.

Policy OM-2.7: **Bicycle Safety.** Adopt a bicycle safety policy to promote safe cycling practices and improve conditions for cyclists on City streets, including expanding bicycle infrastructure, installing bike lanes and bike parking facilities, and providing bicycle education and outreach programs to encourage safe and responsible cycling behavior.

Policy OM-2.8: **Street Lighting.** Develop a street lighting policy to improve visibility and enhance safety on streets. Prioritize lighting improvements in underserved areas to improve nighttime visibility and reduce traffic-related incidents.

Policy OM-2.9: **Street Takeovers.** Implement measures to prevent street takeovers, including increased law enforcement presence, enhanced surveillance, community engagement initiatives, and stricter penalties for offenders to improve safety and protect roadways from illegal and dangerous activities.

Policy OM-210: **Blighted Streets Revitalization.** Develop a comprehensive revitalization strategy for blighted streets, including targeted cleanup efforts, infrastructure improvements, beautification projects, community engagement initiatives, and partnerships with local stakeholders and organizations to restore vitality, safety, and aesthetic appeal to affected neighborhoods.

Policy OM-2.11: **Long-Term Recreational Vehicle Parking.** Implement regulations to manage long-term parking of recreational vehicles on City streets, including designated parking areas, time limits, permit requirements, and enforcement measures, to ensure fair use of public space, preserve neighborhood aesthetics, and address concerns related to safety and livability.

GOAL OM-3: **HIGH-QUALITY PUBLIC TRANSIT ACCESSIBILITY AND RELIABILITY THAT PROMOTE SUSTAINABLE MOBILITY OPTIONS FOR ALL**

Policy OM-3.1: **Transit-Oriented Development (TOD).** Promote transit-oriented development around existing and planned bus and light rail transit stations to

encourage mixed-use, higher-density development within walking distance of transit facilities.

Policy OM-3.2: **First and Last Mile Connectivity.** Develop strategies to improve first and last-mile connectivity to bus and light rail transit stations, particularly in underserved communities.

Policy OM-3.3: **Transit Service Expansion.** Advocate for the expansion and enhancement of bus and light rail transit services to improve accessibility and mobility options for residents throughout the city.

Policy OM-3.4: **MLK Transit Center.** Maintain and promote the Martin Luther King Jr. (MLK) Transit Center as a multi-modal transit stop.

Policy OM-3.5: **Transit Priority Corridor.** Designate key corridors and routes for transit priority treatment to improve the reliability and efficiency of bus and light rail transit services.

Policy OM-3.6: **Transit Safety and Security.** Enhance safety and security on bus and light rail transit systems to promote a safe and comfortable riding experience for passengers.

Policy OM-3.7: **Transit Integration.** Promote seamless integration and coordination between different transit modes and agencies to improve connectivity and enhance the overall efficiency and effectiveness of the transit network.

Policy OM-3.8: **Transit Network.** Coordinate with the Los Angeles County Metro, the cities of Gardena and Long Beach, and the Compton Renaissance Transit System to maintain bus routes and regular bus schedules citywide for both local and regional trips.

GOAL OM-4: **AFFORDABLE AND OPEN TRANSIT FOR EVERYONE, ESPECIALLY IN UNDERSERVED AREAS AND FOR VULNERABLE GROUPS, THROUGH IMPROVED ACCESS, REDUCED FARES, AND FLEXIBLE SERVICES**

Policy OM-4.1: **Equitable Transit Access Policy.** Ensure that transit services and infrastructure expansions prioritize underserved areas and communities with high proportions of vulnerable populations to guarantee access for all.

Policy OM-4.2: **Accessible Infrastructure Mandate.** Implement regulations enforcing accessibility standards in transit infrastructure, including stations, stops, vehicles, and pathways, to ensure full access for individuals with disabilities and mobility challenges.

Policy OM-4.3: **Transit Fare Affordability.** Provide a program that enables transit fare affordability, including free and/or reduced fares for people without access, such as special needs, seniors and low-income families.

Policy OM-4.4: **Flexible Transit Services Regulation.** Set guidelines requiring transit agencies to offer flexible scheduling options, paratransit services, and on-

demand transit solutions tailored to the unique needs of vulnerable populations for enhanced mobility and accessibility.

Policy OM-4.5: **Multicultural Outreach and Inclusivity Directive.** Collaborate with transit agencies to develop inclusive outreach plans, including multilingual communications and cultural competency training, to engage diverse communities and ensure equitable access to transit services.

Policy OM-4.6: **Community Partnership and Engagement Policy.** Establish mechanisms for ongoing collaboration among transit agencies, community-based organizations, and local governments to address transportation needs and priorities of vulnerable communities through participatory planning and community-led initiatives.

Policy OM-4.7: **Transit Safety and Security Standards.** Enforce regulations requiring comprehensive safety and security measures in transit systems, including lighting upgrades, surveillance systems, and anti-harassment policies, to promote a secure and welcoming environment for all passengers.

Policy OM-4.8: **Transit-Oriented Development Incentive Policy.** Offer incentives, such as financial support, zoning incentives, and density bonuses to developers for building affordable housing near transit stations and corridors.

GOAL OM-5: STREET DESIGNS THAT ACCOMMODATE TRANSPORTATION MODES AND USERS OF ALL ABILITIES

Policy OM-5.1: **Street Rehabilitation.** Pursue a street rehabilitation plan that prioritizes street paving and resurfacing based on street condition, type of repair, cost effectiveness, and amount of vehicle and truck traffic that is implemented based on the condition of the street.

Policy OM-5.2: **Crosswalks.** Consider improvements at intersections or mid-blocks to improve crosswalk conditions, including more visible street markings and accommodating universal design standards.

Policy OM-5.3: **Street Design.** Maintain and implement street system standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, capacity, and associated features such as landscaping buffers and building setback requirements.

Policy OM-5.4: **Driveway Access.** Require that driveway access points onto arterial roadways be limited in number and location or shared jointly to ensure the smooth and safe flow of vehicles and bicycles.

Policy OM-5.5: **Green Streets.** Integrate a green street approach into street improvements to address/include stormwater management, urban greenery, and sustainable landscaping improvements.

Policy OM-5.6: **Streetscape Aesthetics.** Promote an enhanced aesthetic image through hierarchical streetscaping, median improvements, and careful implementation of nonessential signage.

Policy OM-5.7: **Interim Design Strategies.** Consider interim or temporary pilot strategies to integrate a parklet along a curb, transition a narrow corridor to a pedestrian route, or redesign a complex intersection before considering permanent and long-term solutions.

Policy OM-5.8: **Improvement Consultation.** Consult with applicable regional, State, and federal agencies on freeway and roadway improvements and transportation plans and proposals.

GOAL OM-6: A TRANSPORTATION SYSTEM DESIGNED TO MINIMIZE VEHICLE MILES TRAVELED AND GREENHOUSE GAS EMISSIONS

Policy OM-6.1: **Integrated Transportation and Land Use.** Align transportation and land use planning to decrease vehicle miles traveled and reduce greenhouse gas emissions.

Policy OM-6.2: **GHG Reduction.** Work to reduce greenhouse gas emissions through reduction in Vehicle Miles Traveled (VMT) achieved via land use planning, improved transit access, and improved active transportation infrastructure.

Policy OM-6.3: **Transportation Demand Management Evaluation.** Assess the effectiveness of transportation demand management strategies and intelligent transportation systems in lowering vehicle miles traveled.

Policy OM-6.4: **Alternative Transportation Incentives.** Encourage businesses to offer incentives for employees to use alternative modes of transportation, such as carpooling, vanpooling, public transit, cycling, and walking.

Policy OM-6.5: **Employer Transportation Demand Management Support.** Support the adoption of employer transportation demand management requirements outlined in the regulations of the South Coast Air Quality Management District.

Policy OM-6.6: **Ridesharing Promotion.** Increase ridesharing awareness and participation through publicity and information dissemination via web-based apps and collaborative efforts with other agencies and jurisdictions.

Policy OM-6.7: **Electric Vehicle Infrastructure.** Apply the latest California Green Building Standard Code for electric vehicle infrastructure in developments.

GOAL OM-7: A STREET NETWORK MANAGED TO MINIMIZE CONGESTION AND TRAFFIC IMPACTS

Policy OM-7.1: **Environmental Impact Evaluation.** Develop thresholds for the determination of environmental impacts for proposed residential, commercial, and industrial uses based on VMT per resident or per employee.

Policy OM-7.2: **Cut-Through Traffic Management Strategy.** Develop and implement a comprehensive strategy to manage cut-through traffic in residential neighborhoods by designing local and collector streets to discourage through traffic, implementing enforcement measures to deter speeding and shortcuts,

and conducting education campaigns to raise awareness about the impacts of cut-through traffic on neighborhood safety and livability, while still allowing alternative traffic routes.

Policy OM-7.3: **Traffic Signal Installation Requirement.** Require that new development projects include installation of or upgrades to traffic signals at intersections or arterials where a thorough study demonstrates that signalization is warranted based on traffic volume, pedestrian activity, and safety considerations to improve traffic flow and safety in areas experiencing increased development and vehicular activity.

Policy OM-7.4: **Collaborate with Regional Partners.** Participate in regional transportation planning efforts coordinated by the Southern California Association of Governments to ensure that the needs of the City are considered.

Policy OM-7.5: **Sustainable Community Strategy (SCS).** Participate in the development of the sub-regional SCS being prepared by the Gateway Cities Council of Governments to ensure that the City of Compton is represented in the development of the SCS.

Policy OM-7.6: **Transportation Demand Management.** Promote Transportation Demand Management strategies to minimize the number of average daily vehicle trips along City streets.

Policy OM-7.7: **Neighborhood Protection.** Discourage non-residential "spillover" traffic into residential neighborhoods through a neighborhood calming program.

GOAL OM-9: ENHANCED BIKING INFRASTRUCTURE, ACCESSIBILITY, AND SAFETY TO ENCOURAGE RESIDENTS AND VISITORS TO CHOOSE BIKING AS A VIABLE AND AFFORDABLE MODE OF TRANSPORTATION

Policy OM-9.1: **Bicycle Infrastructure Expansion.** Expand and improve of bicycle **i**nfrastructure citywide to create a connected network of safe and accessible routes for cyclists of all ages and abilities.

Policy OM-9.2: **Bicycle Trails Connections.** Improve bicycle access to Compton Creek and the Los Angeles River by enhancing infrastructure and facilities to better accommodate cyclists.

Policy OM-9.3: **Bicycle Parking and Storage.** Increase the availability of secure and convenient bicycle parking and storage facilities within activity areas and transit stations, including the expansion of bike racks, lockers, and other amenities at key destinations to support cyclists' needs.

Policy OM-9.4: **Bicycle Education and Outreach.** Develop and implement bicycle education and outreach programs to promote safe cycling practices, increase awareness of bicycle-related laws and regulations, and encourage active transportation choices among residents of all ages. This policy aims to improve roadway interactions between cyclists and other road users through educational initiatives.

Policy OM-9.5: **Bicycle Maintenance and Repair.** Support bicycle maintenance and repair services within parks and community facilities to provide for bicycles to be well maintained for regular use.

Policy OM-9.6: **Electric Bicycle Equity.** Implement initiatives to expand the use of electric bicycles among low-income families by providing subsidies, incentives, and community programs aimed at increasing affordability and accessibility.

Policy OM-9.7: **Bicycle Safety Enforcement.** Enhance enforcement of traffic laws and regulations related to bicycle safety to improve roadway safety for cyclists and other road users, focusing on educating cyclists and motorists about their rights and responsibilities, enforcing laws related to bicycle infrastructure, and addressing safety concerns through targeted enforcement efforts.

GOAL OM-10: SUFFICIENT, WELL-DESIGNED, AND CONVENIENT OFFSTREET PARKING FACILITIES

Policy OM-10.1: **Parking Programs.** Establish parking management plans, preferential permit parking districts, and/or parking programs that address parking problems and minimize neighborhood parking overflow, where needed.

Policy OM-10.2: **Shared Parking.** Promote joint-use or shared parking arrangements where it can be shown that such arrangements will not create on-street parking problems.

Policy OM-10.3: **Joint-Use Parking Structure.** Explore the potential for developing a joint use municipal parking structure in downtown commercial areas to promote redevelopment of aging properties.

Policy OM-10.4: **Parking Enforcement.** Ensure equitable and fair parking enforcement practices.

Policy OM-10.5: **Parking Consolidation.** Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

Policy OM-10.6: **Sufficient Parking.** Periodically review City parking requirements to make certain that all development provides sufficient on-site parking and that parking standards reflect industry best practices.

Policy OM-10.7: **Parking Landscaping and Maintenance.** Require parking areas to be well landscaped and maintained and well lighted.

GOAL OM-11: SAFE, EFFICIENT, AND SUSTAINABLE FREIGHT TRANSPORTATION

Policy OM-11.1: **Truck Route Enforcement.** Enforce the ordinance limiting heavy trucks to designated truck routes.

Policy OM-11.2: **Fair Share Payment for Truck-Related Street Damage.** Consider strategies and programs that require trucking-intensive businesses to contribute directly to the maintenance and repair costs of streets and paving proportionate to the damage they cause.

Policy OM-11.3: **Industrial Development Review.** Review circulation plans for industrial developments seeking permits to determine compatibility with neighboring land uses.

Policy OM-11.4: **Safety Infrastructure.** Enhance safety infrastructure at freight crossings (in partnership with rail operators), including active warning devices such as flashing lights, gates, and audible alarms, that alert motorists and pedestrians of approaching trains and prevent collisions.

Policy OM-11.5: **Emergency Response Preparedness.** Coordinate with emergency responders and railroad operators to develop and implement emergency response plans for incidents involving freight trains and vehicles at crossings.

Policy OM-11.6: **Freight Infrastructure Investment.** Advocate for strategic investments in freight infrastructure, including roads, bridges, and rail lines, to accommodate current and future freight transportation needs.

Policy OM-11.7: **Last-Mile Freight Delivery.** Develop strategies to improve last-mile freight delivery operations within industrial areas, including reducing congestion, minimizing environmental impacts, and enhancing safety in residential and commercial areas.

Policy OM-11.8: **Freight Emissions Reduction.** Implement measures to reduce emissions from freight transportation activities, including incentivizing the use of low-emission and zero-emission vehicles, promoting freight electrification, and adopting clean technology standards for freight vehicles and equipment.

Policy OM-11.9: **Freight Safety and Security.** Enhance safety and security measures for freight transportation (truck & rail) activities to minimize risks to public safety and infrastructure integrity, including initiatives such as implementing truck route management plans and enhancing truck parking facilities.

Policy OM-11.10: **Freight Industry Collaboration.** Foster collaboration and partnerships among public agencies, private sector stakeholders, and community organizations to address freight transportation challenges and opportunities.

GOAL OM-12: EXPANDED MICRO-MOBILITY SOLUTIONS TO OFFER CONVENIENT AND AFFORDABLE TRANSPORTATION OPTIONS FOR SHORT-DISTANCE TRIPS

Policy OM-12.1: **Micro-Mobility Integration.** Integrate micro-mobility options such as electric scooters, bicycles, and electric bicycles into the transportation network to provide residents and visitors with convenient, sustainable, and affordable alternatives to traditional modes of transportation.

Policy OM-12.2: **Micro-Mobility Infrastructure.** Develop and maintain dedicated infrastructure for micro-mobility options, including designated lanes, parking facilities, and charging stations, to support the safe and convenient use of these alternative transportation modes.

Policy OM-12.3: **Equity and Accessibility.** Ensure equitable access to micro-mobility options for all residents, regardless of income, age, or ability, by implementing programs and initiatives to address barriers to access and promote affordability and inclusivity in micro-mobility services.

Policy OM-12.4: **Safety and Regulation.** Establish safety standards and regulations for micro-mobility devices and operators to mitigate risks and ensure the safe operation of these alternative transportation modes on city streets and sidewalks.

GOAL OM-13: A FORWARD-THINKING APPROACH TO TRANSPORTATION PLANNING BY EMBRACING EMERGING TECHNOLOGIES AND ANTICIPATING FUTURE MOBILITY TRENDS

Policy OM-13.1: **Emerging Technology.** Update roadway and operational standards to incorporate emerging technology trends, such as micromobility, micro transit, electric vehicle charging, and connected and autonomous vehicles.

Policy OM-13.2: **Traffic Signal Coordination.** Implement traffic signal coordination timing on arterial streets to the maximum extent practical and integrate signal coordination efforts with those of adjacent jurisdictions.

Policy OM-13.3: **Intelligent Transportation Systems.** Implement intelligent transportation systems strategies such as adaptive signal controls, fiber optic communication equipment, closed circuit television cameras, real-time transit information, signal operation, and real-time parking availability information to reduce traffic delays, lower greenhouse gas emissions, improve travel times, and enhance safety for drivers, pedestrians, cyclists, and equestrians.

Policy OM-13.4: **Transportation Technology Integration.** Integrate emerging transportation technologies, such as autonomous vehicles, electric vehicles, and smart mobility solutions, into the transportation network to enhance safety, efficiency, and sustainability.

Policy OM-13.5: **Future Mobility Planning.** Develop comprehensive plans and strategies to anticipate and accommodate future mobility trends, including changes in transportation technology, travel behavior, and urban development patterns, to ensure the long-term resilience and adaptability of the transportation system.

Policy OM-13.6: **Data-Driven Decision Making.** Utilize data analytics, modeling tools, performance measures, and predictive analytics to inform transportation planning and decision-making processes, enabling proactive responses to emerging mobility challenges and opportunities.

Urban Systems Element

GOAL US-4: SAFE, WELL-PAVED STREETS, WITH FUNDING FOR MAINTENANCE

Policy US-4.1: **Street Paving and Resurfacing.** Implement a paving program to fix deteriorating streets, prioritizing high-traffic areas and roads needing the most maintenance through a priority point system.

Policy US-4.2: **Sidewalk Installation and Repair.** Create a sidewalk repair/replace program to expand and repair sidewalks, ensuring pedestrian safety and connectivity across the city, with a focus sidewalk upgrades in areas with high pedestrian activity, near schools, transit, and commercial districts.

Policy US-4.3: **Street Lighting Upgrades.** Upgrade streetlights to energy-efficient LEDs and expand coverage to improve visibility, safety, and deter crime.

Policy US-4.4: **Maximizing Street Infrastructure Funding.** Leverage available bonds, Measure P funds, and additional grants to accelerate critical street maintenance and repair projects.

GOAL US-9: PUBLIC FACILITIES AND INFRASTRUCTURE RESILIENT TO CLIMATE CHANGE AND EXTREME WEATHER

Policy US-9.1: **Renewable Energy Integration.** Support distributed energy resources, community solar, and net metering to promote local clean energy generation and energy independence.

Policy US-9.2: **Energy Efficiency.** Implement programs to reduce electricity consumption, lower costs, and manage peak demand on the grid.

Policy US-9.3: **Infrastructure Protection and Retrofitting.** Retrofit critical infrastructure to withstand climate hazards like flooding and extreme heat, ensuring functionality during extreme weather.

Policy US-9.4: **Floodplain Management and Resilience.** Develop floodplain management strategies and mitigation plans to reduce flood risks and protect infrastructure and vulnerable communities.

Policy US-9.5: **Flood Management Coordination.** Collaborate with regional agencies to implement floodplain regulations and development standards, reducing flood hazards and improving resilience.

Policy US-9.6: **Electrical System Resilience.** Protect electric infrastructure by undergrounding power lines, installing backup systems, and hardening substations to ensure reliable electricity during extreme events.

GOAL US-10: EQUITABLE INFRASTRUCTURE ACCESS WITHIN DISADVANTAGED UNINCORPORATED COMMUNITIES

Policy US-10.1: **Needs Assessment and Prioritization.** Assess infrastructure deficiencies and prioritize needs in disadvantaged unincorporated communities, considering demographics and community input.

Policy US-10.2: **Equitable Service Delivery.** Ensure fair access to essential infrastructure services for disadvantaged communities by addressing systemic inequalities and barriers.

Policy US-10.3: **Infrastructure Resilience Coordination.** Work with agencies, stakeholders, and community organizations to expand services and improve infrastructure resilience in underserved areas.

Policy US-10.4: **Funding Resource Consultation.** Consult with Los Angeles County to secure funding for expanding sewer infrastructure in underserved communities lacking centralized systems.

4.11.3 – SIGNIFICANCE THRESHOLDS

As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the GPU could result in a significant impact if it:

A. Physically divides an established community.
B. Causes 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.
C. Causes substantial adverse cumulative impacts with respect to land use and planning.

4.11.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to land use and planning that could result from the implementation of the GPU and recommends mitigation measures as needed to reduce significant impacts.

Established Communities

Impact LAND-1 – Would the GPU physically divide an established community?

Analysis of Impacts

The physical division of an established community typically refers to the construction of a physical feature (such as a new freeway, railway, or other large transportation projects) or the removal of a means of access (such as a bridge) that would impede or restrict movements within a community. It also may refer to policies that limit or preclude access between adjacent areas or neighborhoods within a city. The GPU is a policy document designed to direct long-term growth within the Planning Area and does not propose major circulation changes that would restrict access to any particular areas of the Planning Area. The proposed GPU includes several goals and policies in the Economic Development, Land Use, Our Mobility, and Urban Systems Elements that are intended to facilitate travel within the Planning Area with a variety of modes of access (transit, pedestrian sidewalks, and bicycle facilities), which would enhance mobility connections within the City and create complete neighborhoods. These include Goals ED-4, LU-2, LU-3, LU-4, LU-5, OM-1 through OM-11, and US-1. The GPU would not result in the construction of any new roadways, City rights-of-way, or other linear features that would physically divide an established neighborhood. Similarly, the proposed GPU would not result the removal of any means of access within the Planning Area. Finally, the proposed GPU does not include policies that would limit or preclude access between adjacent areas or neighborhoods within the Planning Area. Implementaton of proposed GPU goals and policies intended to enhance mobility connections within the City would ensure impacts would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Plan Conflicts

Impact LAND-2 – Would the GPU 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?

Analysis of Impacts
This section includes a discussion of potential conflicts between the GPU and applicable planning documents, which are described in Section 4.11.2 above. It should be noted that policy conflicts do not, in and of themselves, constitute a significant environmental impact. However, policy inconsistency is considered to be a significant adverse environmental impact when it is related to a policy adopted for the purpose of avoiding or mitigating an environmental effect and it is anticipated that the inconsistency would result in a significant adverse *physical* impact. Please note that planning documents that pertain to specific technical topics (e.g., Air Quality) are discussed in those topical sections of this Draft EIR. The Draft General Plan Land Use Map is included with the Project Description (Section 3.0).

2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. The SCAG Regional Council adopted the 2020-2045 RTP/SCS in February 2020 and in May 2020 with slight revisions. The long-range visioning plan identifies several goals which are intended to help carry out the vision for improved mobility, a strong economy, and sustainability. These 2020-2045 RTP/SCS goals, and the GPU's relationship to these goals, are presented in Table 4.11-2 (2020-2045 RTP/SCS Consistency Analysis). As shown in Table 4.11-2, the implementation of the GPU would not cause a significant environmental impact due to a conflict with any regional (SCAG) land use-related policies adopted for the purpose of avoiding or mitigating an environmental effect.

Table 4.11-2
2020-2045 RTP/SCS Consistency Analysis

2016-2040 RTP/SCS	Consistency Analysis
RTP/SCS G1: Align the plan investments and policies with improving regional economic development and competitiveness.	**Consistent.** The GPU includes several goals and policies related to improving regional economic development and competitiveness, including: the goal of preservation and growth of industrial businesses that stimulate economic development and job growth and minimize adverse impacts (Goal LU-7); the goal of redevelopment of aging commercial centers with a mix of land uses that fulfill market demand and serve as community gathering places (Goal ED-4); the goal of attracting private investment in mixed-use, transit-oriented development projects (Goal ED-5); and the goal of expanding micro-mobility solutions to offer convenient and affordable transportation options for short-distance trips (Goal OM-12).
RTP/SCS G2: Maximize mobility and access for all people and goods in the region.	**Consistent.** The GPU includes several goals and policies addressing mobility, including: invest in the development of pedestrian and bicycle infrastructure, including sidewalks, bike lanes, and multi-use trails to create safe and

	accessible routes for active transportation by prioritizing projects that connect parks, schools, residential areas, and commercial districts to promote walking and cycling as viable transportation options (Policy EJ-5.5); healthy and complete neighborhoods (Goal LU-2); vibrant and attractive mixed-use corridors (Goal LU-3); access to local and diverse commercial goods, grocery stores, restaurants, family entertainment, and services near established residential neighborhoods (Goal LU-4); reinvention of major corridors as vibrant mixed-use, pedestrian-friendly, transit-accessible districts (Goal LU-5); create a pedestrian-friendly environment that prioritizes safety, accessibility, and comfort for residents and visitors of all ages and abilities (Goal OM-1); reduce traffic-related injuries and fatalities, and create safe and more accessible streets for all users (Goal OM-2); high-quality public transit accessibility and reliability that promote sustainable mobility options for all (Goal OM-3); affordable and open transit for everyone, especially in underserved areas and for vulnerable groups, through improved access, reduced fares, and flexible services (Goal OM-4); street designs that accommodate transportation modes and users of all abilities (Goal OM-5); enhanced biking infrastructure, accessibility, and safety to encourage residents and visitors to choose biking as a viable and affordable mode of transportation (Goal OM-9); expanded micro-mobility solutions to offer convenient and affordable transportation options for short-distance trips (Goal OM-12); and safe, well-paved streets, with funding for maintenance (Goal US-4).
RTP/SCS G3: Ensure travel safety and reliability for all people and goods in the region.	**Consistent.** The GPU includes several goals and policies related to safety, including: create a pedestrian-friendly environment that prioritizes safety, accessibility, and comfort for residents and visitors of all ages and abilities (Goal OM-1); reduce traffic-related injuries and fatalities, and create safe and more accessible streets for all users (Goal OM-2); high-quality public transit accessibility and reliability that promote sustainable mobility options for all (Goal OM-3); enhanced biking infrastructure, accessibility, and safety to encourage residents and visitors to choose biking as a viable and affordable mode of transportation (Goal OM-9); expanded micro-mobility solutions to offer convenient and affordable transportation options for short-distance trips (Goal OM-12); and safe, well-paved streets, with funding for maintenance (Goal US-4).
RTP/SCS G4: Preserve and ensure a sustainable regional transportation system.	**Consistent.** The GPU includes several goals and policies that address sustainable regional transportation, including: healthy and complete neighborhoods (Goal LU-2); vibrant and attractive mixed-use corridors (Goal LU-3); high-quality public transit accessibility and reliability that promote sustainable mobility options for all (Goal OM-3); affordable and open transit for everyone, especially in underserved areas and for vulnerable groups, through improved access, reduced fares, and flexible services (Goal OM-4); street designs that accommodate transportation modes and users of all abilities (Goal OM-5);

	enhanced biking infrastructure, accessibility, and safety to encourage residents and visitors to choose biking as a viable and affordable mode of transportation (Goal OM-9); and expanded micro-mobility solutions to offer convenient and affordable transportation options for short-distance trips (Goal OM-12).
RTP/SCS G5: Maximize the productivity of our transportation system.	**Consistent.** The GPU includes several goals and policies that maximize the productivity of the transportation system, including: invest in the development of pedestrian and bicycle infrastructure, including sidewalks, bike lanes, and multi-use trails to create safe and accessible routes for active transportation by prioritizing projects that connect parks, schools, residential areas, and commercial districts to promote walking and cycling as viable transportation options (Policy EJ-5.5); healthy and complete neighborhoods (Goal LU-2); vibrant and attractive mixed-use corridors (Goal LU-3); access to local and diverse commercial goods, grocery stores, restaurants, family entertainment, and services near established residential neighborhoods (Goal LU-4); reinvention of major corridors as vibrant mixed-use, pedestrian-friendly, transit-accessible districts (Goal LU-5); create a pedestrian-friendly environment that prioritizes safety, accessibility, and comfort for residents and visitors of all ages and abilities (Goal OM-1); reduce traffic-related injuries and fatalities, and create safe and more accessible streets for all users (Goal OM-2); high-quality public transit accessibility and reliability that promote sustainable mobility options for all (Goal OM-3); affordable and open transit for everyone, especially in underserved areas and for vulnerable groups, through improved access, reduced fares, and flexible services (Goal OM-4); street designs that accommodate transportation modes and users of all abilities (Goal OM-5); a street network managed to minimize congestion and traffic impacts (Goal OM-7); enhanced biking infrastructure, accessibility, and safety to encourage residents and visitors to choose biking as a viable and affordable mode of transportation (Goal OM-9); sufficient, well-designed, and convenient off-street parking facilities (Goal OM-10; and expanded micro-mobility solutions to offer convenient and affordable transportation options for short-distance trips (Goal OM-12).
RTP/SCS G6: Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	**Consistent.** The GPU includes several goals and policies that address the environment and health, including: an environment where clear air quality and reduced greenhouse gas emissions protect community health (Goal CR-6); reduced pollution and removal of public health disparities (Goal EJ-1); invest in the development of pedestrian and bicycle infrastructure, including sidewalks, bike lanes, and multi-use trails to create safe and accessible routes for active transportation by prioritizing projects that connect parks, schools, residential areas, and commercial districts to promote walking and cycling as viable transportation options (Policy EJ-5.5); reinvention of major corridors as vibrant mixed-use, pedestrian-friendly, transit-accessible districts (Goal LU-5); create a

	pedestrian-friendly environment that prioritizes safety, accessibility, and comfort for residents and visitors of all ages and abilities (Goal OM-1); high-quality public transit accessibility and reliability that promote sustainable mobility options for all (Goal OM-3); affordable and open transit for everyone, especially in underserved areas and for vulnerable groups, through improved access, reduced fares, and flexible services (Goal OM-4); street designs that accommodate transportation modes and users of all abilities (Goal OM-5); a transportation system designed to minimize vehicle miles traveled and greenhouse gas emissions (OM-6); enhanced biking infrastructure, accessibility, and safety to encourage residents and visitors to choose biking as a viable and affordable mode of transportation (Goal OM-9); expanded micro-mobility solutions to offer convenient and affordable transportation options for short-distance trips (Goal OM-12); and safe, well-paved streets, with funding for maintenance (Goal US-4)..
RTP/SCS G7: Actively encourage and create incentives for energy efficiency, where possible.	**Consistent.** The GPU includes several goals and policies that address energy efficiency, including: establish energy conservation and efficiency standards that promote sustainable practices and reduce energy consumption (Goal CR-2); an environment where clear air quality and reduced greenhouse gas emissions protect community health (Goal CR-6); a transportation system designed to minimize vehicle miles traveled and greenhouse gas emissions (OM-6); encourage industrial businesses to utilize green building strategies, green vehicle fleets, energy-efficient equipment, and support renewable energy systems (Policy LU-7.7); integrate green infrastructure elements, such as urban greening, bioswales, community gardens, and street trees, into residential neighborhoods, Compton Creek, and commercial districts to enhance aesthetics, improve air quality, mitigate urban heat island effects, and promote community health and well-being (Policy LU-9.11); integrate solutions to address urban heat island effect, particularly in disadvantaged communities, by utilizing green infrastructure, shading building surfaces, expanding tree canopies over parking lots and expansive pavements, and expanding the urban forest (Policy LU-9.13); establish energy conservation and efficiency standards that promote sustainable practices and reduce energy consumption (Goal CR-2); support the development and integration solar photovoltaic systems, on public buildings, facilities, and vacant land to generate clean, renewable energy and reduce dependence on fossil fuels (Policy CR-2.3); promote efficient water use, reducing water consumption for all land uses (Goal CR-3); increase tree canopy coverage within the urban environment to provide shade, enhance biodiversity, and improve air quality and aesthetics (Policy CR-5.3); support the development and expansion of electric vehicle infrastructure, including charging stations (Policy CR-6.2); and protect public health by addressing climate-related risks, offering heat relief resources, and supporting community-led climate adaptation and resilience initiatives

	(Goal CR-7).
RTP/SCS G8: Encourage land use and growth patterns that facilitate transit and active transportation.	**Consistent.** The GPU includes several goals and policies related to transit and active transportation, including: invest in the development of pedestrian and bicycle infrastructure, including sidewalks, bike lanes, and multi-use trails to create safe and accessible routes for active transportation by prioritizing projects that connect parks, schools, residential areas, and commercial districts to promote walking and cycling as viable transportation options (Policy E-5.5); identify resources that can be targeted toward the development of active transportation infrastructure such as bike lanes, pedestrian pathways, and public transit stops along corridors to promote accessibility and support alternative modes of transportation (Policy LU-3.9); healthy and complete neighborhoods (Goal LU-2); vibrant and attractive mixed-use corridors (Goal LU-3); reinvention of major corridors as vibrant mixed-use, pedestrian-friendly, transit-accessible districts (Goal LU-5); attract private investment in mixed-use, transit-oriented development projects (Goal ED-5); reduce traffic-related injuries and fatalities, and create safe and more accessible streets for all users (Goal OM-2); high-quality public transit accessibility and reliability that promote sustainable mobility options for all (Goal OM-3); street designs that accommodate transportation modes and users of all abilities (Goal OM-5); enhanced biking infrastructure, accessibility, and safety to encourage residents and visitors to choose biking as a viable and affordable mode of transportation (Goal OM-9); expanded micro-mobility solutions to offer convenient and affordable transportation options for short-distance trips (Goal OM-12); and safe, well-paved streets, with funding for maintenance (Goal US-4)..
RTP/SCS G9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	This goal is not applicable to the proposed GPU.

The GPU is a comprehensive update to the existing General Plan. The changes to the 1991 Land Use Element include updates to goals, policies, and programs, land use designations, the stated intent of each designation, and certain development standards. The GPU will include goals, policies, and programs that will provide City staff and discretionary bodies with a foundation for decisions for long-range planning related to physical development and public services. The GPU is intended to achieve the planning goals set forth in the Housing, Land Use, Public Safety, and Environmental Justice elements over the long-term. The amendments to these sections establish development capacity for various land uses and serve as a policy guide for determining the appropriate physical development and community services in the City.

The GPU is intended to support the major goals established in the existing General Plan. Therefore, implementation of the GPU would not cause a significant environmental impact due to a conflict with any land use policy adopted for the purpose of avoiding or mitigating an environmental effect.

Zoning Ordinance. The City's Zoning Ordinance details land use regulations and development standards within the City. Consistent with State law, the Zoning Ordinance would need to be updated to reflect the changes in the GPU. These revisions would ensure that development standards would be consistent with the development patterns identified within the General Plan. The implementation of the GPU would not cause a significant environmental impact due to a conflict with any land use policy adopted for the purpose of avoiding or mitigating an environmental effect.

In addition, the GPU includes several goals and policies in five different Elements (Our Community, Economic Development, Environmental Justice, Urban Systems, and Mobility) along with the Housing Element which would help the City be consistent with various regional and local planning efforts, including the SCAG 2020-2045 RTP/SCS, including providing a variety of travel modes within the Planning Area such as transit, pedestrian sidewalks, and bicycle lanes. Goals CR-2, CR-3, CR-6, CR-7, ED-4, EJ-2, LU-2 through LU-11, OM-1 through OM-7, and OM-9 through OM-13, along with their supporting policies, help achieve this consistency. Therefore, with adherence to the above goals and policies, implementation of the GPU would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact LAND-3 – Would the GPU cause substantial adverse cumulative impacts with respect to land use and planning?

Analysis of Impacts
Anticipated population growth in Los Angeles County would result in land use changes at the regional level. Implementation of the GPU would result in the addition of lands designated for future housing units and non-residential square footage, which would help to meet the anticipated regional demand by directing development within the City. The GPU also includes several policies to ensure that long-term sustainable development considers air quality, health of residents, existing infrastructure networks, and services. The GPU includes goals and policies to balance development with the preservation of environmental systems and open space areas. Implementation of the GPU would not cause a substantial adverse cumulative impact with respect to land use and planning.

Level of Significance Before Mitigation
Less Than Significant.

Mitigation Measures
No mitigation is required.

4.11.5 – REFERENCES

City of Compton, 1991. *General Plan Vision 2010*. December 3, 1991.

City of Compton, 2023. *Compton Today: Constraints and Opportunities Technical Report*. October, 2023.

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4.12 – MINERAL RESOURCES

This EIR chapter addresses mineral resources impacts associated with the proposed General Plan Update (GPU). Issues of interest are mineral resources impacts identified by the CEQA Guidelines: whether the GPU will result in the loss of availability of a known mineral resource or result in the loss of availability of a locally-important mineral resource recovery site.

4.12.1 – ENVIRONMENTAL SETTING

Mineral Resource Zones

Minerals refer to aggregate resources, or rock, sand, and gravel, energy-producing fields, including oil, gas, and geothermal substances, and related mining operations. The California Department of Conservation (DOC) classifies land in the state into mineral resource zones based on the known or inferred mineral resource potential of that land (DOC, 2023a). The Planning Area is located in the San Gabriel Valley Production-Consumption (P-C) Region of the greater Los Angeles metropolitan area (DOC, 2023b). Land in the Planning Area has been classified by the California Division of Mines and Geology (CDMG) according to the presence or absence of significant sand and gravel deposits (suitable for use in construction-grade aggregate). The land classification is presented in the form of maps showing Mineral Resource Zones (MRZ). There are four MRZ classifications, MRZ-1 through MRZ-4 as described below:

- MRZ-1 are areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2 are areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.
- MRZ-3 are areas containing mineral deposits the significance of which cannot be evaluated from available data.
- MRZ-4 are areas where availability information is inadequate for assignment to any other MRZ-zone.

According to the Department of Conservation, the entire Planning Area is classified MRZ-1 meaning there are no significant mineral deposits present in these areas. There are no portions of the Planning Area that are designated MRZ-2, MRZ-3, or MRZ-4. As such, there are no areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists within the Planning Area.

Oil Wells

A southern portion of Compton lies within the Dominguez Oil Field (Compton, 2024). The Dominguez Oil Field is a large oil field underneath Dominguez Hills near the city of Carson and California State University, Dominguez Hills. It was a major oil producer from 1923 through 1960. Oil led to an increase in jobs in the community and a subsequent post-war population surge. An average of 300 barrels per day was produced from each of these wells through the 1960s. After much of the oil was depleted, the land near the Dominguez field was re-developed and became the site of the California State University, Dominguez Hills. Starting in 2010, oil companies became interested in redeveloping the field using modern extraction technologies.

An active well is one which is currently in operation or may be restored to operation, with a capability to produce oil. Canceled represents canceled well permits prior to drilling. Idle represents idle wells, or wells not producing, but capable of being reactivated. Plugged represents plugged and abandoned wells that are permanently sealed. See Exhibit 4.12-1 for location of oils wells within the Planning Area and their status. Wells must be precisely located and evaluated by the California Geologic Energy Management Division (CalGEM) before building permits can be issued. Applicants must submit a City-approved site plan for the development to CalGEM for review and approval.

Environmental Health Impacts

In 2018, the Los Angeles County Department of Public Health evaluated the environmental health and environmental impacts conducted for conventional and unconventional oil and gas production sites primarily in Los Angeles County. The following environmental and health impacts were identified in the evaluation:

Air Pollution. The release of chemicals into the air from oil and gas activities can occur from surface operations, wells and pipelines, operation of diesel or gas-powered equipment and vehicles, as well as accidental releases. Primary air pollutants include nitrogen oxides, particulate matter, benzene, toluene, ethylbenzene, xylene, hexane, and polycyclic aromatic hydrocarbons. Over 300 chemicals associated with drilling fluids present public health concerns ranging from respiratory health effects to development of cancer, if not properly monitored and controlled.

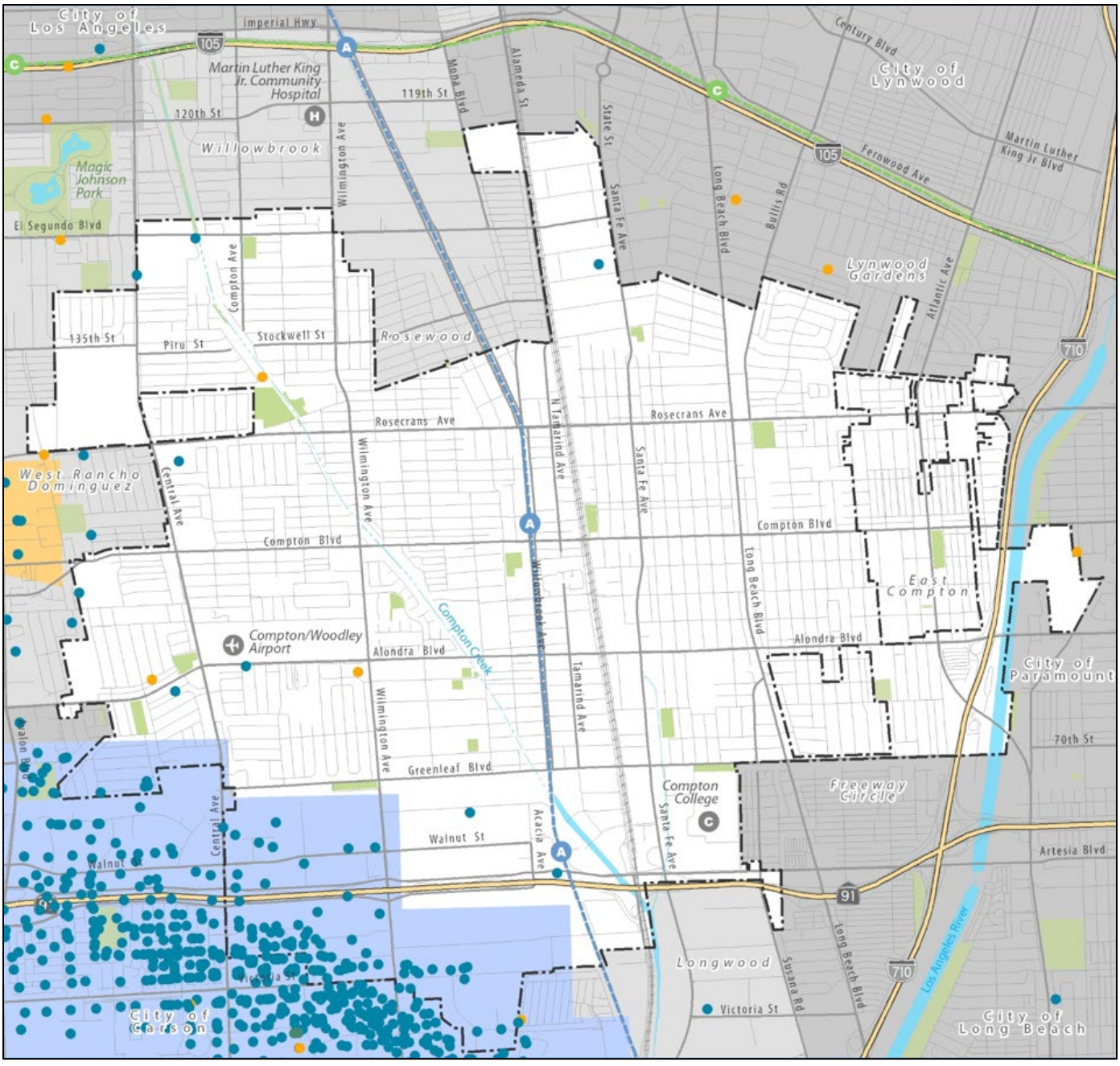
Odors. Hydrogen sulfide (H2S) occurs naturally in crude petroleum and natural gas and is also a byproduct of desulfurization processes in oil and gas industries. It is an odor with a “rotten egg” smell that may be associated with some oil fields in the Los Angeles Basin. Hydrogen sulfide has a low odor threshold, defined as the lowest concentration perceivable by human smell, ranging from 0.008 to 0.13 parts per million (ppm). Detection of odors due to hydrogen sulfide varies considerably in the human population and can lead to symptoms such as headaches and nausea, as well as eye, nose, throat, and respiratory irritation. Odors may also be the first indication of accumulation of gases which may reach hazardous levels in confined spaces if left unchecked.

Noise and Vibration. Several activities associated with oil and gas can increase noise levels. The primary sources of noise construction machinery and drilling operations. Specifically, workover of oil and gas wells and well pump operation could elevate noise levels above exterior noise standards. Additionally, health impacts from noise can result from exposure to pure tones and low frequency noise sources. Along with noise, drilling operations may increase vibration for nearby properties. Various equipment used in oil and gas drilling operations have established vibration levels.

Hazardous Materials. Chemicals are routinely used as part of oil and gas operations for a variety of processes, including corrosion control, wellbore cleanouts, repairs, and cementing of well casing. Hazardous chemicals may be added to drilling fluids and drilling muds, and used for enhanced oil recovery (e.g., hydraulic fracturing), as well as routine well maintenance activities (e.g., maintenance acidizing, gravel packing, and well drilling).

Oil and Gas Seepage. Oil and gas seepage has the potential to impact many environmental concerns, including subsidence, seismic activity, releases and explosions, and aquifer contamination. Continued production and leaking oil wells can result in near-surface gas accumulation, which may pose an explosive hazard.

Exhibit 4.12-1
Oil Wells



Oil Well Status
- Active
- Idle
- Plugged
- Canceled

Oil Field
- Dominguez
- East Rosecrans

Base Map Features
- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

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4.12.2 – REGULATORY FRAMEWORK

State

Surface Mining and Reclamation Act of 1975

The Surface Mining and Reclamation Act of 1975 (SMARA) was enacted by the California legislature to promote the conservation of the State's mineral resources and to ensure adequate reclamation of mined lands. Among other provisions, SMARA requires the State Geologist to classify land in California into Mineral Resource Zones (MRZ), according to the known or inferred mineral potential of the land. The process is based solely on geology, without regard to existing land use or land ownership. Upon completion of each study, the State Geologist submits the mineral land classification report to the State Mining and Geology Board, which transmits the information to appropriate local governments that maintain jurisdictional authority in mining, reclamation, and related land-use activities. Local governments are required to incorporate the report and maps into their general plans and consider the information when making land use decisions.

SMARA addresses the need for a continuing supply of mineral resources and to prevent or minimize the negative impacts of surface mining to public health, property and the environment. The Act applies to anyone, including government agencies, engaged in surface mining operations in California, including federally managed lands that disturb more than one acre or remove more than 1,000 cubic yards of material cumulatively from one site. Regulated mining activities include prospecting and exploratory activities, dredging and quarrying, streambed skimming, borrow pitting, and the stockpiling of mined materials. The current General Plan incorporates the requirements and mineral classification and designation information of SMARA.

The California Department of Conservation, Division of Mines and Geology (DMG) 'Mineral Land Classification Project' publishes mineral resource maps which have proven to be of value in land use planning and mineral conservation. This is an ongoing process with updates taking place approximately every 10 years. DMG is also in the process of identifying lands throughout the county with the potential for mineral resource recovery and will be used by the County in identifying new mineral resource areas to help ensure their preservation.

4.12.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it would:

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 local important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.
C. Would the project cause substantial adverse cumulative impacts with respect to mineral resources?

4.12.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to the loss of availability of a known mineral resource that is of value to the region and the residents of the state and the loss of availability of a locally-important mineral resource recovery site.

Loss of Statewide or Regional Mineral Resources

Impact MIN-1 – Would the GPU 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?

Analysis of Impacts
According to the Department of Conservation, the entire Planning Area is classified MRZ-1 meaning there are no significant mineral deposits present in these areas. As such, there are no areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists within the Planning Area. As illustrated in Exhibit 4.12-1, there are no active oil wells located within the Planning Area. However, there are four "Idle" wells located in the Planning Area, which are wells that are not producing, but capable of being reactivated. The proposed GPU would not include physical changes to or the rezoning of any active or idle well locations, or the development of new wells within the Planning Area. There are no other significant mineral resources located within the Planning Area; therefore, the proposed GPU would not result in a loss of availability of a known mineral resource that would be of value to the region or the state. Impacts would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Loss of Locally Important Mineral Resources

Impact MIN-2 – Would the GPU 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?

Analysis of Impact
According to the Department of Conservation, the entire Planning Area is classified MRZ-1 meaning there are no significant mineral deposits present in these areas. Therefore, there are no areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists within the Planning Area. As previously stated, there are four idle wells and no active oil wells located within the Planning Area. However, the proposed GPU would not include physical changes to or the rezoning of any active or idle well locations, or the development of new wells within the Planning Area. There are no significant mineral resources located within the Planning Area. Therefore, the proposed would not result in a loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Impacts would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact MIN-3 – Would the GPU cause substantial adverse cumulative impacts with respect to mineral resources?

Analysis of Impacts
The proposed GPU would not result in significant impacts related to mineral resources. Because of the developed nature of the Planning Area, and because the GPU would not have a significant impact on mineral resources, there would also be no cumulative impacts with respect to mineral resources.

Level of Significance Before Mitigation
No cumulative impact.

Mitigation Measures
None required.

4.12.5 – REFERENCES

California Department of Conservation, Division of Oil, Gas, and Geothermal Resources. (DOGGR). 2020. DOGGR Well Finder. Web: http://maps.conservation.ca.gov/doggr/index.html#close [Accessed January 2025].

_____. 2023a. California Geological Survey (CGS) Warehouse: Mineral Land Classification. Web: https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc [Accessed January 2025].

_____. 2023b. DOC Maps: Mines and Minerals. Web: https://maps.conservation.ca.gov/mineralresources/ [Accessed January 2025].

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4.13 – NOISE

The following section of the EIR provides pertinent background information on the nature of sound and vibration transmission; describes the existing noise environment in the Planning Area; summarizes applicable noise guidelines, standards, and regulations; and evaluates potential noise and vibration impacts that could result from implementation of the General Plan Update (GPU). Where necessary, this section includes mitigation measures that would reduce noise and vibration impacts associated with the project. Please refer to Appendix E for detailed ambient noise monitoring and transportation noise modeling data (MIG, 2024).

4.13.1 – FUNDAMENTALS OF ENVIRONMENTAL ACOUSTICS

Noise is generally defined as unwanted sound and is widely recognized as a form of environmental degradation. Airborne sound is the rapid fluctuation of air pressure above and below atmospheric pressure. The frequency (pitch), amplitude (intensity or loudness), and duration of a sound all contribute to the effect on a listener, or receptor, and whether or not the receptor perceives the sound as “noisy” or annoying.

Pitch is the height or depth of a tone or sound and depends on the frequency of the vibrations by which it is produced. Sound frequency is expressed in terms of cycles per second, or Hertz (Hz). Humans generally hear sounds with frequencies between 20 and 20,000 Hz and perceive higher frequency sounds, or high pitch noise, as louder than low-frequency sound or sounds low in pitch. Sound intensity or loudness is a function of the amplitude of the pressure wave generated by a noise source combined with the reception characteristics of the human ear. Atmospheric factors and obstructions between the noise source and receptor also affect the loudness perceived by the receptor. Sound pressure levels are typically expressed on a logarithmic scale in terms of decibels (dB). A dB is a unit of measurement that indicates the relative amplitude (i.e., intensity or loudness) of a sound, with 0 dB corresponding roughly to the threshold of hearing for the healthy, unimpaired human ear.

Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 dBs represents a ten-fold increase in acoustic energy, while 20 dBs is 100 times more intense, 30 dBs is 1,000 times more intense, and so on. In general, there is a relationship between the subjective noisiness or loudness of a sound and its intensity, with each 10 dB increase in sound level perceived as approximately a doubling of loudness. Due to the logarithmic basis, decibels cannot be directly added or subtracted together using common arithmetic operations:

$$50\ decibels + 50\ decibels\ \neq 100\ decibels$$

Instead, the combined sound level from two or more sources must be combined logarithmically. For example, if one noise source produces a sound power level of 50 dBA, two of the same sources would combine to produce 53 dB as shown below.

$$10 * \ 10\ log\ log\ \left(10^{\left(\frac{50}{10}\right)} + \ 10^{\left(\frac{50}{10}\right)}\right)\ = 53\ decibels$$

In general, when one source is 10 dB higher than another source, the quieter source does not add to the sound levels produced by the louder source because the louder source contains ten times more sound energy than the quieter source.

Sound Characterization

Although humans generally can hear sounds with frequencies between 20 and 20,000 Hz, most of the sounds humans are normally exposed to do not consist of a single frequency, but rather a broad range of frequencies perceived differently by the human ear. In general, humans are most sensitive to the frequency range of 1,000–8,000 Hz and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. Instruments used to measure sound, therefore, include an electrical filter that enables the instrument's detectors to replicate human hearing. This filter, known as the "A-weighting" or "A-weighted sound level," filters low and very high frequencies, giving greater weight to the frequencies of sound to which the human ear is typically most sensitive. Most environmental measurements are reported in dBA, meaning decibels on the A-scale. See Table 4.13-1 for a list of common noise sources and their A-weighted noise levels.

Sound levels are usually not steady and vary over time. Therefore, a method for describing either the average character of the sound or the statistical behavior of the variations over a period of time is necessary. The continuous equivalent noise level (L_{eq}) descriptor is used to represent the average character of the sound over a period of time. The L_{eq} represents the level of steady-state noise that would have the same acoustical energy as the time-varying noise measured over a given time period. L_{eq} is useful for evaluating shorter time periods over the course of a day. The most common L_{eq} averaging period is hourly, but L_{eq} can describe any series of noise events over a given time period.

Variable noise levels are the values that are exceeded for a portion of the measured time period. Thus, the L_{01}, L_{10}, L_{50}, and L_{90} descriptors represent the sound levels exceeding 1%, 10%, 50%, and 90% of the time the measurement was performed. The L_{90} value usually corresponds to the background sound level at the measurement location.

When considering environmental noise, it is important to account for the different responses people have to daytime and nighttime noise. In general, during the nighttime, background noise levels are generally quieter than during the daytime but also more noticeable due to the fact that household noise has decreased as people begin to retire and sleep. Noise exposure over the course of an entire day is described by the day/night average sound level, DNL (or L_{dn}), and the community noise equivalent level, or CNEL, descriptors. Both descriptors represent the 24-hour noise exposure in a community or area. For DNL, the 24-hour day is divided into a 15-hour daytime period (7 AM to 10 PM) and a 9-hour nighttime period (10 PM to 7 AM), and a 10 dB "penalty" is added to measure nighttime noise levels when calculating the 24-hour average noise level. For example, a 45 dBA nighttime sound level would contribute as much to the overall day-night average as a 55 dBA daytime sound level. The CNEL descriptor is similar to DNL, except that it includes an additional 5 dBA penalty for noise events that occur during the evening time period (7 PM to 10 PM). The artificial penalties imposed during DNL and CNEL calculations are intended to account for a receptor's increased sensitivity to noise levels during quieter nighttime periods.

Table 4.13-1
Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet flyover at 1,000 feet	105	
	100	
Gas lawn mower at 3 feet	95	
	90	
Diesel truck at 50 feet at 50 mph	85	Food blender at 3 feet
	80	Garbage disposal at 3 feet
Noise urban area, daytime	75	
Gas lawn mower, 100 feet	70	Vacuum cleaner at 10 feet
Commercial area	65	Normal speech at 3 feet
Heavy traffic at 300 feet	60	
	55	Large business office
Quiet urban daytime	50	Dishwasher next room
	45	
Quiet urban nighttime	40	Theater, large conference room
Quiet suburban nighttime	35	
	30	Library
Quite rural nighttime	25	Bedroom at night
	20	
	15	Broadcast/recording studio
	10	
	5	
Typical threshold of human hearing	0	Typical threshold of human hearing

Source: Caltrans, 2013

Sound Propagation

The energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out and travels away from the noise-generating source. The strength of the source is often characterized by its "sound power level." Sound power level is independent of the distance a receiver is from the source and is a property of the source alone. Knowing the sound power level of an idealized source and its distance from a receiver, the sound pressure level at a specific point (e.g., a property line or a receiver) can be calculated based on geometrical spreading and attenuation (noise reduction) as a result of distance and environmental factors, such as ground cover (asphalt vs. grass or trees), atmospheric absorption, and shielding by terrain or barriers.

For an ideal "point" source of sound, such as mechanical equipment, the energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out in a spherical pattern and travels away from the point source. Theoretically, the sound level attenuates, or decreases, by 6 dB with each doubling of distance from the point source. In contrast, a "line" source of sound, such as roadway traffic or a rail line, spreads out in a cylindrical pattern and theoretically attenuates by 3 dB with each doubling of distance from the line source; however, the sound level at a receptor location can be modified further by additional factors. The first is the presence of a reflecting plane such as the ground. For hard ground, a reflecting plane typically increases A-weighted sound pressure levels by 3 dB. If some of the reflected sound is absorbed by the surface, this increase will be less than 3 dB. Other factors affecting the predicted sound pressure level are often lumped together into a term called "excess

attenuation." Excess attenuation is the amount of additional attenuation that occurs beyond simple spherical or cylindrical spreading. For sound propagation outdoors, there is almost always excess attenuation, producing lower levels than what would be predicted by spherical or cylindrical spreading. Some examples include attenuation by sound absorption in air; attenuation by barriers; attenuation by rain, sleet, snow, or fog; attenuation by grass, shrubbery, and trees; and attenuation from shadow zones created by wind and temperature gradients. Under certain meteorological conditions, like fog and low-level clouds, some of these excess attenuation mechanisms are reduced or eliminated due to noise reflection.

Noise Effects

Noise effects on human beings are generally categorized as:

- Subjective effects of annoyance, nuisance, and/or dissatisfaction
- Interference with activities such as speech, sleep, learning, or relaxing
- Physiological effects such as startling and hearing loss

Most environmental noise levels produce subjective or interference effects; physiological effects are usually limited to high noise environments such as industrial manufacturing facilities or airports.

Predicting the subjective and interference effects of noise is difficult due to the wide variation in individual thresholds of annoyance and past experiences with noise; however, an accepted method to determine a person's subjective reaction to a new noise source is to compare it with the existing environment without the noise source, or the "ambient" noise environment. In general, the more a new noise source exceeds the ambient noise level, the more likely it is to be considered annoying and to disturb normal activities.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1-dB changes in sound levels when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness that would almost certainly cause an adverse response from community noise receptors.

Ground-borne Vibration and Noise

Vibration is the movement of particles within a medium or object such as the ground or a building. Vibration may be caused by natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or humans (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources are usually characterized as continuous, such as factory machinery, or transient, such as explosions.

As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency; however, unlike airborne sound, there is no standard way of measuring and reporting amplitude. Vibration amplitudes can be expressed in terms of velocity (inches per second) or discussed in dB units in order to compress the range of numbers required to describe vibration. Vibration impacts to buildings are usually discussed in terms of peak particle velocity (PPV) in

inches per second (in/sec). PPV represents the maximum instantaneous positive or negative peak of a vibration signal and is most appropriate for evaluating the potential for building damage. Vibration can impact people, structures, and sensitive equipment. The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Vibration with high enough amplitudes can damage structures (such as crack plaster or destroy windows). Ground-borne vibration can also disrupt the use of sensitive medical and scientific instruments, such as electron microscopes.

Common sources of vibration within communities include construction activities and railroads. Ground-borne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities. Next to pile driving, grading activity has the greatest potential for vibration impacts if large bulldozers, large trucks, or other heavy equipment are used.

Ground-borne noise is noise generated by vibrating building surfaces such as floors, walls, and ceilings that radiate noise inside buildings subjected to an external source of vibration. The vibration level, the acoustic radiation of the vibrating element, and the acoustic absorption of the room are all factors that affect potential ground-borne noise generation.

4.13.2 – ENVIRONMENTAL SETTING

The city's existing General Plan Noise Element notes that noise sources in Compton can be placed into five basic categories that include freeway noise (from the I-710, SR-91, and the I-105 freeways), aircraft noise from both Compton Woodley Airport as well as aircraft over flights within landing approaches to LAX, traffic on local streets, noise from railroad operations, and noise from stationary sources. Each of these sources and their impacts on the noise environment of Compton are summarized below.

Freeway and Local Traffic Noise

The I-710 freeway (the Long Beach Freeway) extends along the easterly city boundary in a north-to-south orientation. The SR-91 freeway (the Artesia Freeway) traverses the southernmost portion of the city in an east-to-west orientation. Finally, the I-105 freeway (the Century Freeway) is located to the north of the city. These freeways are the dominant source of noise in their immediate vicinity.

Traffic noise on surface streets is also a significant source of noise within the city. Major roadways in the Planning Area that contribute to relatively high noise levels include Wilmington Avenue, Willowbrook Avenue, Tamarind Avenue, Alameda Street, Santa Fe Avenue, Long Beach Boulevard, Compton Boulevard, Alondra Boulevard, Greenleaf Boulevard, and Artesia Boulevard. Noise levels along these roadways are influenced by a number of variables including traffic volumes, the percentage of truck traffic, vehicle speeds, the time distribution of traffic, and gradient of the roadway. The highest level of traffic noise is found along the major arterial roadways that have relatively high traffic volumes and high vehicle travel speeds (i.e., 40 miles per hour).

<u>Existing and Future Baseline Modeled Traffic Noise Levels</u>
Existing (Year 2022) traffic noise levels were computed using the U.S. Department of Transportation Federal Highway Administration's (FHWA) Traffic Noise Model (TNM), Version 3.2. The model uses traffic volume, vehicle mix, vehicle speed, roadway geometry, and other variables to compute 24-hour traffic noise levels at user-defined receptor distances from the

roadway center. The TNM modeling conducted for this EIR incorporates worst-case assumptions about motor vehicle traffic and noise levels; specifically, calculations are based on "hard" site conditions and do not incorporate any natural or artificial shielding except where such barriers are present along the I-710 and SR-91 rights-of-way.

Average daily traffic (ADT) volume information was obtained from the traffic analysis prepared for the proposed GPU (see Section 4.17, Transportation). Traffic noise levels were estimated for typical daytime (7AM to 7PM), evening (7PM to 10PM), and nighttime (10PM to 7AM) hours. The time-of-day distributions and the mix of automobiles, medium trucks, heavy duty trucks assigned to the roadway system were obtained from the traffic analysis. Roadway segments were modeled as straight-line segments without any flow controls. Modeled noise levels, therefore, represent free-flow traffic conditions. Vehicles were assumed to travel the posted speed limit on each modeled roadway segment.

The traffic analysis prepared for the GPU also includes an analysis of future traffic conditions that would occur in Year 2045 based on continued implementation of the City's current General Plan at the land use development intensities permitted by the current General Plan. The future baseline Year 2045 traffic noise levels were estimated using the same methodology as described for the existing year 2022 traffic noise analysis. Traffic noise levels were computed using TNM, Version 3.2 and the same roadway geometry factors and time of day distributions assumed for 2022 traffic noise levels; however, traffic volumes and fleet mix percentages were updated based on specific information for future Year 2045 conditions identified in the traffic and traffic analysis prepared for the GPU (See Section 4.17, Transportation).

Modeled traffic noise levels for existing (Year 2022) and future (Year 2045) baseline traffic noise levels are shown in Table 4.13-2. Refer to Appendix E for detailed information on existing traffic noise modeling assumptions.

Table 4.13-2
Existing (2022) and Future (2045) Baseline Traffic Noise Levels

Road / Segment	Year 2022		Year 2045		Net Change	
	ADT	CNEL[(A)]	ADT	CNEL[(A)]	ADT	CNEL
Alameda Street (East)						
Rosecrans Ave to Compton Blvd	3,900	60.9	3,900	60.4	0	-0.5
Compton Blvd to Myrrh St	4,100	62.4	4,100	63.0	0	0.6
Alameda Street (West)						
Rosecrans Ave to Compton Blvd	16,900	68.2	18,900	68.8	2,000	0.6
Compton Blvd to Alondra Blvd	17,617	67.9	20,100	68.9	2,483	1.0
Alondra Boulevard						
East of Atlantic Ave	30,320	69.0	30,000	69.1	-320	0.1
Long Beach Blvd to Atlantic Ave	25,530	68.2	28,700	68.7	3,170	0.5
Santa Fe Ave to Long Beach Blvd	21,140	67.5	20,900	67.5	-240	0.0
Alameda St to Santa Fe Ave	22,420	67.4	22,500	67.4	80	0.0
Wilmington Ave to Willowbrook Ave	21,047	67.4	22,000	67.5	953	0.1
Central Ave to Wilmington Ave	20,620	67.3	21,500	67.5	880	0.2
West of Central Ave	18,890	66.3	19,600	66.3	710	0.0
Atlantic Avenue						
North of Rosecrans Ave	22,400	65.6	22,100	65.5	-300	-0.1
Rosecrans Ave to Compton Blvd	18,830	65.3	18,600	65.3	-230	0.0
Compton Blvd to Alondra Blvd	23,790	66.6	23,500	66.5	-290	-0.1

Table 4.13-2
Existing (2022) and Future (2045) Baseline Traffic Noise Levels

Road / Segment	Year 2022		Year 2045		Net Change	
	ADT	CNEL[(A)]	ADT	CNEL[(A)]	ADT	CNEL
South of Alondra Blvd	22,350	66.1	23,600	66.5	1,250	0.4
Central Avenue						
North of Rosecrans Ave	26,246	70.0	25,900	70.2	-346	0.2
Rosecrans Ave to Compton Blvd	22,545	68.7	22,300	68.8	-245	0.1
Compton Blvd to Alondra Blvd	24,370	68.9	24,100	68.9	-270	0.0
South of Alondra Blvd	24,470	69.3	24,200	69.3	-270	0.0
Compton Blvd						
East of Long Beach	22,680	67.2	22,900	67.3	220	0.1
Santa Fe Ave to Long Beach Blvd	21,910	67.9	22,100	67.9	190	0.0
Wilmington Ave to Willowbrook Ave	22,710	66.0	22,500	66.0	-210	0.0
Central Ave to Wilmington Ave	18,827	64.9	18,600	65.0	-227	0.1
West of Central Ave	20,970	66.0	20,700	65.8	-270	-0.2
El Segundo Blvd						
West of Wilmington Ave	24,597	68.2	24,300	68.4	-297	0.2
Greenleaf Blvd						
West of Wilmington Ave	9,800	62.5	11,200	64.1	1,400	1.6
Wilmington Ave to Willowbrook Ave	17,890	66.1	19,000	66.6	1,110	0.5
Santa Fe Ave to Long Beach Blvd	9,600	63.2	12,200	64.3	2,600	1.1
East of Long Beach Blvd	5,290	60.3	5,300	59.2	10	-1.1
Long Beach Boulevard						
North of Rosecrans Ave	18,340	65.6	18,100	65.9	-240	0.3
Rosecrans Ave to Compton Blvd	17,845	65.3	17,700	65.5	-145	0.2
Compton Blvd to Alondra Blvd	21,754	66.0	21,500	66.2	-254	0.2
Alondra Blvd to Greenleaf Blvd	18,625	67.5	18,400	67.7	-225	0.2
Manville Street						
Wilmington Ave to Alameda St	7,550	68.6	7,500	69.5	-50	0.9
Rosecrans Avenue						
Long Beach Blvd to Atlantic Ave	23,650	68.1	23,400	68.2	-250	0.1
Santa Fe Ave and Long Beach Blvd	22,285	67.8	22,000	67.9	-285	0.1
McDivitt Ave to Santa Fe Ave	30,115	68.3	29,800	68.3	-315	0.0
McDivitt Ave and Willowbrook Ave	30,115	52.7	29,800	52.8	-315	0.1
Wilmington Ave and Willowbrook Ave	24,560	68.4	25,500	68.8	940	0.4
Central Ave and Wilmington Ave	24,015	68.2	24,400	68.4	385	0.2
West of Central Ave	29,160	69.7	28,800	69.8	-360	0.1
Santa Fe Avenue						
North of Rosecrans Ave	16,670	66.9	16,500	67.0	-170	0.1
Rosecrans Ave to Compton Blvd	18,670	67.4	18,500	67.4	-170	0.0
Compton Blvd to Alondra Blvd	22,910	67.7	22,700	67.8	-210	0.1
Alondra Blvd to Greenleaf Blvd	22,440	68.8	22,200	69.5	-240	0.7
Victoria Street						
East of Wilmington Ave	10,160	71.0	11,600	72.4	1,440	1.4
West of Wilmington Ave	12,070	66.6	20,700	69.6	8,630	3.0
Willowbrook Avenue (East)						
Rosecrans Ave to Compton Blvd	2,990	57.2	3,000	56.4	10	-0.8
Compton Blvd to Alondra Blvd	2,400	56.5	2,400	55.5	0	-1.0

Table 4.13-2
Existing (2022) and Future (2045) Baseline Traffic Noise Levels

Road / Segment	Year 2022		Year 2045		Net Change	
	ADT	CNEL(A)	ADT	CNEL(A)	ADT	CNEL
Willowbrook Avenue (West)						
Rosecrans Ave to Compton Blvd	3,700	58.7	3,700	59.0	0	0.3
Compton Blvd to Alondra Blvd	3,200	58.2	3,400	58.8	200	0.6
Wilmington Avenue						
North of Rosecrans Ave	21,520	66.2	21,300	66.2	-220	0.0
Rosecrans Ave to Compton Blvd	22,855	67.0	22,600	67.0	-255	0.0
Compton Blvd to Alondra Blvd	22,720	68.9	22,500	68.8	-220	-0.1
Alondra Blvd to Greenleaf Blvd	22,290	66.8	22,000	66.7	-290	-0.1
South of Greenleaf Blvd	25,470	67.9	25,200	68.7	-270	0.8
North of Victoria Street	26,390	72.9	27,400	73.1	1,010	0.2
SR-91						
East City Limit to Long Beach Blvd	204,250	58.1	224,787	58.6	20,537	0.5
Long Beach Blvd to West City Limit	204,250	68.4	224,787	68.8	20,537	0.4
I-710						
North City Limit to Alondra Blvd	224,000	67.5	246,523	67.9	22,523	0.4
Alondra Blvd to South City Limit	224,000	58.6	246,523	59.0	22,523	0.4

Source: MIG, 2025 (see Appendix E)
(A) CNEL values for road segments are estimated 50 feet from the center of the nearest travel direction except for the SR-91 and I-710, which are estimated 200 feet from the center of the right-of-way

The results of the traffic noise modeling indicate that existing traffic noise levels within the City are highest (i.e., 70 CNEL or higher) along Central Avenue, Victoria Street, and portions of Wilmington Avenue. Other major arterials and along roadways with higher levels of truck traffic have noise levels in the range of approximately 56 CNEL to 70 CNEL. Specifically, the modeling shows:

- Year 2022 traffic noise levels along the modeled segments of Alameda Street (East) are approximately 61 CNEL to 62 CNEL at a distance of 50 feet from the center of the roadway. Commercial, industrial, institutional, and park land uses are present along Alameda Street (East). The estimated Year 2022 traffic noise levels are within the Normally Compatible land use compatibility designation (65 CNEL for institutional uses) identified in the City's existing General Plan. Year 2045 traffic noise levels are estimated to change between a decrease of approximately 0.5 dBA to an increase of approximately 0.6 dBA, due to a predicted decrease in the percent of truck trips on the Rosecrans Avenue to Compton Boulevard segment and a predicted increase in the percent of truck trips on the Compton Boulevard to Myrrh Street segment.
- Year 2022 traffic noise levels along the modeled segments of Alameda Street (West) are approximately 68 CNEL at a distance of 50 feet from the center of the roadway. Residential, commercial, and industrial land uses are present along Alameda Street (West). The estimated Year 2022 traffic noise levels are within the Normally Compatible land use compatibility designation (70 CNEL for residential uses) identified in the City's existing General Plan. Year 2045 traffic noise levels are estimated to increase by approximately 1 dBA due to a predicted increase in traffic volumes and in the percentage of truck trips on Alameda Street (West).

- Year 2022 traffic noise levels along the modeled segments of Alondra Boulevard are estimated to be approximately 66 CNEL to 69 CNEL at a distance of 50 feet from the center of the roadway. Residential, commercial, industrial and institutional land uses are present along Alondra Boulevard. The estimated Year 2022 traffic noise levels are within the Normally Compatible land use compatibility designation for certain uses (70 CNEL for residential uses) but exceed the compatibility designation for institutional uses (65 CNEL) identified in the City's existing General Plan. Year 2045 traffic noise levels are estimated to increase by less than 0.5 dBA due to a predicted increase in traffic volumes and in the percentage of truck trips on Alondra Boulevard.
- Year 2022 traffic noise levels along the modeled segments of Atlantic Avenue are estimated to be approximately 65 CNEL to 66 CNEL at a distance of 50 feet from the center of the roadway. Residential, commercial, park, and industrial land uses are present along Atlantic Boulevard. The estimated Year 2022 traffic noise levels are within the Normally Compatible land use compatibility designation (70 CNEL for residential uses) identified in the City's existing General Plan. Year 2045 traffic noise levels are estimated to remain relatively stable, and either increase or decrease by less than 0.5 dBA due to slight increases or decreases in traffic volumes on Atlantic Boulevard.
- Year 2022 traffic noise levels along the modeled segments of Central Avenue are estimated to be between approximately 69 CENL to 70 CNEL at a distance of 50 feet from the center of the roadway. Residential, commercial, industrial, and airport land uses are present along Central Avenue. The estimated Year 2022 traffic noise levels are within the Normally Compatible land use compatibility designation (70 CNEL for residential uses) identified in the City's existing General Plan. Year 2045 traffic noise levels are estimated to remain relatively stable, and increase by less than 0.5 dBA due to a predicted increase in traffic volumes and in the percentage of truck trips on Central Avenue.
- Year 2022 traffic noise levels along the modeled segment of Compton Boulevard are estimated to be approximately 65 CNEL to 68 CNEL at a distance of 50 feet from the center of the roadway. Residential, commercial, industrial and institutional land uses are present along Compton Boulevard. The estimated Year 2022 traffic noise levels are within the Normally Compatible land use compatibility designation for certain land uses (70 CNEL for residential uses) identified in the City's existing General Plan but exceed the land use compatibility designation of 65 CNEL for institutional land uses west of Central Avenue. Year 2045 traffic noise levels are estimated to remain relatively stable, and either increase or decrease by less than 0.5 dBA due to slight increases or decreases, depending on the road segment, in traffic volumes and percentage of truck trips on Compton Boulevard.
- Year 2022 traffic noise levels along the modeled segment of El Segundo Boulevard are estimated to be approximately 68 CNEL at a distance of 50 feet from the center of the roadway. Residential, commercial, parks, institutional and industrial land uses are present along El Segundo Boulevard. The estimated Year 2022 traffic noise levels exceed the Normally Compatible land use compatibility designation (65 CNEL for institutional uses) identified in the City's existing General Plan. Year 2045 traffic noise levels are estimated to remain relatively stable, and increase by less than 0.5 dBA due to slight increases the percentage of truck trips on El Segundo Boulevard.
- Year 2022 traffic noise levels along the modeled segment of Greenleaf Boulevard are estimated to be approximately 60 CNEL to 66 CNEL at a distance of 50 feet from the center of the roadway. Residential, commercial, industrial and open space land uses are present along Greenleaf Boulevard. The estimated Year 2022 traffic noise levels are within

the Normally Compatible land use compatibility designation (70 CNEL for residential uses) identified in the City's existing General Plan. Year 2045 traffic noise levels are estimated to change between a decrease of approximately 1 dBA to an increase of approximately 2 dBA, due to a predicted increase in traffic volumes and either an increase or decrease, depending on the road segment, of the percent of truck trips on Greenleaf Boulevard.

- Year 2022 traffic noise levels along the modeled segment of Long Beach Boulevard are estimated to be approximately 65 CNEL to 68 CNEL at a distance of 50 feet from the center of the roadway. Residential, commercial, industrial and institutional land uses are present along Long Beach Boulevard. The estimated Year 2022 traffic noise levels are within the Normally Compatible land use compatibility designation identified in the City's existing General Plan for residential uses (70 CNEL) but exceed the Normally Compatible land use designation for institutional land uses (65 CNEL). Year 2045 traffic noise levels are estimated to either remain relatively stable or increase by less than 0.5 dBA due to a predicted increase in the percentage of truck trips, despite a predicted decrease in traffic volumes on Long Beach Boulevard.
- Year 2022 traffic noise levels along the modeled segment of Rosecrans Avenue are estimated to be approximately 53 CNEL to 70 CNEL at a distance of 50 feet from the center of the roadway. Residential, commercial, industrial, institutional, and park land uses are present along Rosecrans Boulevard. The estimated Year 2022 traffic noise levels are within the Normally Compatible land use compatibility designation for residential uses identified in the City's existing General Plan (70 CNEL) but exceed the 65 CNEL land use Normally Compatible designation for institutional uses (e.g., from Wilmington Avenue to Willowbrook Avenue). Year 2045 traffic noise levels are estimated to remain relatively stable, and increase by 0.5 dBA or less, due to a predicted increase in traffic volumes or an increase in the percentage of truck trips, depending on the road segment, on Rosecrans Avenue.
- Year 2022 traffic noise levels along the modeled segment of Santa Fe Avenue are estimated to be approximately 67 CNEL to 69 CNEL at a distance of 50 feet from the center of the roadway. Residential, commercial, industrial, and institutional land uses are present along Santa Fe Boulevard. The estimated Year 2022 traffic noise levels are within the Normally Compatible land use compatibility designation for certain land uses (70 CNEL for residential uses) identified in the City's existing General Plan but exceed the land use compatibility designation of 65 CNEL for institutional land uses. Year 2045 traffic noise levels are estimated to remain relatively stable, and increase by 1 dBA or less, due to a predicted increase in traffic volumes and percentage of truck trips on Santa Fe Avenue.
- Year 2022 traffic noise levels along the modeled segments of Victoria Avenue are approximately 67 CNEL to 71 CNEL at a distance of 50 feet from the center of the roadway. Industrial uses are present along Victoria Avenue. The estimated Year 2022 traffic noise levels are within the Clearly Compatible land use compatibility designation (70 CNEL for industrial uses) identified in the City's existing General Plan. Year 2045 traffic noise levels are estimated to increase by approximately 1 dBA to 3 dBA due to a predicted increase in traffic volumes and percentage of truck trips on Victoria Avenue.
- Year 2022 traffic noise levels along the modeled segments of Willowbrook Avenue (East) are approximately 57 CNEL at a distance of 50 feet from the center of the roadway.[i] Residential, commercial, and park land uses are present along Willowbrook Avenue

[i] These noise levels account only for traffic noise, and do not include noise from the rail system located between Willowbrook Avenue (East) and Willowbrook Avenue (West).

(East). The estimated Year 2022 traffic noise levels are within the Normally Compatible land use compatibility designation (70 CNEL for residential uses) identified in the City's existing General Plan. Year 2045 traffic noise levels are estimated to decrease by approximately 1 dBA due to a decrease in the percentage of truck trips on Willowbrook Avenue (West).

- Year 2022 traffic noise levels along the modeled segments of Willowbrook Avenue (West) are approximately 58 CNEL at a distance of 50 feet from the center of the roadway.[i] Residential, commercial, and institutional land uses are present along Willowbrook Avenue (West). The estimated Year 2022 traffic noise levels are within the Normally Compatible land use compatibility designation for certain land uses (70 CNEL for residential uses) identified in the City's existing General Plan but exceed the land use compatibility designation of 65 CNEL for institutional land uses. Year 2045 traffic noise levels are estimated to increase by less than 1 dBA due to a predicted increase in traffic volumes and in the percentage of truck trips on Willowbrook Avenue (West).
- Year 2022 traffic noise levels along the modeled segments of Wilmington Avenue are approximately 66 CNEL to 73 CNEL at a distance of 50 feet from the center of the roadway. Residential, commercial, park, institutional, and industrial land uses are present along Wilmington Avenue. The estimated 2022 traffic noise levels are within the Normally Compatible land use compatibility designation for certain road segments (i.e., 70 CNEL for residential uses from Compton Boulevard to Alondra Boulevard and over 80 CNEL for industrial uses north of Victoria Street), but exceed the 65 CNEL Normally Compatible land use designation identified in the City's existing General Plan for institutional land uses (i.e., North of Rosecrans). Year 2045 traffic noise levels are estimated change by approximately -0.01 dBA to +0.08 dBA due to changes in traffic volumes and the percentage of truck trips.

Railroads

The Planning Area contains two main railroad lines: the Metro A Line/Union Pacific line, along Willowbrook Avenue, and the Alameda Corridor between Alameda Street West and Alameda Street East. Railroad noise is generated from a variety of sources. The locomotive engine's propulsion system generates noise from mechanical and electrical systems as well as exhaust pipes. The interaction of wheels with the track produces various noises, particularly where the wheel encounters a flaw or defect along smooth wheel / track surfaces. Finally, train horns and railroad crossing warning devices generate short but loud (up to 105 dBs for train horns) alerts pursuant to federal safety regulations.

The Alameda Corridor runs north-south through central portion of the Planning Area and is located below grade, except for a small section south of Greenleaf Boulevard. The trench, which became operational in 2002, has mitigated much of the noise in the central and northern part of the city. It is used by both BNSF and Union Pacific, and carries approximately 28 trains per day (Alameda Corridor Transportation Authority 2025). Based on ambient noise measurements in the vicinity of the Alameda Corridor made in October 2024 (see ST-4 in 'Measured Ambient Noise Levels' below), trains traveling the Alameda Corridor produce a noise level of approximately 71 dBA L_{eq} at 145 feet from the center of the corridor.

The rail line along Willowbrook Avenue is used by both light rail (i.e., the light rail Metro A Line) and freight trains (i.e., Union Pacific's Wilmington Subdivision branch line). The rail line runs north-south through the central portion of the Planning Area, and is located at grade level. There are at-grade rail crossings located within the Planning Area at the intersection of Willowbrook Avenue

and West Elm Street, Compton Boulevard, Myrrh Street, Alondra Boulevard, and Greenleaf Boulevard.

Existing freight and light rail noise levels along the Willowbrook corridor were computed using the Federal Railroad Administration's CREATE model, which is based on noise calculation methods contained in the FTA's Transit Noise and Impact Assessment document, but includes adjustments to account for the greater locomotive horsepower typically associated with freight trains, as well as differences in freight train schedules, weight, and total length (FTA 2006, HMMH, 2006). The model uses train operating characteristics (locomotive type, speed, trains per daytime and nighttime), track characteristics (e.g., jointed or welded track, elevated or at grade track), and crossing information to compute hourly and 24-hour traffic noise levels at user-defined receptor distances from the center of the railroad track. No natural or human-made noise shielding or barriers (e.g., topography, vegetation, berms, walls, or buildings or other attenuation measures) were accounted for, and therefore modeled noise levels are considered "worst case" railroad noise conditions along the length of each corridor. Freight trains were assumed to travel 30 miles per hour along the rail corridor, while the light rail was assumed to travel 45 miles per hour. The distances to the CNEL contours for existing rail operations are shown in Table 4.13-3. Please refer to the full noise study in Appendix E for detailed information on rail noise modeling assumptions.

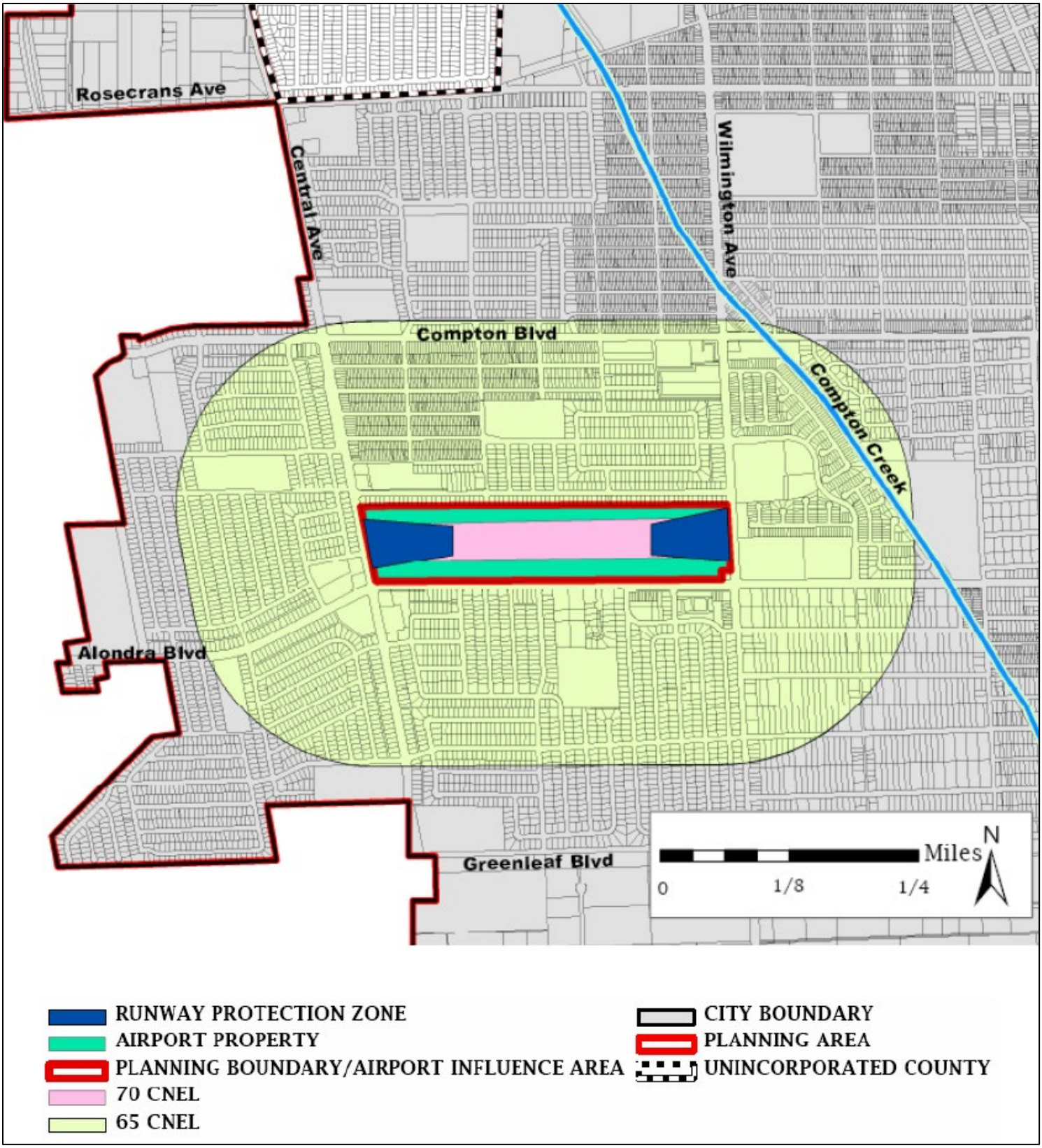
Table 4.13-3
Existing Rail Noise Contour Summary

Willowbrook Avenue Rail Corridor	Trains Per Day	CNEL 50 feet from Railroad Center (dBA)[(A)]	Distance from Railroad Center to Noise Contour (in Feet)			
			60 CNEL	65 CNEL	70 CNEL	75 CNEL
Metro Light Rail (A-Line)	122	69.1	402	127	40	27
Freight Rail	20	73.4	1,090	345	109	74
Total Rail Activity	142	74.7	1,493	472	149	102
Source: MIG (see Appendix E)						

Airports and Heliports

The Compton/Woodley Airport is located in the southwestern portion of the city. The airport is a public general aviation airport open seven days a week. Surrounded by residential, commercial, and park areas, the airport has a noise abatement policy which establishes certain flying patterns, landing and takeoff procedures, and areas to avoid mitigating noise to surrounding areas. See Exhibit 4.13-1 below for a map of the airport and its noise contours.

Exhibit 4.13-1
Compton/Woodley Airport Noise Contours



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Stationary Sources

The city of Compton has a large number of stationary noise sources located within its boundaries. These noise sources are typical of those found in an urban setting. Noises associated with industrial and commercial operations include truck traffic and machinery noise. The majority of these uses are located along the Artesia Freeway and the Alameda Corridor.

Measured Ambient Noise Levels

The existing ambient noise levels in the City were monitored in October 2024 (MIG 2025; see Appendix E: Technical Noise Appendix). The ambient noise monitoring conducted for this EIR included one (1) long-term and 8 short-term (ST) measurements at locations selected to:

- Provide direct observations of existing noise sources throughout the City;
- Determine ambient noise levels at and near areas changing land use designations; and
- Evaluate potential changes in noise levels at sensitive receptors locations

The ambient noise monitoring locations are shown on Exhibit 4.13-1 and described below.

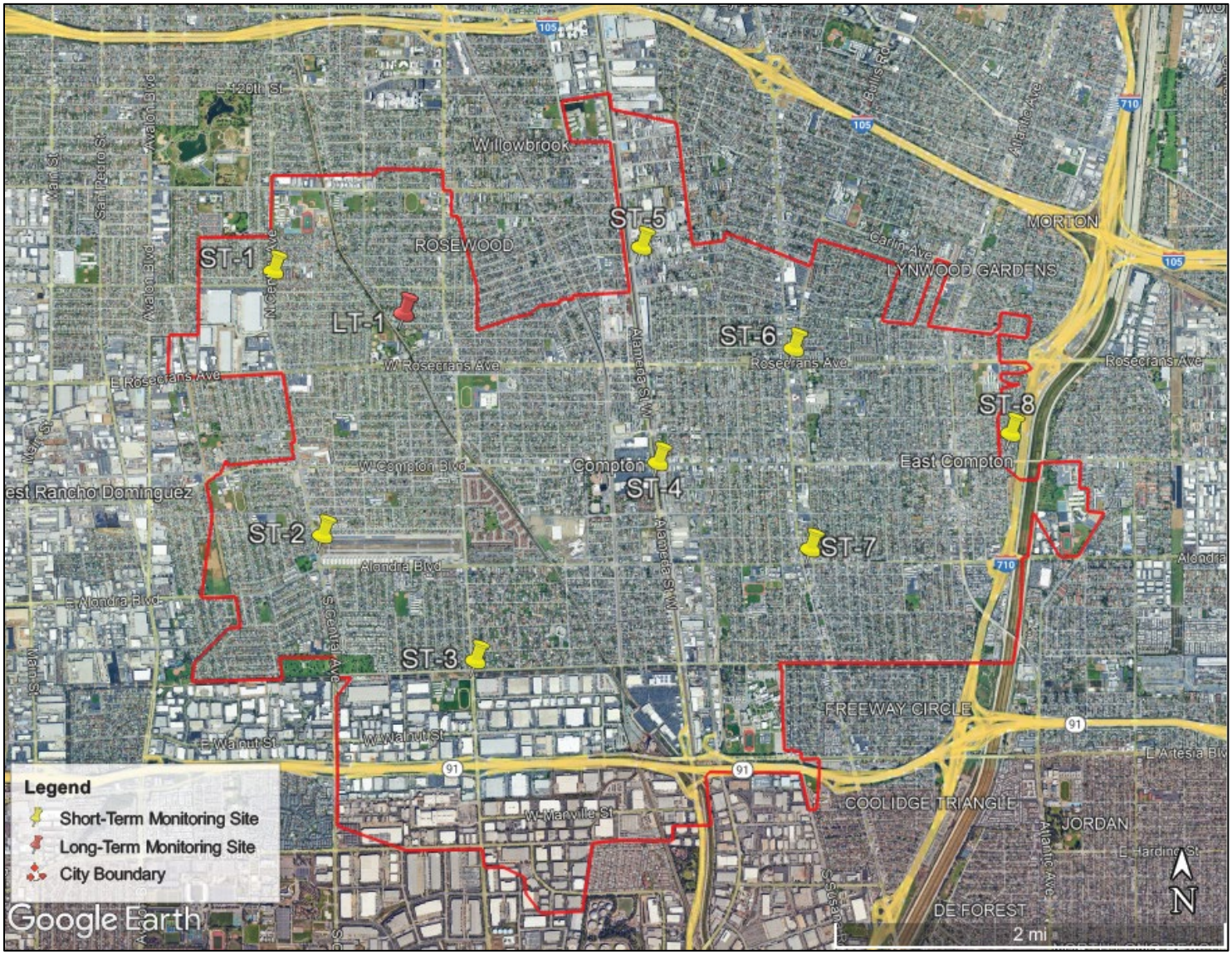
- LT-1 was in Compton Creek Nature Park at 941 W Cressey Street. The ambient noise measured at LT-1 is considered representative of daytime and nighttime noise levels in residential and park land uses.
- ST-1 was at the southwest corner of the intersection of Sam Littleton Street and North Central Ave, approximately 50 feet west of the centerline of North Central Avenue. The ambient noise measured at ST-1 is considered representative of daytime noise levels along North Central Avenue.
- ST-2 was approximately 40 feet west of South Central Avenue, across from the Compton/Woodley Airport. The ambient noise measured at ST-2 is considered representative of daytime noise levels in the residential areas of South Central Avenue, and near the Compton/Woodley airport during times without active flight departures or arrivals.
- ST-3 was at the northwest corner of the intersection of West Greenleaf Drive and South Wilmington Avenue, approximately 25 feet north of West Greenleaf Drive. The ambient noise measured at ST-3 is considered representative of daytime noise levels along South Wilmington Avenue.
- ST-4 was approximately 35 feet west of Alameda Street (West) and approximately 145 feet west of the Alameda Corridor rail. The ambient noise measured at ST-4 is considered representative of daytime noise levels along the commercial and residential portions of Alameda Street (West) and the Alameda Corridor.
- ST-5 was approximately 22 feet south of East Pine Street and approximately 145 feet east of the Alameda Corridor rail. The ambient noise measured at ST-5 is considered representative of daytime noise levels along the industrial portions of Alameda Street (East) and the Alameda Corridor.
- ST-6 was at the southeast corner of the intersection of North Long Beach Boulevard and Rosecrans Avenue, approximately 42 feet east of North Long Beach Boulevard and approximately 70 feet south of Rosecrans Avenue. The ambient noise measured at ST-6

is considered representative of daytime noise levels of the commercial areas at North Long Beach Boulevard and Rosecrans Avenue that are in the GPU's proposed land use change to be Community Mixed-Use.

- ST-7 was at the southeast corner of the intersection of South Long Beach Boulevard and East Alondra Boulevard, approximately 36 feet south of East Alondra Boulevard and approximately 78 feet east of South Long Beach Boulevard. The ambient noise measured at ST-7 is considered representative of daytime noise levels of the commercial areas at South Long Beach Boulevard and East Alondra Boulevard that are in the GPU's proposed land use change to be Community Mixed-Use.
- ST-8 was located at the southeast corner of the intersection of South Gibson Avenue and East San Luis Street, approximately 25 feet east of South Gibson Avenue and approximately 20 feet from the centerline of East San Luis Street. The ambient noise measured at ST-8 is considered representative of daytime noise levels of the residential areas near Compton Boulevard and the I-710. It should be noted that a sound wall parallel to the I-710, located approximately 320 feet east of ST-8, provided shielding from the traffic noise generated by the I-710.

Based on observations made during the ambient noise monitoring, the existing noise environment in the County consists primarily of regional and local transportation noise sources, including vehicle traffic and rail. Table 4.13-4 and Table 4.13-5 summarize the results of the ambient noise monitoring conducted for this EIR.

Exhibit 4.13-2
Ambient Noise Monitoring Locations



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Table 4.13-4
Measured Long-Term Ambient Noise Levels (dBA) at the Project Site

Measured Range in Hourly Noise Levels (dBA L_{eq})(A)							
Site	**Duration**	L_{eq}(A)	L_{min}(B))	L_{90}(C)	L_{50}(C)	$L_{8.3}$(C)	L_{max}(B
Tuesday, October 8, 2024							
LT-1	6 hours	51.2	41.2	47.4	50.0	54.4	67.6

Source: MIG (See Appendix E)

(A) The L_{eq} value represents the equivalent steady-state noise level that would contain the same amount of acoustical energy as the time-varying noise level during the listed hour. Values are the lowest and highest measured hourly L_{eq} values during the listed period.

(B) The L_{min} and L_{max} represent the lowest and highest instantaneous noise levels measured during the listed period, respectively.

(C) Values represent the noise level that was exceeded a certain percentage of the period, e.g., L90 is the noise level that was exceeded 90% of the time for the listed period.

Table 4.13-5
Measured Short-Term Ambient Noise Levels (dBA)

Site	Duration	Measured Noise Level (dBA)					
		L_{eq}(A)	L_{min}(B)	L_{90}(C)	L_{50}(C)	L_{8}(C)	L_{max}(B)
Tuesday, October 8, 2024 (10:16 AM to 10:36 AM)							
ST-1	20 minutes	70.4	50.7	65.2	68.9	74.5	90.4
LT-1	20 minutes	50.5	46.8	49.0	49.9	52.4	58.5
Tuesday, October 8, 2024 (10:53 AM to 11:13 AM)							
ST-2	20 minutes	68.6	48.4	63.5	67.3	72.3	82.8
LT-1	20 minutes	51.6	45.2	48.5	50.8	54.3	62.0
Tuesday, October 8, 2024 (11:24 AM to 11:44 AM)							
ST-3	20 minutes	70.2	53.2	64.8	68.3	74.2	88.5
LT-1	20 minutes	50.5	45.4	47.1	49.1	53.5	61.2
Tuesday, October 8, 2024 (12:09 PM to 12:39 PM)							
ST-4	30 minutes	73.6	51.3	68.9	72.3	77.3	91.2
LT-1	30 minutes	51.2	44.4	46.6	49.1	54.8	67.2
Tuesday, October 8, 2024 (12:53 PM to 1:13 PM)							
ST-5	20 minutes	69.1	61.2	65.9	68.1	72.3	84.5
LT-1	20 minutes	48.7	44.6	46.8	48.0	50.8	56.5
Tuesday, October 8, 2024 (1:29 PM to 1:59 PM)							
ST-6	30 minutes	68.7	58.3	66.2	68.1	71.2	81.0
LT-1	30 minutes	50.9	45.5	48.1	50.1	53.5	61.9
Tuesday, October 8, 2024 (2:18 PM to 2:48 PM)							
ST-7	30 minutes	72.0	58.2	68.5	71.0	75.1	88.6
LT-1	30 minutes	50.4	44.5	46.9	49.5	53.5	66.5
Tuesday, October 8, 2024 (3:06 PM to 3:36 PM)							
ST-8	30 minutes	63.3	49.9	56.7	61.3	67.6	80.0
LT-1	30 minutes	53.0	42.0	46.3	50.6	57.3	67.6

Source: MIG (see Appendix E)

(A) The L_{eq} value represents the equivalent steady-state noise level that would contain the same amount of acoustical energy as the time-varying noise level during the listed period.

(B) The L_{min} and L_{max} represent the lowest and highest instantaneous noise levels measured during the listed period, respectively.

(C) Values represent the noise level that was exceeded a certain percentage of the period, e.g., L_{90} is the noise level that was exceeded 90% of the time for the listed period.

(D) Due to sirens from emergency vehicles, 40 seconds of time during both ST-6 and ST-7 were removed as outliers. If this time was included, the L_{max} value would have been 94.0 and 100.0 at ST-6 and ST-7, respectively.

4.13.3 – REGULATORY FRAMEWORK

Federal

Federal Transit Administration (FTA)

No federal regulations apply to noise or vibration from the proposed project, but the FTA's 2018 *Transit Noise and Vibration Impact Assessment Manual* document sets ground-borne vibration annoyance criteria for general assessments. The criteria vary by the type of building being subjected to the vibrations, and the overall number of vibration events occurring each day. Category 1 buildings are considered buildings where vibration would interfere with operation, even at levels that are below human detection. These include buildings with sensitive equipment, such as research facilities and recording studios. Category 2 buildings include residential lands and buildings where people sleep, such as hotels and hospitals. Category 3 buildings consist of institutional land uses with primarily daytime uses. The FTA standards vary for "frequent" events (occurring more than 70 times per day, such as a rapid transit project), "occasional" events (occurring between 30 to 70 times per day), and "infrequent" events (occurring less than 30 times per day). The FTA's vibration annoyance criteria are summarized in Table 4.13-6.

Table 4.13-6
FTA Ground-Borne Vibration Impact Criteria for General Assessment

Land Use Category/Type	Impact Level (Velocity Decibels)		
	Frequent Events	Occasional Events	Infrequent Events
Category 1 – Buildings with sensitive equipment	65 VdB	65 VdB	65 VdB
Category 2 – Buildings where people sleep	72 VdB	75 VdB	80 VdB
Category 3 – Institutional buildings	75 VdB	78 VdB	83 VdB
Source: FTA 2018			

State

California Building Standards Code

The California Building Standards Code is contained in Title 24 of the California Code of Regulations and consists of 11 different parts that sets forth various construction and building requirements. Part 2, California Building Code, Section 1207, Sound Transmission, establishes sound transmission standards for interior walls, partitions, and floor/ceiling assemblies between adjacent dwelling units and sleeping units and between dwelling units and sleeping units and adjacent public areas. In summary, this code section requires.

- Airborne Sound: Walls, partitions, and floor-ceiling assemblies separating dwelling units and sleeping units from each other or from public or service areas shall have a sound transmission class (STC) of not less than 50 if laboratory tested or have a Normalized Isolation Class of not less than 45 if field tested (Section 1206.2).
- Structure-borne Sound: Floor-ceiling assemblies between dwelling units and sleeping units or between a dwelling unit or sleeping unit and a public or service area within the structure shall have an impact insulation class rating of not less than 50 if laboratory tested or have a Normalized Impact Sound Rating of not less than 45 if field tested. Impact sound insulation is not required for floor-ceiling assemblies over uninhabitable rooms or spaces not designed to be occupied such as garages, mechanical rooms, and storage areas (Section 1206.3).

- Allowable Interior Noise Levels: Interior noise levels attributable to exterior noise sources shall not exceed 45 DNL or CNEL (as set by the local General Plan) in any habitable room.[ii]

California Green Building Standards Code

The California Green Building Standards Code is Part 11 to the California Building Standards Code. Chapter 5, Nonresidential Mandatory Standards, Section 5.507 establishes the following requirements for nonresidential development that may be applicable to the project.

- Section 5.507.4.1.1 sets forth that buildings exposed to a noise level of 65 dBA L_{eq} (1-hour) during any hour of operation shall have exterior wall and roof-ceiling assemblies exposed to the noise source meeting a composting sound transmission class (STC) rating of at least 45 (or an outdoor indoor transmission class [OITC] of 35), with exterior windows of a minimum STC of 40.
- Section 5.507.4.2 sets forth that wall and roof assemblies for buildings exposed to a 65 dBA L_{eq} pursuant to Section 5.507.4.1.1 shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed 50 dBA L_{eq} in occupied areas during any hour of operation. This requirement shall be documented by an acoustical analysis documenting interior sound levels prepared by personnel approved by the architect or engineer of record.

California Department of Transportation (Caltrans)

The California Department of Transportation's (Caltrans) Transportation and Construction Vibration Guidance Manual provides a summary of vibration criteria that have been reported by researchers, organizations, and governmental agencies (Caltrans 2020b). Chapters Six and Seven of this manual summarize vibration detection and annoyance criteria from various agencies and provide Caltrans' recommended guidelines and thresholds for evaluating potential vibration impacts on buildings and humans from transportation and construction projects. These thresholds are summarized in Table 4.13-7 and Table 4.13-8 (Caltrans 2020b).

Table 4.13-7
Caltrans' Vibration Threshold Criteria for Building Damage

Structural Integrity	Maximum PPV (in/sec)	
	Transient	Continuous
Historic and some older buildings	0.50	0.12 to 0.2
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial and commercial structures	2.00	0.50

Table 4.13-8
Caltrans' Vibration Threshold Criteria for Human Response

Human Response	Maximum PPV (in/sec)	
	Transient	Continuous
Slightly perceptible	0.035	0.012
Distinctly perceptible	0.24	0.035
Strongly perceptible	0.90	0.10
Severe/Disturbing	2.0	0.7 (at 2 Hz) to 0.17 (at 20 Hz)
Very disturbing	--	3.6 (at 2 Hz) to 0.4 (at 20 Hz)

[ii] Title 24, Part 2, Section 202, Definitions, defines "habitable space" to be "space for living, sleeping, eating, or cooking." Bathrooms, toilet rooms, closets, halls, storage or utility spaces and similar areas are not considered habitable spaces.

Local

City of Compton 1990 General Plan

The General Plan contains land use compatibility guidelines and noise standards shown below in Table 4.13-9 and Table 4.13-10, respectively.

Table 4.13-9
Compton General Plan Update Noise/Land Use Compatibility Guidelines

Land Use Category	Community Noise Exposure Limit (CNEL dBA)						
	<55	55-60	60-65	65-70	70-75	75-80	80>
Residential: Single-family, Duplex, Multi-family	A	A	B	B	C	D	D
Residential: Mobile Homes	A	A	B	C	C	D	D
Commercial: Hotel, Motel, Transient Lodging	A	A	B	B	C	C	D
Commercial: Commercial Retail, Bank, Restaurant, Movie Theater	A	A	A	A	B	B	C
Commercial, Industrial, Institutional: Office Building, Research and Development, Professional Offices, City Office Building	A	A	A	B	B	C	D
Commercial, Institutional: Amphitheater, Concert Hall, Auditorium, Meeting Hall	B	B	C	C	D	D	D
Commercial: Children's Amusement Park, Miniature Golf Course, Go-Cart Track, Equestrian Center, Sports Club	A	A	A	B	B	D	D
Commercial, Industrial, Institutional: Automobile, Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A	B	B	B
Institutional: Hospital, Church, Library, Schools' Classroom	A	A	B	C	C	D	D
Open Space: Parks	A	A	A	B	C	D	D
Open Space: Golf Course, Cemeteries, Nature Centers, Wildlife Habitat	A	A	A	A	B	C	C
Agriculture	A	A	A	A	A	A	A

Key:	
A – Clearly Compatible	Ambient noise levels are not significant enough to require special construction and/or noise mitigation.
B – Normally Compatible	Most land uses will not be affected by ambient noise. Some form of design measures and/or mitigation may be required for noise sensitive land uses.
C – Normally Incompatible	Noise sensitive land uses should not be located in these areas unless mitigation is employed to reduce interior noise levels.
D – Clearly Incompatible	Noise sensitive land uses should not be located in these areas due to excessive and continuous high ambient noise.

Source: City of Compton General Plan, 1990, Table N-1

Table 4.13-10
Compton General Plan Noise Standards

Land Use Category	Community Noise Exposure Limit (CNEL dBA)	
	Interior	Exterior
Residential: Single-family, Duplex, Multiple-family	45	65
Residential: Mobile Homes	--	65
Hotel, Motel, Transient Lodging	45	--
Commercial Retail Bank, Restaurant	55	--
Office Building, Research and Development, Professional Offices, City Office Building	50	--
Amphitheater, Concert Hall, Auditorium, Meeting Hall	45	--
Gymnasium (Multipurpose)	50	--
Sports Club	55	--
Manufacturing, Warehousing, Wholesale, Utilities	65	--
Movie Theaters	45	--
Hospital, Schools' classroom	45	65
Church, Library	45	--
Parks	--	65
Source: City of Compton General Plan, 1990, Table N-2		

City of Compton 2045 Comprehensive General Plan Update

The city of Compton 2045 Comprehensive General Plan Update includes the following goals and policies related to noise:

Environmental Justice Element

GOAL EJ-1: REDUCED POLLUTION AND REMOVAL OF PUBLIC HEALTH DISPARITIES.

Policy EJ-1.3: **Buffering Industrial Uses.** Require heavy industrial activities to have on-site buffers when adjacent or in close proximity to be residential neighborhoods, schools, and other sensitive areas, with the objective of shielding sensitive uses from air pollutant emissions, noise, and unpleasant odors.

Policy EJ-1.4: **Performance Standards for New Developments.** Develop Zoning Code performance standards for new industrial and commercial projects to minimize adverse effects on air quality, noise, and safety, particularly in Disadvantaged Communities.

Policy EJ-1.8: **Mitigating Truck-Related Impacts.** Implement measures to mitigate the impact of truck loading and delivery activities associated with new warehouses and truck-related businesses, including noise, odors, air pollution, and greenhouse gas emissions. Establish a local ordinance that exceeds the State vehicle idling restrictions, including restrictions for bus layovers, delivery vehicles, trucks at warehouses and distribution facilities, and taxis, particularly when these activities take place near sensitive land uses.

Land Use Element

GOAL LU-1: AN IMPROVED QUALITY OF LIFE THROUGH SAFE AND SECURE NEIGHBORHOODS AND PUBLIC PLACES.

Policy LU-1.4: Transportation Safety. Evaluate the siting and expansions of freight corridors, heliports, and helipads/helistops on the basis of transportation and land use need and potential safety and noise impacts on existing and planned surrounding land uses.

Public Safety Element

GOAL PS-8: REDUCED NOISE IMPACTS FROM GOODS MOVEMENT AND TRANSIT COORIDORS ON NEARBY NEIGHBORHOODS, PARTICULARLY DURING EVENING AND NIGHTTIME HOURS

Policy PS-8.1: **Designated Truck Routes.** Establish designated truck routes to direct heavy truck traffic away from residential neighborhoods and sensitive areas.

Policy PS-8.2: Quiet Zone at Rail Crossings. Create quiet zones at rail crossings to reduce train horn use, especially during nighttime hours.

Policy PS-8.3: Enhanced Inspections for Trucks. Enforce regular noise inspections on commercial trucks, and encourage the use of quieter, low-emissions vehicles.

Policy PS-8.4: **Noise Monitoring for Light Rail.** Install monitoring systems along light rail corridors to assess noise impacts and adjust mitigation measures as necessary.

GOAL PS-9: A BALANCED RELATIONSHIP BETWEEN AIRPORT OPERATIONS AND THE QUALITY OF LIFE IN SURROUNDING COMMUNITIES TO MINIMIZE NOISE IMPACTS FROM AIRCRAFT

Policy PS-9.1: Flight Path. Work with Los Angeles County that continues flight paths that minimize overflights of residential areas and other sensitive uses.

Policy PS-9.2: **Noise Complaints Program.** Establish a noise complaints program to collect resident feedback and address specific noise issues linked to airport operations.

Policy PS-9.3: Noise-Compatible Land Use. Encourage noise compatible land uses near the airport and offer soundproofing incentives for existing residential properties.

GOAL PS-10: REDUCED INDUSTRIAL NOISE IMPACTS ON RESIDENTIAL AREAS THROUGH NOISE-DAMPENING PRACTICES AND STRICT COMPLIANCE WITH NOISE STANDARDS

Policy PS-10.1: Soundproofing Requirements. Mandate soundproofing measures for new industrial developments near residential neighborhoods.

Policy PS- 10.2: **Operating Hour Restriction.** Require a Conditional Use Permit for all 24-hour uses within 200 feet of residential and mixed-use zones.

Policy PS-10.3: Regular Noise Audits. Require routine noise levels audits for industrial facilities to ensure compliance with local noise regulations.

Policy PS-10.4: Noise-Dampening Technology. Encourage the use of noise-dampening technologies, such as quieter equipment and enclosed machinery, within industrial facilities.

The GPU also contains the following land use compatibility guidelines, replicated below in Table 4.13-11.

Table 4.13-11
Compton GPU Noise Land Use Compatibility Guidelines

Land Use Category	Maximum Exterior Noise Level from Property Lines (CNEL)
Residential	55
Schools, Libraries, Religious institutions, Hospitals, Nursing Homes, Community Care Facilities	55
Mixed Use	65
Transient Lodging (Hotel/Motel)	70
Theaters	70
Playground and Parks	70
Office Buildings and Commercial	70
Industrial, Manufacturing, and Utilities	75
Source: City of Compton General Plan, 2025, Table PS-2:	

Additionally, the GPU contains the following strategies to reduce industrial noise:

- **Noise Barriers and Buffer Zones:** Require construction of physical barriers like walls or berms between industrial sites and residential areas to reduce noise transmission. Landscaping with trees or shrubs can also help absorb sound.
- **Soundproofing and Equipment Modifications:** Encourage or mandate noise-reducing technologies in industrial equipment, such as quieter machinery or mufflers, to limit noise at the source.
- **Operational Adjustments:** Implement restrictions on noise-intensive activities during night-time or early morning hours, when residents are most likely to be disturbed. Staggering shifts or operations can also minimize impact.
- **Zoning and Land Use Planning:** Enforce zoning laws that separate industrial and residential areas and explore transitional zones with buffer areas between noisy industries and homes.
- **Community Outreach and Communication:** Engage residents in discussions about noise impacts and potential solutions. Offer noise reduction programs, such as sound insulation for homes near industrial areas, and provide avenues for filing complaints or reporting excessive noise.

- **Regular Monitoring and Enforcement:** Establish regular noise monitoring to ensure industrial sites comply with the noise ordinances and take corrective actions when necessary.

Municipal Code

Municipal Code Chapter 7 (Police Regulations), Section 7-12 (Noise) establishes that it is the policy of the City to prohibit unnecessary, excessive and annoying noises from all sources subject to its police power (§7-12.1). Additionally, Section 7-12.12 (Special Sound Prohibition) establishes it is unlawful for any person to create any loud, unnecessary or unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. Factors such as the level, intensity, origin, and duration of the noise, its proximity to sleeping facilities, and the time of day it occurs are considered in evaluating a violation.

The Municipal Code includes the following provisions that seek to reduce the effects of noise by limiting the hours that activity may occur:

- Section 7-12.22 (Construction or Repairing of Buildings, Pile Drivers, Hoists, Steam Shovels) prohibits construction between the hours of 7:00 PM and 7:00 AM Monday through Saturday or any time Sunday.
- Section 7-12.23 (Manufacturing Operations) prohibits manufacturing operations in any M-1 zone or within 100 yards of any area of the City zoned for dwelling purposes between the hours of 12:00 AM and 7:00 AM on Monday through Saturday unless the noise cannot be heard more than 50 feet from its source.
- Section 7-12.24 (Hours of Producing Noise Limited in the M-1 Zone) prohibits any commercial or manufacturing activity in any M-1 or M-2 zone between the hours of 7:00 PM and 7:00 AM Monday through Saturday and any time Sunday. The Building Department may issue a permit to allow these operations if there is an urgent matter of public health and safety.
- Section 7-12.25 (Deliveries to Commercial Zones) prohibits any delivery to any commercial zone in the City between 11 PM and 6 AM if it produces noise that can be heard 50 feet from its source in the P-1 zone or any residential zone that is occupied by residences.

Additionally, the Municipal Code restricts certain sources of noise, including

- Section 7-12.9 (Schools, Hospitals, and Churches) establishes it is unlawful for any person in a public place adjacent to a school, hospital, or church to generate noise that interferes with the institutions, providing there is appropriate signage.
- Section 7-12.11 (Machinery, Equipment, Fans and Air Conditioning) establishes it is unlawful to operate any machinery, equipment, pump, fan, air conditioning apparatus or similar mechanical device in any manner so as to create any noise which would cause the noise level at the property line of any property to exceed the ambient noise level by more than five decibels.

The Municipal Code also contains performance standards for the noise level depending on the zoning and use of the receiving property. Specifically, Municipal Code Chapter 30 (Zoning), Section 30-24.6(b) (Performance Standards- Noise) states that no discrete noise source in the City shall exceed 76 decibels on the Community Noise Equivalent Level (CNEL) weighted scale

as measured on any property line, no discrete noise source in the City shall exceed 55 decibels on the CNEL weighted scale at any property line of a residentially zoned property, and that no discrete noise source in the City shall exceed 55 decibels on the CNEL weighted scale within 100 feet of an existing building used as a hospital, school, library, rest home, convalescent home, senior citizens' home, mental institution, or other similar noise-sensitive land use as determined by the Planning Director. Additionally, the code contains development regulations (§30-18.4(f) and §30-18.4(g)) to reduce the effects of vibration and noise on condominiums.

4.13.4 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, Project implementation would have a significant impact related to noise or vibration if it would result in:

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 ground-borne vibration or ground-borne noise levels; or
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, expose people residing or working in the project area to excessive noise levels.

With regard to criteria (a), the proposed project would result in a significant construction and/or operational noise impact if it would:

- Conflict with or violate any applicable provision of Municipal Code Section 7-12;
- Conflict with or violate any applicable standard or policy in the City's General Plan Noise Element;
- Generate operational traffic noise levels that increase ambient noise levels at off-site noise sensitive locations by:
    - 5 dBA or more where the ambient noise level would change from below 55 CNEL to above 55 CNEL; or
    - 3 dBA or more where the existing ambient noise would change from below 60 CNEL to above 60 CNEL; or
    - 1 dBA or more where the existing ambient noise level would increase to levels above 65 CNEL.

With regard to criterion (b), the proposed project would result in a significant construction and/or operational vibration impact if it would:

- Generate construction-related vibration levels that exceed Caltrans' guidance for potential building damage (see Table 4.13-7); or
- Generate construction-related vibration levels that exceed FTA or Caltrans' criteria for human annoyance (see Table 4.13-6 and 4.13-8, respectively).

With regard to criterion (c), the proposed project would expose people living or working in the Plan Area to excessive airport-related noise levels if it would conflict with an applicable airport land use compatibility plan or otherwise expose people to excessive airport-related noise levels from a private air facility.

4.13.5 – IMPACTS AND MITIGATION MEASURES

This section describes potential noise and vibration impacts associated with implementation of the GPU and recommends mitigation measures as needed to reduce significant impacts. Noise-related impacts from future development pursuant to general plans can be divided into short-term construction-related impacts and long-term noise exposure impacts. Construction-related impacts are associated with construction activities likely to occur in conjunction with future development allocated by the plan. Long-term noise exposure is associated with major noise sources (e.g., traffic, trains, other transit, aircraft, and stationary sources) and changes in noise levels that may occur in the city as a result of implementation of the GPU.

Impact NOI-1 – Would the project result in the generation of a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Analysis of Impacts

Project implementation would involve construction that would result in temporary noise generation, primarily from the use of heavy-duty construction equipment.

The Project allows for more mixed-use, higher density residential developments, and industrial development and allows for an increase in the overall amount of development (both residential units and non-residential square footage) within the Planning Area. As described in Chapter 3, Project Description (see Table 3-3 and Table 3-6), the proposed GPU is estimated to increase residential dwelling units (+5,776 units), mixed-use non-residential building space (+2,091,788 square feet), and industrial land uses (+1,794,000 square feet), in the Planning Area, while also reducing commercial land uses (-3,031,614 square feet) and public/quasi-public/other land uses (-1,079,956 square feet) compared to existing conditions. The proposed change in land uses, which would occur over an approximately 20-year period, is expected to increase population (+22,552 residents) and jobs (+2,401 jobs) in the Planning Area.

Future individual construction and development projects would occur throughout the Planning Area over the approximately 20-year span of the GPU. These projects could occur on any property (based on land uses allowed by the GPU) and could affect existing or future land uses, including areas near potentially sensitive residential, commercial, park, or school land uses. The specific timing location and scale of future development is unknown but would include the full range of construction activities including: staging, demolition, site preparation (e.g., land clearing), fine and mass grading, utility trenching, foundation work (e.g., excavation, pouring concrete pads, drilling for piers), material deliveries (requiring travel along City roads), building construction (e.g., framing, concrete pouring, welding), paving, coating application, and site finishing work. In general, these activities would involve the use of worker vehicles, delivery trucks, dump trucks, and heavy-duty construction equipment such as (but not limited to) backhoes, tractors, loaders, graders, excavators, rollers, cranes, material lifts, generators, and air compressors. These types of construction activities would generate noise and vibration from the following sources:

- Heavy equipment operations at different work areas. Some heavy equipment would consist of mobile equipment such as a loader and excavator that would move around work areas; other equipment would consist of stationary equipment (e.g., cranes or material hoists/lifts) that would generally operate in a fixed location until work activities are complete. Heavy equipment generates noise from engine operation, mechanical systems, and components (e.g., fans, gears, propulsion of wheels or tracks), and other sources

such as back-up alarms. Mobile equipment generally operates at different loads, or power outputs, and produces higher or lower noise levels depending on the operating load. Stationary equipment generally operates at a steady power output that produces a constant noise level.

- Vehicle trips, including worker, vendor, and haul truck trips. These trips are likely to primarily occur on key arterial roadways like Rosecrans Avenue, West Compton Boulevard, Alondra Boulevard, West Greenleaf Boulevard, Central Avenue, Wilmington Avenue, Willowbrook Avenue, Alameda Street, and Long Beach Boulevard.

Table 4.13-12 presents the typical noise levels associated with the typical types of construction equipment that could be used in the Planning Area for future individual projects.

Table 4.13-12
Typical Construction Equipment Noise Levels (dBA)

Equipment	Reference Noise Level at 50 Feet (L_{max})[(A)]	Percent Usage Factor[(B)]	Predicted Noise Levels (L_{eq}) at Distance[(C)]					
			50 Feet	100 Feet	200 Feet	300 Feet	400 Feet	500 Feet
Auger Drill Rig	85	0.2	78	72	66	62	60	58
Backhoe	80	0.4	76	70	64	60	58	56
Boring Jack Power Unit	80	0.5	77	71	65	61	59	57
Bulldozer	85	0.4	81	75	69	65	63	61
Compact roller	80	0.2	73	67	61	57	55	53
Compressor	80	0.4	76	70	64	60	58	56
Concrete Mixer	85	0.4	81	75	69	65	63	61
Crane	85	0.16	77	71	65	61	59	57
Delivery Truck	84	0.4	80	74	68	64	62	60
Excavator	85	0.4	81	75	69	65	63	61
Front End Loader	80	0.4	76	70	64	60	58	56
Generator	82	0.5	79	73	67	63	61	59
Horizontal Boring Hydraulic Jack	80	0.25	74	68	62	58	56	54
Impact Pile Driver (low)	95	0.2	88	82	76	72	70	68
Impact Pile Driver (high)	101	0.2	94	88	82	78	76	74
Man Lift	85	0.2	78	72	66	62	60	58
Paver	85	0.5	82	76	70	66	64	62
Pneumatic tools	85	0.5	82	76	70	66	64	62
Pumps	77	0.5	74	68	62	58	56	54
Roller	85	0.2	78	72	66	62	60	58
Scraper	85	0.4	81	75	69	65	63	61
Tractor	84	0.4	80	74	68	64	62	60
Vacuum Truck	85	0.4	81	75	69	65	63	61

Sources: Caltrans 2013 and FHWA 2010

(A) L_{max} noise levels based on manufacturer's specifications.

(B) Usage factor refers to the amount of time the equipment produces noise over the time period.

(C) *Estimate does not account for any atmospheric or ground attenuation factors. Calculated noise levels based on Caltrans, 2009: L_{eq} (hourly) = L_{max} at 50 feet – 20log (D/50) + 10log (UF), where: L_{max} = reference L_{max} from manufacturer or other source; D = distance of interest; UF = usage fraction or fraction of time period of interest equipment is in use.*

Construction noise impacts generally occur when construction activities occur in areas immediately adjoining noise sensitive land uses, during noise sensitive times of the day, or when construction durations last over extended periods of time. Demolition, site preparation, and grading phases typically result in the highest temporary noise levels due to the use of heavy-duty equipment such as bulldozers, excavators, graders, loaders, scrapers, and trucks. As shown in Table 4.13-12, the worst-case L_{eq} and L_{max} noise levels associated with the operation of typical construction equipment are predicted to be approximately 82 and 85 dBA, respectively, at a distance of 50 feet from the equipment operating area. At an active construction site, it is not uncommon for two or more pieces of construction equipment to operate at the same time and in close proximity. The concurrent operation of two or more pieces of construction equipment would result in noise levels of approximately 85 to 88 dBA at a distance of 50 feet from equipment operating areas[iii]. While not typical, noise levels for construction activities that require the use of an impact pile driver could reach 94 dBA at a distance of 50 feet from equipment operations.

The magnitude of each individual future project's temporary and periodic increase in ambient noise levels would be dependent upon a number of project-specific factors that are not known at this time, including: the amount and type of equipment being used; the distance between the area where equipment is being operated and the location of the specific land use or receptor where noise levels are being evaluated; the time of day construction activities are occurring; the presence or absence of any walls, buildings, or other barriers that may absorb or reflect sound waves; the total duration of the construction activities; and the existing ambient noise levels near construction areas. For example, a noise level of 85 dBA L_{max} would be similar to typical L_{max} levels measured throughout the Planning Area (see Table 4.13-5), but sustained L_{eq} levels of 85 dBA would be approximately 11 to 16 dBA above daytime ambient conditions along key roadways (e.g., ST-1 through ST-7, see Table 4.13-5), approximately 22 dBA above daytime ambient conditions in residential areas (e.g., ST-8, see Table 4.13-5), and approximately 35 dBA above daytime ambient conditions in park land uses away from major roadways (e.g., LT-01, see Tables 4.13-4). Typically, sustained construction noise levels of 80 to 85 dBA or higher would require the implementation of construction noise control practices such as staging area restrictions (e.g., siting staging areas away from sensitive receptors), equipment controls (e.g., covered engines and use of electrical hook-ups instead of generators), and/or the installation of temporary noise barriers of sufficient height, size (length or width), and density to achieve targeted noise reductions. Construction noise controls, however, would be dependent on project-specific equipment characteristics and the extent to which construction activities would occur near noise-sensitive receptors and land uses.

Although neither the Compton Municipal Code or proposed GPU establish specific, numeric noise standards (e.g., 90 dBA L_{eq}) for construction activities, the Municipal Code Section 7-12.22 limits the hours of construction activities from 7 AM to 7 PM Monday through Saturday, ensuring construction activities do not occur during the most sensitive time periods (e.g., evening and nighttime periods). Although future development under the GPU would result in construction activities that could temporarily increase ambient noise levels near sensitive receptors, such activity would occur in accordance with the City's existing Municipal Code requirements and would not result in noise levels that exceed applicable standards. This impact is considered less than significant.

[iii] As shown in Table 4.13-12, a single bulldozer provides a sound level of 81 dBA Leq at a distance of 50 feet; when two identical sound levels are combined, the noise level increases to 84 dBA Leq and when three identical sound levels are combined, the noise level increases to 86 dBA Leq. These estimates assume no shielding or other noise control measures are in place at or near the work areas.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Impact NOI-2 – Would the project result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Analysis of Impacts
Project implementation could have the potential to change the existing types and intensity of land uses within the Planning Area. These potential land use changes could increase the number of residents and employees. This possible increase in population and employment could lead to increased vehicle traffic on the local roadway system, which could result in traffic-related noise levels that pose land use compatibility issues or result in a substantial permanent increase in traffic-related noise levels throughout the Planning Area. Project implementation could also involve increases in stationary noise and other sources of noise within the Planning Area. These potential effects are evaluated below.

Increases in Traffic and Rail Noise Levels. The City contracted with a professional transportation engineering firm (Iteris) to conduct travel demand modeling associated with the proposed GPU land use changes (Iteris 2024); see Chapter 4.17, Transportation, and Appendix F). The travel demand modeling prepared for the GPU provides a sufficient level of detail to generally evaluate the potential future increases in traffic-related noise levels associated with projected growth.

Future 2045 GPU traffic noise levels were computed using the same methodology (TNM Version 3.2) and data sources used to calculate existing (Year 2022) and future (Year 2045) baseline traffic noise levels without the GPU (see Section 4.13.2), but with the traffic data for the Year 2045 with GPU condition.

Future transportation noise contours and the distances to the modeled transportation noise CNEL contours are shown in Figure 4.13-13. In addition, Table 4.13-14 summarizes the net change in Year 2045 ADT and traffic noise levels that would occur with implementation of the GPU. Refer to Appendix E for detailed transportation noise modeling results.

Table 4.13-13
City of Compton With GPU Transportation Noise Contour Distances (2045)

Road or Rail Segment	Predicted CNEL at 50 Feet (dBA)	CNEL Contour and Distance from Road Centerline in Feet			
		75	70	65	60
Alameda Street (East)					
Rosecrans Ave to Compton Blvd	60.5	2	6	18	56
Compton Blvd to Myrrh St	63.1	3	10	32	102
Alameda Street (West)					
Rosecrans Ave to Compton Blvd	68.9	12	39	104	388
Compton Blvd to Alondra Blvd	69.0	13	40	97	397
Alondra Boulevard					
East of Atlantic Ave	69.3	13	43	135	426

Table 4.13-13
City of Compton With GPU Transportation Noise Contour Distances (2045)

Road or Rail Segment	Predicted CNEL at 50 Feet (dBA)	CNEL Contour and Distance from Road Centerline in Feet			
		75	70	65	60
Long Beach Blvd to Atlantic Ave	68.9	12	39	123	388
Santa Fe Ave to Long Beach Blvd	67.6	9	29	91	288
Alameda St to Santa Fe Ave	67.4	9	27	87	275
Wilmington Ave to Willowbrook Ave	68.0	10	32	100	315
Central Ave to Wilmington Ave	67.7	9	29	93	294
West of Central Ave	66.3	7	21	67	213
Atlantic Avenue					
North of Rosecrans Ave	65.8	6	19	60	190
Rosecrans Ave to Compton Blvd	65.6	6	18	57	182
Compton Blvd to Alondra Blvd	66.9	8	24	77	245
South of Alondra Blvd	66.6	7	23	72	229
Central Avenue					
North of Rosecrans Ave	70.3	17	54	169	536
Rosecrans Ave to Compton Blvd	68.9	12	39	123	388
Compton Blvd to Alondra Blvd	69.0	13	40	126	397
South of Alondra Blvd	69.3	13	43	135	426
Compton Blvd					
East of Long Beach	67.4	9	27	87	275
Santa Fe Ave to Long Beach Blvd	68.2	10	33	104	330
Wilmington Ave to Willowbrook Ave	66.3	7	21	67	213
Central Ave to Wilmington Ave	65.2	5	17	52	166
West of Central Ave	65.9	6	19	62	195
El Segundo Blvd					
West of Wilmington Ave	68.6	11	36	115	362
Greenleaf Blvd					
West of Wilmington Ave	63.9	4	12	39	123
Wilmington Ave to Willowbrook Ave	66.4	7	22	69	218
Santa Fe Ave to Long Beach Blvd	64.5	4	14	45	141
East of Long Beach Blvd	59.3	1	4	13	43
Long Beach Boulevard					
North of Rosecrans Ave	66.1	6	20	64	204
Rosecrans Ave to Compton Blvd	65.7	6	19	59	186
Compton Blvd to Alondra Blvd	66.3	7	21	67	213
Alondra Blvd to Greenleaf Blvd	68.0	10	32	100	315
Manville Street					
Wilmington Ave to Alameda St	69.7	15	47	148	467
Rosecrans Avenue					
Long Beach Blvd to Atlantic Ave	68.3	11	34	107	338
Santa Fe Ave and Long Beach Blvd	68.0	10	32	100	315
McDivitt Ave to Santa Fe Ave	68.4	22	69	219	692
McDivitt Ave and Willowbrook Ave	52.9	1	2	6	19
Wilmington Ave and Willowbrook Ave	68.8	24	76	240	759
Central Ave and Wilmington Ave	68.7	23	74	234	741
West of Central Ave	70.1	32	102	324	1,023

Table 4.13-13
City of Compton With GPU Transportation Noise Contour Distances (2045)

Road or Rail Segment	Predicted CNEL at 50 Feet (dBA)	CNEL Contour and Distance from Road Centerline in Feet			
		75	70	65	60
Santa Fe Avenue					
North of Rosecrans Ave	67.2	17	52	166	525
Rosecrans Ave to Compton Blvd	67.7	19	59	186	589
Compton Blvd to Alondra Blvd	67.9	19	62	195	617
Alondra Blvd to Greenleaf Blvd	69.3	27	85	269	851
Victoria Street					
East of Wilmington Ave	72.1	51	162	513	1,622
West of Wilmington Ave	69.6	29	91	288	912
Willowbrook Avenue (East)					
Rosecrans Ave to Compton Blvd	56.5	1	4	14	45
Compton Blvd to Alondra Blvd	55.8	1	4	12	38
Willowbrook Avenue (West)					
Rosecrans Ave to Compton Blvd	59.4	3	9	28	87
Compton Blvd to Alondra Blvd	60.2	3	10	33	105
Wilmington Avenue					
North of Rosecrans Ave	66.3	13	43	135	427
Rosecrans Ave to Compton Blvd	67.2	17	52	166	525
Compton Blvd to Alondra Blvd	69.0	25	79	251	794
Alondra Blvd to Greenleaf Blvd	66.9	15	49	155	490
South of Greenleaf Blvd	68.6	23	72	229	724
North of Victoria Street	72.9	62	195	617	1,950
SR-91					
East City Limit to Long Beach Blvd	58.7	5	15	47	148
Long Beach Blvd to West City Limit	68.9	49	155	491	1,552
I-710					
North City Limit to Alondra Blvd	68.0	40	126	399	1,262
Alondra Blvd to South City Limit	59.1	5	16	51	163

Source: MIG, 2025 (see Appendix E)
(A) CNEL values for road segments are estimated 50 feet from the center of the nearest travel direction, excepting SR-91 and I-710, which are measured 200 feet from the center of the freeway right-of-way.

Table 4.13-14
Future (2045) Traffic Noise Levels With and Without the GPU

Road / Segment	Year 2045 No GPU		Year 2045 With GPU		Net Change	
	ADT	CNEL[(A)]	ADT	CNEL[(A)]	ADT	CNEL
Alameda Street (East)						
Rosecrans Ave to Compton Blvd	3,900	60.4	4,100	60.5	200	0.1
Compton Blvd to Myrrh St	4,100	63.0	4,300	63.1	200	0.1
Alameda Street (West)						
Rosecrans Ave to Compton Blvd	18,900	68.8	19,700	68.9	800	0.1
Compton Blvd to Alondra Blvd	20,100	68.9	20,700	69.0	600	0.1
Alondra Boulevard						
East of Atlantic Ave	30,000	69.1	31,700	69.3	1,700	0.2
Long Beach Blvd to Atlantic Ave	28,700	68.7	30,100	68.9	1,400	0.2
Santa Fe Ave to Long Beach Blvd	20,900	67.5	22,000	67.6	1,100	0.1
Alameda St to Santa Fe Ave	22,500	67.4	23,100	67.4	600	0.0
Wilmington Ave to Willowbrook Ave	22,000	67.5	24,100	68.0	2,100	0.5
Central Ave to Wilmington Ave	21,500	67.5	22,700	67.7	1,200	0.2
West of Central Ave	19,600	66.3	20,200	66.3	600	0.0
Atlantic Avenue						
North of Rosecrans Ave	22,100	65.5	23,400	65.8	1,300	0.3
Rosecrans Ave to Compton Blvd	18,600	65.3	19,700	65.6	1,100	0.3
Compton Blvd to Alondra Blvd	23,500	66.5	24,900	66.9	1,400	0.4
South of Alondra Blvd	23,600	66.5	24,200	66.6	600	0.1
Central Avenue						
North of Rosecrans Ave	25,900	70.2	27,400	70.3	1,500	0.1
Rosecrans Ave to Compton Blvd	22,300	68.8	23,600	68.9	1,300	0.1
Compton Blvd to Alondra Blvd	24,100	68.9	25,500	69.0	1,400	0.1
South of Alondra Blvd	24,200	69.3	25,600	69.3	1,400	0.0
Compton Blvd						
East of Long Beach	22,900	67.3	23,700	67.4	800	0.1
Santa Fe Ave to Long Beach Blvd	22,100	67.9	23,600	68.2	1,500	0.3
Wilmington Ave to Willowbrook Ave	22,500	66	25,000	66.3	2,500	0.3
Central Ave to Wilmington Ave	18,600	65	20,100	65.2	1,500	0.2
West of Central Ave	20,700	65.8	21,500	65.9	800	0.1
El Segundo Blvd						
West of Wilmington Ave	24,300	68.4	25,700	68.6	1,400	0.2
Greenleaf Blvd						
West of Wilmington Ave	11,200	64.1	12,000	63.9	800	-0.2
Wilmington Ave to Willowbrook Ave	19,000	66.6	21,100	66.4	2,100	-0.2
Santa Fe Ave to Long Beach Blvd	12,200	64.3	12,900	64.5	700	0.2
East of Long Beach Blvd	5,300	59.2	5,600	59.3	300	0.1
Long Beach Boulevard						
North of Rosecrans Ave	18,100	65.9	19,200	66.1	1,100	0.2
Rosecrans Ave to Compton Blvd	17,700	65.5	18,700	65.7	1,000	0.2
Compton Blvd to Alondra Blvd	21,500	66.2	22,100	66.3	600	0.1
Alondra Blvd to Greenleaf Blvd	18,400	67.7	19,500	68.0	1,100	0.3
Manville Street						
Wilmington Ave to Alameda St	7,500	69.5	7,900	69.7	400	0.2

Table 4.13-14
Future (2045) Traffic Noise Levels With and Without the GPU

Road / Segment	Year 2045 No GPU		Year 2045 With GPU		Net Change	
	ADT	CNEL[(A)]	ADT	CNEL[(A)]	ADT	CNEL
Rosecrans Avenue						
Long Beach Blvd to Atlantic Ave	23,400	68.2	24,100	68.3	700	0.1
Santa Fe Ave and Long Beach Blvd	22,000	67.9	22,900	68.0	900	0.1
McDivitt Ave to Santa Fe Ave	29,800	68.3	30,800	68.4	1,000	0.1
McDivitt Ave and Willowbrook Ave	29,800	52.8	30,800	52.9	1,000	0.1
Wilmington Ave and Willowbrook Ave	25,500	68.8	26,800	68.8	1,300	0.0
Central Ave and Wilmington Ave	24,400	68.4	26,300	68.7	1,900	0.3
West of Central Ave	28,800	69.8	31,100	70.1	2,300	0.3
Santa Fe Avenue						
North of Rosecrans Ave	16,500	67	17,400	67.2	900	0.2
Rosecrans Ave to Compton Blvd	18,500	67.4	19,500	67.7	1,000	0.3
Compton Blvd to Alondra Blvd	22,700	67.8	23,900	67.9	1,200	0.1
Alondra Blvd to Greenleaf Blvd	22,200	69.5	22,800	69.3	600	-0.2
Victoria Street						
East of Wilmington Ave	11,600	72.4	10,900	72.1	-700	-0.3
West of Wilmington Ave	20,700	69.6	22,500	69.6	1,800	0.0
Willowbrook Avenue (East)						
Rosecrans Ave to Compton Blvd	3,000	56.4	3,100	56.5	100	0.1
Compton Blvd to Alondra Blvd	2,400	55.5	2,600	55.8	200	0.3
Willowbrook Avenue (West)						
Rosecrans Ave to Compton Blvd	3,700	59	4,100	59.4	400	0.4
Compton Blvd to Alondra Blvd	3,400	58.8	5,400	60.2	2,000	1.4
Wilmington Avenue						
North of Rosecrans Ave	21,300	66.2	21,800	66.3	500	0.1
Rosecrans Ave to Compton Blvd	22,600	67	23,900	67.2	1,300	0.2
Compton Blvd to Alondra Blvd	22,500	68.8	23,700	69.0	1,200	0.2
Alondra Blvd to Greenleaf Blvd	22,000	66.7	23,300	66.9	1,300	0.2
South of Greenleaf Blvd	25,200	68.7	26,400	68.6	1,200	-0.1
North of Victoria Street	27,400	73.1	28,700	72.9	1,300	-0.2
SR-91						
East City Limit to Long Beach Blvd	224,787	58.6	230,222	58.7	5,435	0.1
Long Beach Blvd to West City Limit	224,787	68.8	230,222	68.9	5.435	0.1
I-710						
North City Limit to Alondra Blvd	246,523	67.9	252,484	680	5,961	0.1
Alondra Blvd to South City Limit	246,523	59.0	252,484	59.1	5,961	0.1

Source: MIG, 2021 (see Appendix E)
(A) CNEL values for road segments are estimated 50 feet from the center of the nearest travel direction, excepting SR-91 and I-710, which are measured 200 feet from the center of the freeway right-of-way.

As shown in Table 4.13-14, the results of the traffic noise modeling indicate that traffic noise levels within the Planning Area would continue to be highest along major travel corridors such as Central Avenue, as well as along corridors in industrial areas that would have a higher percentage of truck traffic, such as Victoria Street and parts of Wilmington Avenue. The majority of modeled road

segments[iv] would exceed the 55 CNEL land use compatibility level established in the proposed GPU for residential uses, schools, libraries, religious institutions, hospitals, nursing homes, and community care facilities.

Traffic noise modeling indicates the GPU would not increase traffic noise levels by more than 0.5 dBA, as compared to future 2045 baseline conditions on the majority of modeled roadway segments. The highest modeled increase in traffic noise levels, and the only modeled increase to exceed 1 dBA at sensitive receptor locations, would be an increase of 1.4 dBA, on Willowbrook Avenue West, from Compton Boulevard to Alondra Boulevard. This 1.4 dBA increase (from 58.4 CNEL to 60.2 CNEL) is not considered a significant impact (see Section 4.13.4). Finally, the GPU would reduce traffic noise levels on six (6) modeled road segments in the Planning Area, providing an environmental benefit in these areas. The GPU, therefore, would not substantially increase traffic volumes or traffic noise levels along roadways. This impact is considered a less than significant impact.

As discussed above, the proposed GPU would not result in a significant increase in traffic noise levels in the Planning Area. This impact is considered less than significant.

Increases in Stationary and Other Sources of Noise. Stationary and other sources of noise in the Planning Area include, but are not limited to, landscape and building maintenance activities, stationary mechanical equipment (e.g., pumps, generators, HVAC units), garbage collection activities, commercial and industrial activities, and other stationary and area sources such as people's voices, amplified music, and public address systems.

Noise generated by residential or commercial uses is generally short-term and intermittent. Industrial uses may generate noise on a more continual basis due to the types of their activities. While the GPU decrease commercial development within the Planning Area, it would increase the number of dwelling units and mixed-used development, in which residential and commercial uses are integrated into a single development project. These types of developments tend to have higher noise levels associated with the mix of land uses contained within them. Future planned development could also result in new stationary and area sources as well as exposure of new sensitive land uses to existing stationary and area sources.

The City's Municipal Code Section 30-24.6(b) regulates stationary sources by setting a 76 dBA CNEL limit at any property line, a 55 dBA CNEL limit on residentially zoned properties, and a 55 dBA CNEL limit within 100 feet of a noise-sensitive land use like a hospital, school, library, rest home convalescent home, senior citizens' home, or mental institution. Additionally, Section 7-12.11 prohibits the operation of any machinery, equipment, pump, fan, air conditioning apparatus or similar mechanical device so that it causes the noise level at the property line of any property to exceed the ambient noise level by more than five decibels. In addition to setting limits on the noise level created by stationary sources, the code also restricts the hours of operation for stationary sources in any M-1 or M-2 through Section 7-12.24, which limits the hours of commercial or manufacturing activities to 7:00 AM to 7:00 PM, when people are less sensitive to noise. Furthermore, the proposed GPU contains policies that would reduce exposure from industrial stationary noise sources through buffering requirements, soundproofing requirements, restrictions on industrial operating hours, and encouragement of noise reduction technologies for industrial equipment (see Policies EJ-1.3, PS-10.1, PS-10.2, and PS-10.4 in Section 4.13-3).

[iv] Rosecrans Avenue from McDivitt Avenue and Willowbrook Avenue was the only modeled road segment that would not exceed the 55 CNEL standard.

Future stationary sources would comply with City standards, and therefore would not expose people to a substantial permanent increase in noise levels.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Ground-borne Vibration and Noise Levels

Impact NOI-3 – Would the project result in generation of excessive ground-borne vibration or ground-borne noise levels?

Analysis of Impacts
Temporary Construction Vibration Levels. Construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and activities involved. Vibration generated by construction equipment spreads through the ground and diminishes with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, result in low rumbling sounds and detectable vibrations at moderate levels, and at high levels can cause sleep disturbance in places where people normally sleep or annoyance in buildings that are primarily used for daytime functions and sleeping (e.g., a hospital). Ground vibration can also potentially damage the foundations and exteriors of existing structures even if it does not result in a negative human response. Pile drivers and other pieces of high-impact construction equipment are generally the primary cause of construction-related vibration impacts. The use of such equipment is generally limited to sites where there are extensive layers of very hard materials (e.g., compacted soils, bedrock) that must be loosened or penetrated to achieve grading and foundation design requirements. The need for such methods is usually determined through site-specific geotechnical investigations that identify the subsurface materials within the grading envelope, along with foundation design recommendations and the construction methods needed to safely permit development of a site.

Construction equipment and activities are categorized by the nature of the vibration they produce. Equipment or activities typical of continuous vibration include excavation equipment, static compaction equipment, vibratory pile drivers, and pile-extraction equipment. Equipment or activities typical of transient (single-impact) or low-rate, repeated impact vibration include impact pile drivers, and crack-and-seat equipment. Pile driving and blasting activities produce the highest levels of ground vibration and can result in structural damage to existing buildings.

Since individual project-specific information is not available at this time, potential short-term construction-related vibration impacts can only be evaluated based on the typical construction activities associated with residential, commercial, and industrial development.

Future development as a result of the Project could occur in primarily urban settings where land is already disturbed and, therefore, is not likely to require blasting, which is typically used to remove unwanted rock or earth. Standard construction equipment (e.g., bulldozers, trucks, jackhammers) generally does not cause vibration that could cause structural or cosmetic damage but may be felt by nearby receptors. Table 4.13-15 presents the typical types of equipment that could be used for future development activities in the Planning Area.

Table 4.13-15
Ground-Borne Vibration and Noise from Typical Construction Equipment

Equipment	Peak Particle Velocity (in/sec) (A)			Velocity Decibels (VdB) (B)		
	25 feet	50 feet	100 feet	25 feet	50 feet	100 feet
Small bulldozer	0.003	0.001	0.001	58	49	40
Jackhammer	0.035	0.016	0.008	79	70	61
Rock Breaker	0.059	0.028	0.013	83	74	65
Loaded truck	0.076	0.035	0.017	86	77	68
Auger Drill Rig	0.089	0.042	0.019	87	78	69
Large bulldozer	0.089	0.042	0.019	87	78	69
Vibratory Roller	0.210	0.098	0.046	94	85	76
Impact Pile Driver (typical)	0.644	0.300	0.140	104	95	86
Sonic Pile Driver (typical)	0.170	0.079	0.037	93	84	75

Sources: Caltrans 2020b and FTA 2018
(A) Estimated PPV calculated as: PPV(D)=PPV(ref)(25/D)^1.1 where PPV(D)= Estimated PPV at distance; PPVref= Reference PPV at 25 ft; D= Distance from equipment to receiver; and n= ground attenuation rate (1.1 for dense compacted hard soils).*
(B) Estimated Lv calculated as: Lv(D)=Lv(25 feet)-30Log(D/25) where Lv(D)= estimated velocity level in decibels at distance, Lv(25 feet)= RMS velocity amplitude at 25 ft; and D= distance from equipment to receiver.

As shown in Table 4.13-15, specific vibration levels associated with typical construction equipment are highly dependent on the type of equipment used. Vibration levels dissipate rapidly with distance, such that even typical impact pile driving activities would result in vibration levels below Caltrans' recommended 0.5 PPV threshold for transient vibration-induced damage in historic, older buildings at a distance of less than 50 feet; all other activities would be below Caltrans' threshold for transient vibration-induced damage in historic, older buildings at a distance of 25 feet. For human responses, maximum impact pile driving activities would result in ground-borne vibration and noise levels below Caltrans' threshold for a distinctly perceptible response (0.24 PPV) and the FTA's vibration standard for infrequent events at residential lands (80 VdB) at a distance of approximately 150 feet and 300 feet, respectively. All other activities may be barely to distinctly perceptible when occurring within approximately 150 feet of sensitive land uses. Most construction equipment does not operate in the same location for prolonged periods of time. Therefore, even if construction equipment were to operate near a building where receptors may feel vibration, it would only be for a temporary amount of time and would not be considered excessive. Furthermore, setback requirements and project-specific review for impacts to historical resources would ensure vibrations would not damage historic buildings. This impact is considered less than significant.

Operations-Related Ground borne Vibration Levels. The GPU does not include plans for the expansion of freight or light rail, and is not anticipated to increase vibration levels from these sources.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Excessive Airport-related Noise Levels

Impact NOI-4 – 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 levels?

Analysis of Impacts
The Compton/Woodley Airport is a public general aviation airport located in the western portion of the Planning Area. Existing residences are located directly north of the airport, and sensitive receptors including residences and parks, are located directly across from the streets bordering Compton/Woodley Airport to the west, south, and east (i.e., Central Avenue, Alondra Boulevard, and South Wilmington Avenue). These areas surrounding the airport are designed mostly as residential or open space land uses in the proposed GPU. However, the airport is not expected to expose people residing or working in the Planning Area to excessive airport-related noise levels. As shown in the Los Angeles County Airport Land Use Plan, the 70 CNEL noise contour for the Compton/Woodley Airport does not extend beyond the boundaries of the airport (Los Angeles County Airport Land Use Commission 2004). As described in the proposed GPU, Department of Public Works implements a proactive noise mitigation program that includes designated visual sight rules (VFR) flight paths, operational restrictions, and limitations on activities during specific hours. Additionally, the proposed GPU contains policies that minimize noise exposure from flights for existing residents (Policy PS-9.1, Policy PS-9.2, and Policy PS-9.3), and that encourage noise compatible land uses near the airport (Policy PS-9.3). The Compton/Woodley Airport would not expose people to excessive noise levels for the reasons listed above, and there are no private air strips located in the Planning Area. This impact would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Other Planning Considerations (Potential Effects of the Environment on the Project)

The California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015) ruled that CEQA review is focused on a project's impact on the environment "and not the environment's impact on the project." Pursuant to this ruling, a Lead Agency is not required to analyze how existing conditions might impact a project's existing or future population except where specifically required by CEQA; however, a Lead Agency may elect to disclose information relevant to a project even if it is not considered an impact under CEQA. Furthermore, the GPU set noise standards for receiving land uses which require evaluation for consistency and compliance even if such evaluation is not required by CEQA to be identified as a physical impact of the project. Accordingly, this section discusses the existing noise and vibration environment and the degree to which the existing environment is compatible and consistent with City goals, policies, and standards for future development.

Traffic Noise and Land Use Compatibility. The existing ambient noise levels vary depending on location. As described in Table 4.13-2 above, most residential and institutional land use along arterial roadways currently have noise levels greater than 55 CNEL[v], the land use compatibility level established in the proposed GPU for residential uses, schools, libraries, religious institutions, hospitals, nursing homes, and community care facilities. These roadways would continue to exceed the proposed compatibility standard under 2045 Project conditions, as the GPU has the potential to site new residential and mixed-use projects in the vicinity of roadways with high traffic noise levels.

As discussed in Section 4.13.3, the City's proposed updated Noise Element contains policies that seek to reduce noise exposure from vehicle traffic, specifically freight, located near sensitive noise receptors. Policy LU-1.4 would use noise impacts on surrounding land uses as a siting consideration for freight corridors. Policies PS-8.1 and PS-8.3 would reduce noise exposure from trucks by designating truck routes away from residential neighborhoods and by conducting noise inspections on commercial trucks. Policies PS-8.2 and PS-8.4 would reduce noise exposure from rail by reducing train horn use and conducting noise monitoring at light rail corridors to inform noise mitigation. Additionally, policies throughout the GPU to increase active transportation, reduce vehicle miles traveled, and support electric vehicles would reduce noise from passenger vehicles.

Furthermore, as described in Section 4.13.1, pursuant to the State noise standards, California Building Code, Section 1207.4, new residential structures would be required to be constructed such that interior noise levels do not exceed 45 dBA CNEL. Standard construction techniques and materials are commonly accepted to provide a minimum exterior to interior noise attenuation (i.e., reduction) of 22–25 dBA with all windows and doors closed (HUD 2009a and 2009b).[vi] These interior noise reductions would be adequate for some developments occurring under the GPU to meet interior noise standards. New residential and mixed-use developments along major roadways, such as Central Avenue north of Rosecrans, could require additional noise attenuation design features since traffic noise levels along these roadways are estimated to exceed 70 CNEL under future conditions with and without the GPU. Other road segments that are estimated to exceed 70 CNEL, such as Victoria Street, would not be designated as a residential or mixed-use land use, and would not be developed with those uses under the GPU. Adherence to the State's mandatory noise standards would ensure residential and mixed-use structures within the Planning Area meet or exceed the 45 dBA CNEL standard.

As discussed above, the GPU includes residential and mixed use land uses that may be exposed to traffic noise levels above acceptable levels; however, the GPU establishes City policies to provide protection from excessive noise levels and ensure that transportation activities do not create noise levels that impair human health or quality of life. It also includes a policy (Policy EJ-1.4: Performance Standards for New Developments) to protect existing and future residents from excessive noise levels by developing performance standards that ensure new development

[v] All modeled roadways adjacent to noise-sensitive land uses, with the exception of Rosecrans Avenue from McDivitt Avenue to Willowbrook Avenue, were in the range of approximately 56 CNEL to 70 CNEL.

[vi] The U.S. Department of Housing and Urban Development (HUD) Noise Guidebook and supplement (2009a, 2009b) includes information on noise attenuation provided by building materials and different construction techniques. As a reference, a standard exterior wall consisting of 5/8-inch siding, wall sheathing, fiberglass insulation, two by four wall studs on 16-inch centers, and 1/2-inch gypsum wall board with single strength windows provides approximately 35 dBs of attenuation between exterior and interior noise levels. This reduction may be slightly lower (2-3 dBs) for traffic noise due to the specific frequencies associated with traffic noise. Increasing window space may also decrease attenuation, with a reduction of 10 dBs possible if windows occupy 30% of the exterior wall façade.

projects minimize adverse noise effects. For these reasons, the GPU would not expose existing or future noise sensitive land uses to unacceptable noise levels.

Rail Noise and Land Use Compatibility The proposed GPU does not authorize nor does it increase any freight rail operation because such operations are outside the jurisdictional authority of the City. Nonetheless, the California State Rail Plan anticipates that freight and commuter train service will increase by 2040 (Caltrans 2018), and the proposed GPU could result in changes in land use type and or intensity near rail corridors.

As shown in Table 4.13-3, total rail activity along Willowbrook Avenue is predicted to generate noise levels of approximately 75 CNEL at 50 feet from the center of the track, and could generate noise levels above 60 CNEL approximately 1,500 feet from the center of the track. The GPU would site mixed-use and residential land uses along Willowbrook Avenue within 1,500 feet of the rail corridor which, therefore, could be potentially exposed to rail noise levels above 60 CNEL. Furthermore, as described in Section 4.13.2, train noise levels in the vicinity of the Alameda Corridor are approximately 71 dBA L_{eq} at 145 feet from the center of the corridor. The GPU would site mixed-use and residential land uses adjacent to the Alameda corridor.

As discussed under Section 4.13.3, the GPU contains policies that reduce noise exposure from transportation, including rail, and includes policies that emphasize the reduction of transportation-related noise impacts on residential and other sensitive land uses. Specifically, Policy PS-8.2 (Quiet Zone at Rail Crossings) and Policy PS-8.4 (Noise Monitoring for Light Rail) would lower noise exposure from rail. Furthermore, new development projects would be expected to meet City noise standards through appropriate, project-specific evaluation and design considerations. For these reasons, the proposed GPU would not expose new development to unacceptable rail noise levels.

Exposure to Operational Ground borne Vibration Levels. The proposed GPU could facilitate the construction of new residential and mixed-use projects near existing freight and Metrolink rail lines. With regards to vibration impacts on new development near railroads, human disturbance is the primary concern. It is extremely rare for vibration levels from trains passing to result in structural damage to buildings, particularly new construction (FTA 2018). Buses at the Metrolink stations are not anticipated to generate excessive vibration levels that would disturb sensitive receptors because these vehicles are travelling at lower speeds and do not generate substantial vibrations.

The FTA's *Transit Noise and Vibration Impact Assessment* document provides recommended ground-borne vibration criteria for general environmental assessments. The vibration criteria vary according to the sensitivity of the land use and the frequency of vibration events (i.e., number of trains passing by the sensitive land use). As discussed in Section 4.13.2, the Alameda Corridor currently carries less than 30 trains per day, while the Willowbrook Avenue corridor carries more than 100 light rail trains and approximately 20 freight trains.

The freight train activity along Alameda Corridor would be considered an occasional event (i.e., 30 to 70 trains passing by in one day). For occasional events such as freight train activity, the criteria generally vary between 65 Vdb for buildings where vibration would interfere with interior operations (e.g., highly sensitive research facilities, hospitals), to 75 VdB for residences and buildings where people normally sleep, to 78 VdB for land uses with primarily daytime uses. Highly sensitive research facilities and hospitals are not specifically anticipated under the proposed GPU and, therefore, the 65 VdB threshold is not considered further in this analysis.

The FTA's guidance document contains generalized ground surface vibration curves derived from vibration measurements of transit systems in North America (FTA 2018, Figure 6-4). Based on these vibration prediction curves, proposed residential development within approximately 150 feet[vii] of the centerline of a freight rail line could be exposed to vibration levels that exceed the FTA's recommended threshold of 75 VdB for residences exposed to occasional vibration events. Similarly, other proposed land uses within approximately 100 feet of a freight rail line could be exposed to vibration levels that exceed the FTA's recommended threshold of 78 VdB for land uses with primarily daytime occupancy. The GPU includes residential and other uses within 150 feet of the centerline of the freight rail line on Alameda Corridor, such as the Medium Density Residential land uses between Alondra Boulevard and Greenleaf Boulevard, that could be exposed to excessive vibration levels.

The freight activity along Willowbrook Avenue would also be considered an occasional event. As with the Alameda Corridor, the GPU includes residential and other uses within 150 feet of the centerline of the freight rail line on Willowbrook Avenue that could be exposed to excessive vibration levels.

Light rail activity along Willowbrook Avenue would be considered a frequent event. For frequent events such as light rail activity, the criteria for residences and building where people normally sleep would be 72 VdB and the criteria for land uses with primarily daytime uses would be 75 VdB. While these standards are more stringent than the criteria for occasional events that apply to freight rail, the light rail would generate less vibration than freight rail. The light rail along Willowbrook Avenue would have the potential to exceed thresholds for residential uses within approximately 60 feet of the rail centerline and for primarily daytime land uses within approximately 40 feet.

The GPU proposes the following residential or mixed-use land uses that would be located within 150 feet (i.e., the distance that corresponds to the threshold for freight trains as an occasional event)[viii] of the rail centerline along Willowbrook Avenue:

- Medium Density Residential land uses north of Rosecrans Avenue
- Medium Density Residential land uses between Greenleaf Boulevard and the southern boundary of the Compton Specific Plan, located north of Alondra Boulevard
- Neighborhood Mixed-Use and High Density Residential land uses near the intersection of Willowbrook Avenue and Alondra Boulevard
- Transit Priority Mixed-Uses south of Greenleaf Boulevard

[vii] The 150-foot threshold is based on calculations for the portion of the Alameda Corridor that is located at ground level. Vibration from the Alameda Corridor would be lessened for the portions of the rail line that are underground, which would be the majority of the Alameda Corridor in the Planning Area. Consistent with FTA's guidance document, a diagonal distance is used instead of a horizontal distance for vibration prediction curves for underground systems (FTA 2018, Figure 6-4). However, the distance to a threshold exceedance (i.e., 146 feet) would remain approximately 150 feet.

[viii] The following land uses would be located within 150 feet of the rail centerline along Willowbrook Avenue, which is the area that would be exposed to vibration levels over FTA's recommended levels of 75 VdB and 78 VbB for residences and institutional buildings, respectively, as a result of occasional freight trains along Willowbrook Avenue. This 150-foot area would also include the 60-foot area that would be exposed to vibration levels over FTA's recommended levels of 72 VdB and 75 VbB for residences and institutional buildings, respectively, from frequent light rail trains along Willowbrook Avenue.

The actual vibration levels perceived by receptors adjacent to the City's freight rail lines would be contingent on several factors, including the type of locomotive power (e.g., diesel locomotive or diesel multiple unit), the type of train using the line (e.g., freight or commuter), the speed of the vehicle (vibration estimates are based on 50 mph travel speeds), and actual subsurface conditions between the rail line and the receptor. Additionally, the actual vibration exposure to proposed land uses would depend on site-specific conditions, including the distance buildings are set back from the property line and, for mixed-use land uses, the distance to the portions of the land use where people would normally sleep.

As described above, future planned development along Alameda Corridor and Willowbrook Avenue could result in residential and institutional buildings within 60 feet of the light rail on Willowbrook Avenue and within 150 feet of the freight rail on Alameda Corridor and on Willowbrook Avenue, which, therefore, could be exposed to vibration levels that exceed FTA criteria. However, new development within 150 feet would exceed the GPU's noise compatibility guidelines, and vibration would be assessed as part of a site-specific evaluation.

Cumulative Impacts

Impact NOI-5 – Would the project cause substantial adverse cumulative impacts with respect to noise or vibration?

Analysis of Impacts

For purposes of this cumulative noise and vibration analysis, the geographic context is limited to the extent of potential noise impacts caused by the proposed Project that could combine with other relevant cumulative developments. Although construction and stationary source noise may theoretically be audible far from the source, in practice ambient noise from wind, roadway traffic, and other land uses is substantially louder than equipment operating hundreds or thousands of feet away. Therefore, the geographic context is limited to the area within approximately 1,000 feet of individual candidate housing sites and the roadways used to travel to and from these sites.

Project implementation would result in construction noise and vibration as individual development projects are constructed over time (Impact NOI-1 and NOI-3). Construction noise and vibration from individual development projects could combine (when within 1,000 feet of each other); however, each individual development would be subject to City's construction hour limitations, which would protect existing and future residents from potential substantial, temporary increases in ambient noise and ground-borne vibration levels associated with construction activities. For these reasons, the proposed Project would not make a cumulatively considerable contribution to cumulative construction noise or vibration impacts at on- or off-site receptor locations near future development projects.

The GPU would result in long-term increases in vehicle trips and traffic-related noise levels (Impact NOI-2); however, these vehicle trips would not generate significant increases in traffic noise levels on a cumulative basis. The GPU could also result in stationary and other sources of operational noise associated with future development. The City's Municipal Code sets forth noise limitations for all land uses (Section 30-24.6) and the GPU includes policies to develop noise performance standards for new developments (Policy EJ-1.4) and to consider operational noise impacts and noise compatibility during the development process (Policy LU-1.4 and Policy PS-9.3). In addition, the GPU contains policies to reduce noise from freight transport and industrial uses (e.g., Goal PS-8 and Goal PS-10), and to collect noise impact data from the light rail system and respond with mitigation measures (Policy PS-8.4). Therefore, future operations would not

make a cumulatively considerable contribution to a significant cumulative operational noise impact.

The GPU does not propose or support any large vibration-inducing equipment or land use activities and would not result in excessive ground-borne vibration levels that have the potential to combine with vibration levels from other project within or outside of the Planning Area (Impact NOI-3). No cumulative operational vibration impact would occur.

The GPU would not expose people living or working at candidate housing sites to excessive airport-related noise levels (Impact NOI-4). This impact is Project-specific and would not combine with any other project. No cumulative impact would occur.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.13.6 – REFERENCES

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List of Acronyms, Abbreviations, and Symbols	
Acronym / Abbreviation	**Full Phrase or Description**
BNSF	Burlington Northern Santa Fe Railway
C	Circulation Element
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
D	Distance
dB	Decibel (unweighted)
dBA	Decibels, A-Weighted
DNL / L_{dn}	Day-Night Noise Level
EJ	Environmental Justice Element
FHWA	Federal Highway Works Administration
FTA	Federal Transit Administration
GPU	General Plan Update
HUD	U.S. Department of Housing and Urban Development
HVAC	Heating, Ventilation, and Air Conditioning
Hz	Hertz
I	Interstate
In/sec	Inches per Second
kH	Kilohertz
L_{eq}	Average / Equivalent Noise Level
L_{max}	Maximum Noise Level
L_{min}	Minimum Noise Level
LT	Long-term
LU	Land Use Element
N	Noise Element
OITC	Outside-Indoor Transmission Class
OPR	Office of Planning and Research
Pa	Pascals
PRC	Public Resources Code
PPV	Peak Particle Velocity (inches/second)
ST	Short-term
STC	Sound Transmission Class
TNM	Traffic Noise Model
TOC	Transit Oriented Communities
UF	Usage Factor
UPRR	Union Pacific Railroad
VdB	Velocity Decibels
VMT	Vehicle Miles Travelled
§	Section
%	Percent

4.14 – POPULATION AND HOUSING

This EIR chapter addresses population and housing impacts associated with the proposed General Plan Update (GPU). Issues of interest are population and housing impacts identified by the CEQA Guidelines: whether the GPU will induce substantial unplanned population growth or displace substantial numbers of existing people or housing necessitating the construction of replacement housing.

4.14.1 – ENVIRONMENTAL SETTING

The Planning Area includes a mix of residential, commercial, industrial, institutional, and open space uses. As of 2023, the city of Compton had 19,698 parcels encompassing 5,090 acres. The Sphere of Influence encompassed an additional 425 acres (5,515-acre Planning Area) (Compton, 2024). A description of population, housing, and employment characteristics within the Planning Area is provided below.

Population

The California Department of Finance estimates that the January 2023 population for Los Angeles County and the city of Compton were 9,761,210 and 93,719 residents, respectively (DOF, 2023). The Southern California Association of Governments (SCAG) develops socioeconomic estimates and growth projections including population, households, and employment. These estimates and projections provide the analytical foundation for SCAG's transportation planning and other programs. However, it should be noted that the RTP/SCS does not include growth forecasts for individual Spheres of Influence. As such, the RTP/SCS only has growth projections for the Compton but not for the areas located within its Sphere of Influence. The growth forecast used for SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2024-2050 RTP/SCS) (Southern California Association of Governments, 2024) for Los Angeles County and the city of Compton are included in Table 4.14-1 (Population Forecasts). It should be noted that the 2024-2050 RTP/SCS is now referred to as "Connect SoCal"). As shown in Table 4.14-1, continued population growth is anticipated by SCAG at both the county and city level. Population growth at the county level from 2019 to 2050 is projected to be approximately 7.4%, while during the same period it is projected to be approximately 6.7% for the city of Compton.

Table 4.14-1
Population Forecasts

	2019	2050	Growth Rate
County of Los Angeles	10,046,000	10,793,000	7.4%
City of Compton	96,600	103,100	6.7%
Source: 2020-2045 RTP/SCS Final Growth Forecast by Jurisdiction, SCAG.			

Housing

According to the California Department of Finance, as of January 1, 2023 there were approximately 3,664,182 housing units within Los Angeles County and approximately 24,867 housing units within the city of Compton (DOF, 2023). As noted above, SCAG develops socioeconomic estimates and growth projections including population, households, and employment. Table 4.14-2 (Household Forecasts) shows the anticipated growth in households for both Los Angeles County and the city of Compton. As shown in Table 4.14-2, household

growth at the county level from 2016 to 2045 is projected to be approximately 24.1%, while during the same period it is projected to be approximately 4.7% for the city of Compton.

Table 4.14-2
Household Forecasts

	2016	2045	Growth Rate
County of Los Angeles	3,319,000	4,119,000	24.1%
City of Compton	23,500	24,600	4.7%
Source: 2020-2045 RTP/SCS Final Growth Forecast by Jurisdiction, SCAG.			

Employment

As of 2020, SCAG estimated that there were 4,662,500 employees in Los Angeles County and 26,900 employees in the city of Compton. Table 4.14-3 (Employment Forecasts) shows the anticipated growth in employment for both Los Angeles County and the city of Compton. As shown in Table 4.14-3, employment growth at the county level from 2016 to 2045 is projected to be approximately 13.4%, while during the same period it is projected to be approximately 5.5% for the city of Compton.

Table 4.14-3
Employment Forecasts

	2016	2045	Growth Rate
County of Los Angeles	4,743,000	5,382,000	13.4%
City of Compton	28,600	30,200	5.5%
Source: 2020-2045 RTP/SCS Final Growth Forecast by Jurisdiction, SCAG.			

4.14.2 – REGULATORY FRAMEWORK

Federal

U.S. Department of Housing and Urban Development (HUD)
HUD oversees the Federal Housing Administration (FHA), the largest mortgage insurer in the world, and regulates housing industry business. HUD also provides Project-Based Rental Assistance and other rental assistance programs, which provide support for low and very low-income households.

State

California Department of Housing and Community Development (HCD)
HCD enforces standards for housing construction, maintenance of farmworker housing, and manufactured / factory-built homes. HCD also proposes amendments to California's residential building standards for new construction to the California Building Standards Commission and helps train local governments to better understand new requirements. HCD works with regional governments to determine their housing needs and reviews every city and county's housing element of the general plan to determine compliance with state law.

Housing Element Law (California Government Code Article 10.6)
The state has established detailed legal requirements for the General Plan Update (GPU) Housing Element beyond Section 65300. State Law requires each city and county to prepare and maintain a current Housing Element as part of the community's GPU to attain a Statewide Goal of providing "decent housing and a suitable living environment for every California family." Under

State law, Housing Elements must be updated every eight years and reviewed by the California Department of Housing and Community Development (HCD).

California Department of Finance Demographic Research Unit
The Demographic Research Unit uses population data to establish appropriation limitations; distribute various federal program funds and aid in the planning and evaluation of programs. State agencies and departments, local governments, the federal government, school districts, public utilities, the private sector, and the public use the data. Staff provide demographic research and analysis, produce current population estimates, and future projections of population and school enrollment, and disseminate U.S. Census data.

Regional

Los Angeles County Housing Authority (LACHA)
The LACHA is a public agency chartered by the State to administer the development, rehabilitation or financing of affordable housing programs. The LACHA works with the City to administer the Housing Choice Vouchers Program; support the County Housing Authority's applications for additional allocations; and assist the Housing Authority in marketing the program to home seekers and property owners.

Southern California Association of Governments (SCAG)
Southern California Association of Governments (SCAG) is a joint powers authority, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under State law as a Regional Transportation Planning Agency and a Council of Governments.

SCAG developed regional growth forecasts for its 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) (Southern California Association of Governments, 2020) for Los Angeles County and the city of Compton. It should be noted that the 2020-2045 RTP/SCS is now referred to as "Connect SoCal").

Regional Housing Needs Assessment (RHNA)
RHNA **i**s developed through a process directed by SCAG. The RHNA represents the number of housing units divided into various household income categories–that have been calculated to represent the City's "fair share" of the regional housing need during the Housing Element planning period. By law, the City is required to show in the Housing Element that adequate sites are available to accommodate construction of new housing units consistent with the RHNA.

Local

City of Compton 2045 Comprehensive General Plan Update
The city of Compton 2045 Comprehensive General Plan Update includes the following goals and policies related to population and housing:

Economic Development Element

GOAL ED-2: A STRONG WORKFORCE BUILT THROUGH EXPANSION OF JOB TRAINING AND SKILL DEVELOPMENT PROGRAMS, AND REDUCED UNEMPLOYMENT THROUGH TARGETED EFFORTS THAT CONNECT RESIDENTS TO LOCAL JOBS

Policy ED-2.1: **Improve Educational Outcomes.** Support efforts to increase adult literacy and high school and college graduation rates among residents.

Policy ED-2.2: **Workforce Development Organizations/Job Training.** Create formal communication channels with workforce organizations to align training with business needs, support retraining for displaced workers, and maximize the relevance of local educational institutions.

Policy ED-2.3: **Promote Hiring Tax Credits.** Make local businesses aware of the availability of new hiring tax credits when hiring Compton residents.

Policy ED-2.4: **Coordinate With Local Businesses to Promote Job Openings.** Use tools such as Compton CareerLink to help connect Compton residents with local job opportunities.

Policy ED-2.5: **Recruit Companies Engaged in International Trade.** Through tools such as trade missions to foreign countries and promotion of the of the City's existing Foreign Trade Zone (FTZ), the City will target attraction and growth of firms engaged in international trade. As part of this effort, the City will promote logistics properties.

Housing Element

GOAL H-1: **IMPROVE THE HOUSING SUPPLY AND THE CHOICE OF HOUSING OPPORTUNITIES THROUGH PRIVATE INVESTMENT AND, WHERE NECESSARY, THROUGH PUBLIC ACTION AND FINANCING.**

Policy H-1.1: Encourage public and private investments in the City's housing stock.

Policy H-1.2: Evaluate the factors affecting housing costs and examine ways to reduce housing costs where governmental action is appropriate.

Policy H-1.3: Promote the development of attractive and safe housing to meet the community's needs.

Policy H-1.4: Provide timely processing of housing development applications through objective development requirements and streamlined processing.

Policy H-1.5: Encourage the assemblage and consolidation of existing small parcels in areas where higher density development is permitted. Larger parcels can better accommodate an efficient use of space resulting in better on-site amenities and greater use of open space.

Policy H-1.6: Work with service providers to serve the homeless population.

GOAL H-2: **PROMOTE AFFORDABLE HOUSING AND SHELTER FOR ALL ECONOMIC SEGMENTS OF THE COMMUNITY.**

Policy H-2.1: Utilize community development funds to develop housing, expand economic opportunities through commercial development, improve community facilities

and services, prevent deterioration of the housing stock, and redevelop residential areas.

Policy H-2.2: Inform residents of the availability of housing assistance programs and community services available in the area (such as Housing Choice Vouchers).

Policy H-2.3: Encourage variety in the supply of housing at costs affordable to the various income levels of the population.

Policy H-2.4: Pursue local, regional, State, and Federal funds for expanding housing opportunities.

Policy H-2.5: Work to conserve existing subsidized housing for lower (including extremely low) and moderate income households.

Policy H-2.6: Seek funding opportunities and promote rental assistance for lower (including extremely low) and moderate income households.

GOAL H-3: SUPPORT AND PROVIDE INCENTIVES FOR THE MAINTENANCE AND REHABILITATION OF THE EXISTING HOUSING STOCK.

Policy H-3.1: Encourage, support, and provide incentives for the maintenance, conservation and revitalization of existing residential units.

Policy H-3.2: Develop strategies and programs to reduce the costs incurred by the homeowner for rehabilitation.

Policy H-3.3: Encourage prompt rehabilitation or demolition and replacement of vacant and abandoned properties.

Policy H-3.4: Identify substandard and deteriorating housing in Compton and take appropriate code enforcement actions to correct deficiencies.

Policy H-3.5: Promote housing rehabilitation and conservation through public education and awareness programs.

Policy H-3.6: Increase code enforcement property maintenance to promote quality design, public safety, and energy conservation.

Policy H-3.7: Work with the County or non-profit agencies in conserving existing low-income housing units and subsidized housing projects.

Policy H-3.8: Preserve existing single-family, lower density residential neighborhoods and encourage the development of new low density single-family development.

GOAL H-4: ENCOURAGE NEW DEVELOPMENT CONSISTENT WITH THE GENERAL PLAN AND ZONING ORDINANCE TO PROVIDE HIGH QUALITY LIVING ENVIRONMENTS, WITH ACCESS TO EMPLOYMENT, COMMUNITY FACILITIES, AND SERVICES.

Policy H-4.1: Preserve the existing residential neighborhoods and provide areas to accommodate new residential development.

Policy H-4.2: Coordinate regional and local public works and capital improvement programs in declining neighborhoods and in neighborhoods experiencing increased population due to redevelopment or land conversion activities.

Policy H-4.3: Encourage the application of high quality urban design standards to create safe, attractive, functional, high quality housing units and neighborhoods.

Policy H-4.4: Conserve existing residential areas and prevent the intrusion of incompatible land uses that create increased traffic and noise into the neighborhoods.

Policy H-4.5: Increase residential property maintenance efforts through strong code enforcement to enhance the quality of residential neighborhoods.

Policy H-4.6: Identify the locations for future residential development and encourage a high quality environment for family life.

GOAL H-5: TAKE MEANINGFUL ACTIONS TO ENSURE EQUAL ACCESS AND OPPORTUNITY TO HOUSING.

Policy H-5.1: Promote equal access and opportunities to housing through the provision of consumer information, assistance and protection online, and through public involvement in the design and implementation of housing programs.

Policy H-5.2: Promote housing mobility by expanding housing choices and increasing housing opportunities throughout the City.

Policy H-5.3: Provide fair housing outreach and education, counseling, investigation, and resolution services online.

Policy H-5.4: Advise tenants seeking relief from discriminatory housing practices and displacement of the resources available through various housing organizations.

Policy H-5.5: Promote the integration of affordable and special needs housing projects in existing neighborhoods.

Land Use Element

GOAL LU-7: PRESERVATION AND GROWTH OF INDUSTRIAL BUSINESSES THAT STIMULATE ECONOMIC DEVELOPMENT AND JOB GROWTH AND MINIMIZE ADVERSE IMPACTS

Policy LU-7.1: **Industrial Diversity Enhancement.** Strengthen the diversity of industrial uses, emphasizing manufacturing, urban agriculture, biotechnology, technology, commercial innovation, research and development, and clean industries.

Policy LU-7.2: **Clean and Green Industries Promotion.** Promote and encourage clean and green industries that provide well-paying jobs, revenue and other community and environmental benefits; support efforts to require existing industries to

decrease harmful emissions and impacts; and promote a mix of uses and a range of activities on industrial land to create jobs and revenue while avoiding conflict between industrial and non-industrial uses.

Policy LU-7.3: **Hazardous Substances Regulation.** Monitor uses that use, store, produce, or transport toxic substances, unhealthy air emissions, and other pollutants or hazardous materials.

Policy LU-7.4: **Strategic Industrial Zoning.** Site heavy industrial, large warehouses, and trucking and logistics in areas where the location and roadway pattern will provide minimal impacts on residential and commercial uses.

Policy LU-7.5: **Pollution Reduction Technology.** Encourage technological solutions to reduce pollutants and airborne emissions associated with rail and road freight transport and other industrial operations.

Policy LU-7.6: **Industrial-Residential Interface Management Strategy.** Apply appropriate screening, buffers, transitional uses, and other controls to transition from industrial and commercial uses to any adjacent residential uses and thus reduce potential noise and air pollution impacts.

Policy LU-7.7: **Green Industrial Practices Incentive.** Encourage industrial businesses to utilize green building strategies, green vehicle fleets, energy-efficient equipment, and support renewable energy systems.

Policy LU-7.8: **Economic Development Criteria Framework.** Apply the following criteria when encouraging and approving new industries to locate and established businesses to remain in the City, and when considering proposed expansion of existing industries:

- Contributes to the local tax base
- Offers well-paying, skilled employment opportunities
- Provides substantial improvements or employment
- Provides a favorable relationship between the costs of providing municipal services and the municipal benefits produced
- Does not produce excessive traffic congestion or environmental degradation
- Responsibly manages or minimizes environmental impacts locally and regionally

GOAL LU-6: A VARIETY OF HOUSING TYPES AND DENSITIES TO ACCOMMODATE CURRENT AND FUTURE RESIDENTS

Policy LU-6.1: **Land Use Efficiency Directive.** Ensure efficient use of remaining land available for residential development and redevelopment by requiring that new residential development meet the density minimums of applicable plan designations.

Policy LU-6.2: **Housing Diversity Initiative.** Provide a variety of housing types and sizes with varying levels of affordability in residential and mixed-use developments.

Policy LU-6.3: **Inclusive Zoning Standards.** Ensure zoning regulations accommodate a range of housing types at all price levels, both ownership and rental, for people in all stages of life.

Policy LU-6.4: **Mixed-Income Community Promotion.** Promote mixed-income communities with mixed housing types to create inclusive and economically diverse neighborhoods.

Policy LU-6.5: **Comprehensive Housing Integration Policy.** Require new large residential developments to integrate a range of housing types and unit sizes.

Policy LU-6.6: **Innovative Housing Solutions Program.** Consider innovative housing types and services that meet the needs of the community.

GOAL LU-11: **A COMMUNITY THAT BENEFITS FROM EXPANDED OPPORTUNITY WITHOUT DISPLACING ESTABLISHED RESIDENTS AND BUSINESS OWNERS**

Policy LU-11.1: **Affordable Housing Production.** Prioritize the development of affordable housing options within residential neighborhoods and along commercial corridors, ensuring that housing remains accessible and affordable for residents of diverse income levels while also supporting inclusive and equitable community growth, including middle-income housing, to help offset the displacement of the existing population.

Policy LU-11.2: **Luxury Development.** Prohibit large-scale luxury developments.

Policy LU-11.3: **Neighborhood Stabilization.** Pursue neighborhood stabilization policies including community land trusts, right of first refusal, renter protections, and rent control.

Policy LU-11.4: **Inclusionary Housing.** Consider implementing an inclusionary housing program.

Policy LU-11.5: **Equitable Housing.** Address racial and economic segregation in the city by creating housing opportunities that address historic patterns of discrimination and exclusion.

Policy LU-11.6: **Tenant Empowerment.** Strengthen tenant protections by expanding tenants' rights, enforcement, and legal assistance needed to access those rights.

Policy LU-11.7: **Housing Stability.** Promote the use of housing for long-term residents; limit practices such as short-term rentals, conversions to hotels, and prolonged vacancies.

Policy LU-11.8: **Affordable Housing Preservation.** Preserve and protect the existing affordable housing stock.

Policy LU-11.9: **Homeownership Support.** Pursue funding to expand housing rehabilitation and home improvement assistance for existing homeowners.

Policy LU-11.10: **Community Engagement Initiative.** Provide ample opportunity for residents and business owners to provide input into new developments in their neighborhoods.

Policy LU-11.11: **Anti-Displacement Strategy.** Implement the anti-displacement policies in the Housing Element.

Policy LU-11.12: **Resident-Centric Investment.** Provide that new housing-related investments benefit current residents.

Policy LU-11.13: **Displacement Risk Management.** Identify and use data that track high displacement risk area and the outcomes of policy actions.

4.14.3 – SIGNIFICANCE THRESHOLDS

As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the GPU could result in a significant impact if it would:

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?
C. Cause substantial adverse cumulative impacts with respect to population and housing?

4.14.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to population and housing that could result from the implementation of the GPU and recommends mitigation measures as needed to reduce significant impacts.

Population Growth

Impact POP-1 – Would the GPU 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)?

Analysis of Impacts

As of 2023, the City estimated that it had a population of 93,719 within the City's boundaries and an additional population of 13,971 within the City's Sphere of Influence, for a total population of 107,690 persons within the Planning Area (Compton, 2024). According to the State Department of Finance, the estimated population of the City in 2020 was 93,719 residents (DOF 2023). According to SCAG estimates, the City is expected to grow in population from an estimated population of 100,000 in 2016 to 103,100 in 2045, which represents an increase of 3.1%. Under the proposed GPU, the Planning Area is anticipated to support a population of up to 130,242 in 2040, which represents an increase of 20.9% over existing conditions. During the same period, the number of dwelling units in the Planning Area supported by the GPU would increase from 28,247 dwelling units in 2023 to 34,023 dwelling units in 2040, representing an increase of 20.4%. According to SCAG estimates the number of households in the City is anticipated to increase from 23,500 in 2016 to 24,600 in 2045, representing an increase of 4.7%.

As part of the SCAG 6th Cycle RHNA Plan, published in 2021, it was determined that the City of Compton would need to accommodate an additional 1,004 units as part of its Housing Element Update included in the GPU. The unit distribution for this allocation is as follows: 235 very low-income units, 121 low-income units, 131 moderate-income units, and 517 above moderate-income units. As described above, the City anticipates an increase of 5,776 dwelling units within the Planning Area as part of the GPU. Overall, the City has the ability to adequately accommodate and exceed RHNA obligations. Future development would not induce substantial unplanned population growth based on the GPU.

Although the GPU doesn't include specific policies related to population growth, the plan does include multiple goals and polices that aim to maintain and enhance the housing and job stock of the City to increase opportunities for current and future residents. The Economic Development Element, Housing Element, and Land Use Element include specific goals and policies that aim to retain and grow housing and employment within the Planning Area. Goal ED-2 of the Economic Development Element includes policies that are directly related to improving educational outcomes, workforce development and job training, promotion of hiring tax credits, coordination with local business to promote job openings, and recruiting companies engaged in international trade. Goal H-1 of the Housing Element aims to improve the housing supply and the choice of housing opportunities through private investment and, where necessary, through public action and financing. Further Goal H-2 promotes affordable housing and shelter for all economic segments of the community. Goal H-3 seeks to support and provide incentives for the maintenance and rehabilitation of the existing housing stock. Goal H-4 encourage new development consistent with the general plan and zoning ordinance to provide high quality living environments, with access to employment, community facilities, and services. Goal H-5 directs the City to take meaningful actions to ensure equal access and opportunity to housing. Goal LU-6 of the Land Use Element encourages the use of a variety of housing types and densities to accommodate current and future residents. Policy LU-3.8 seeks to implement policies that prioritize the inclusion of affordable housing units within mixed-use developments along corridors, ensuring that new development contributes to diverse and inclusive communities while addressing housing affordability challenges. Furthermore, Policy LU-6.5 requires new large residential developments to integrate a range of housing types and unit sizes. While the GPU does not include specific goals or policies related to population growth within the City, there are initiatives provided that would enhance employment opportunities, as well as expand the housing supply, all of which would benefit any potential future residents within the City.

The GPU does not determine the rate of growth in Compton, rather, it allows for growth as it occurs based on market forces in accordance with the City's policies for type, intensity, and location as set forth in the GPU. The Planning Area is almost completely urbanized with very little vacant land. Any new development that would occur under the proposed GPU would consist of infill development and/or redevelopment of vacant or existing uses.

The City is planning for population growth and has incorporated policies to match this forecasted growth. To meet the physical needs of growth, the City will prioritize infrastructure improvements, code enforcement, and public services provision in high-need areas. To balance the growth, the City will support development and growth that balance residential, commercial, industrial, and open space uses in a manner that meet the needs of the community without overburdening community resources and infrastructure.

Direct physical impacts from increased population and housing growth would be less than significant. Indirect impacts of population growth are addressed in other topical area chapters in the EIR, specifically:

- Air Quality
- Energy
- Greenhouse Gases
- Noise
- Public Services
- Recreation
- Transportation
- Utilities and Services

The GPU would not induce significant population growth unplanned by the City that would not otherwise occur in Compton; therefore, the overall impacts of the GPU regarding population growth would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
No mitigation is required.

Housing Growth

Impact POP-2 – Would the GPU displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Analysis of Impacts
The GPU does not propose any policies that are intended to directly or indirectly result in displacement or demolition of any permanent or temporary residential structures, or otherwise result in displacement of people or businesses. Overall, the GPU policies would increase the number of housing units in the City and Planning Area. According to the City, there were 28,247 dwelling units in the Planning Area in 2023, and it was a place of employment for 25,568 persons. According to SCAG estimates, the City's housing stock consisted of 23,500 total units and the City was the place of employment for 28,600 workers in 2016 (SCAG 2020).

The SCAG 6th Cycle RHNA Plan allocated the City of Compton an additional 1,004 units as part of its Housing Element Update. The unit distribution for this allocation is as follows: 235 very low-income units, 121 low-income units, 131 moderate-income units, and 517 above moderate-income units. Overall, the City has the ability to adequately accommodate these RHNA obligations, as the GPU anticipates an increase of 5,776 dwelling units within the Planning Area as part of the GPU. Future development within the City would not result in the displacement of current residents or the demolition of homes, and would not induce substantial housing growth unplanned by the City based on the GPU.

Over time, some older existing structures might be removed due to deterioration. Others may be replaced by more efficient and valuable land uses. Redevelopment could occur whether the proposed GPU is adopted or not; therefore, the proposed GPU would have no effect involving displacement of housing or businesses. Additionally, there are no specific policies included within the GPU requiring or encouraging demolition of existing structures, so the impact will be less than significant.

The GPU accounts for the potential displacement of existing Compton residents through the establishment of Goal LU-11 of the Land Use Element. Goal LU-11 aims for a community that

benefits from expanded opportunity without displacing established residents and business owners. Policies LU-14.1, LU-14.4, LU-14.5, and LU-14.8 regulate the production of new affordable housing, preserve existing affordable housing, and address discriminatory and segregationist through the implementation of inclusionary and equitable housing. Other policies specifically target potential displacement, such as Policy LU-11.3 which pursues neighborhood stabilization policies including community land trusts, right of first refusal, renter protections, and rent control. Policy LU-11.2 outright prohibits the development of luxury developments, which protects the ability of low-income residents to reside in the City. Finally, Policy LU-11.13 directs the City to identify and use data that track high displacement risk area and the outcomes of policy actions. Through the implementation of these policies, the GPU takes tangible steps to limit any potential displacement that would occur within the City.

The General Plan does not determine the rate of housing growth in Compton, rather, it allows for growth as it occurs based on market forces in accordance with the City's policies for type, intensity, and location as set forth in the GPU. The Planning Area is almost completely urbanized with very little vacant land. Any new development that would occur under the proposed GPU would consist of infill development and/or development of vacant land within the Planning Area.

The City is planning for housing growth and has incorporated policies to match this forecasted growth. To meet the physical needs of growth, the City will prioritize infrastructure improvements, code enforcement, and public services provision in high-need areas. To balance the growth, the City will support development that balances residential, commercial, industrial, and open space uses in a manner that meet the needs of the community without overburdening its resources and infrastructure. To plan for the intensification of land use, the City has adopted policies to encourage infill development, including revitalization of underutilized and vacant infill properties closest to available infrastructure and community services.

The GPU would not induce significant housing growth unplanned by the City that would not otherwise occur in Compton; therefore, the overall impacts of the GPU regarding housing growth would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Growth

Impact POP-3 – Would the GPU cause substantial adverse cumulative impacts with respect to population and housing?

Analysis of Impacts
Implementation of the GPU would result in increased residential density which would increase the population of the City. The City would ensure that existing regulations and land use policies are implemented to avoid or reduce an identified potential environmental impact. Population growth in the City is anticipated to occur regardless of policies or goals set out in the GPU. In most cases, no one goal, policy, or implementation measure ("policy" for short) is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed above will result in less than significant impacts related to

population and housing growth on a regional basis. This conclusion is consistent with the purpose and use of a program EIR for the GPU (see EIR Introduction, Chapter 1).

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.14.5 – REFERENCES

California Department of Finance. (DOF) 2023. *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2023.* Web: https://dof.ca.gov/forecasting/demographics/estimates/estimates-e5-2010-2021/ [Accessed January 2024].

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4.15 – PUBLIC SERVICES

This EIR chapter addresses public services impacts associated with the proposed General Plan Update (GPU). Issues of interest are public services impacts identified by the CEQA Guidelines: whether the GPU will result in substantial adverse physical impacts associated with the provision of public services and facilities related to police, fire, schools, parks, and other public facilities which could cause environmental impacts.

4.15.1 – ENVIRONMENTAL SETTING

Fire Protection

The Compton Fire Department provides emergency medical and fire services to Compton residents. The department was established in 1901 and today has 84 sworn employees and five civilian employees. The Department operates via four fire stations with nine emergency vehicles: four fire engines, one truck, two paramedic squads, and two ambulances. The locations of the four stations are shown in Exhibit 4.15-1, and are outlined below:

- Station 1: 201 S Acacia Avenue
- Station 2: 1320 E Palmer Street
- Station 3: 1133 Rosecrans Avenue
- Station 4: 950 W Walnut Street

Exhibit 4.15-1 also shows the one- and two-mile radius from the four fire stations. All properties are within a two-mile radius and about two-thirds lie within a one-mile radius. As of 2022, the department's average response time is four minutes and 30 seconds. The Department oversees various other programs centered around fire prevention and community education. In partnership with Compton Community College, the Department maintains the James Shern Fire Academy, which offers an accredited program of Firefighter Training; a Fire Explorer program for youth ages 14 to 21; provides public information and training in fire safety and disaster preparedness; and provides free blood pressure screenings at all four fire stations. Additionally, the Fire Prevention Bureau performs various activities designed to help reduce fires and hazardous materials incidents in the City. These include code compliance inspections, building inspections, fire investigations, building plan review, and management of the Hazardous Materials Disclosure Program.

Police Protection

The Compton Sheriff's Department, a division of the Los Angeles County Sheriff's Department, is responsible for law enforcement within city of Compton. The Station is located at 301 S Willowbrook Avenue (see Exhibit 4.15-2). The Department is comprised of both sworn and civilian personnel, whose primary functions include responding to emergency calls, investigating crimes, conducting traffic enforcement, and community policing. The department has, in recent years, implemented community policing programs, use-of-force policies prioritizing de-escalation and non-lethal force, as well as body-camera outfitting, so as to increase transparency and accountability within the community.

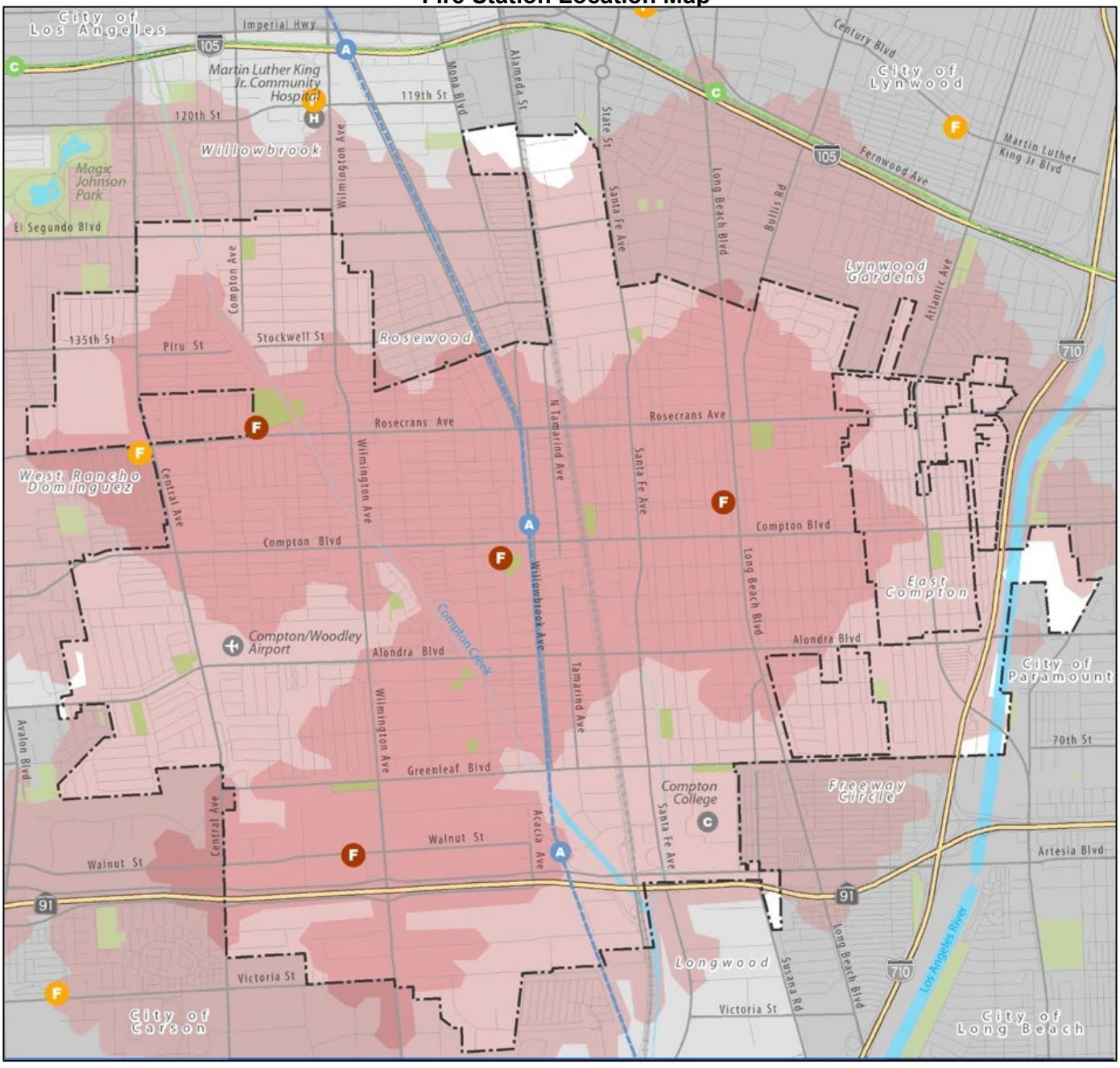
Strategies implemented by the Los Angeles County Sheriff's Department to address public safety concerns, including; increased patrols, community policing initiatives, and partnerships with community organizations. Between 2002 and 2020, Compton experienced a decline in crime rates, reflecting a broader trend seen in many cities across the United States. Crime data is typically divided into two categories: Part 1 offenses and Part 2 offenses. Part 1 offenses constitute serious crimes while Part 2 offenses are considered less serious. Data from 2020 (Table 4.15-1) shows that larceny theft (1,407 counts) was the most common Part 1 offense, followed by grand theft auto (1,060 counts), and aggravated assault (955 counts). In total, there were 4,233 counts of Part 1 offenses. Part 2 offenses were the most common offenses. According to Table 4.15-1**,** vehicle laws violation (982 counts) was the most common type of crime reported. The second most common offense was vandalism charges (744 counts). Narcotics was the third most common crime (611 counts). In total, 4,761 counts of Part 2 offenses occurred, higher than that of the more serious Part 1 offenses. Noncriminal incidents were the highest reported incidents, with 6,870 cases.

Table 4.15-1
Reported Types of Crime (2020)

Types of Crime (2020)	Incidents	Percentage
Part 1 Crimes	**4,233**	**100.0%**
Criminal Homicide	29	0.7%
Rape	62	1.5%
Robbery	351	8.3%
Aggravated Assault	955	22.6%
Burglary	318	7.5%
Larceny Theft	1,407	33.2%
Grand Theft Auto	1,060	25.0%
Arson	51	1.2%
Part 2 Crimes	**4,761**	**100.0%**
Fraud and NSF Checks	206	4.3%
Sex Offense, Misdemeanor	196	4.1%
Non-aggravated Assault	571	12.0%
Weapon	493	10.4%
Narcotic	611	12.8%
Vehicle	982	20.6%
Vandalism	744	15.6%
Felony	131	2.8%
Misdemeanor	513	10.8%
Other	314	6.6%

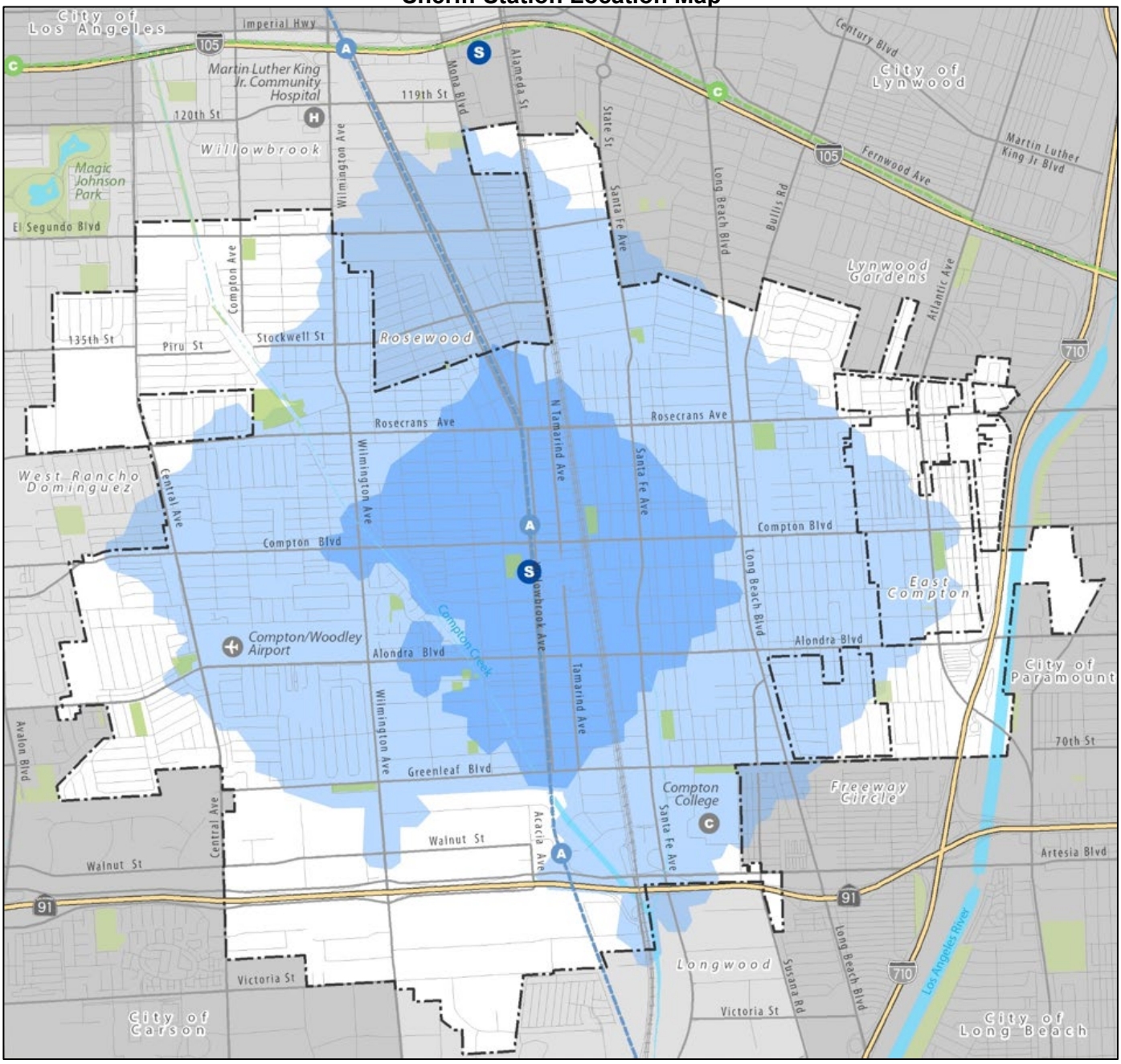
Source: Los Angeles County Sheriff Department Statistics and Reports, 2020

Exhibit 4.15-1
Fire Station Location Map



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Exhibit 4.15-2
Sheriff Station Location Map



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Public Schools

Exhibit 4.15-3 maps out the boundaries of the Compton Unified School District, and the locations of schools within its oversight. The Compton Unified School District (CUSD) serves as the primary school system for the City of Compton. However, there are two small portions of the Planning Area that are served by neighboring districts. The first is an area in the northern portion of the Planning Area that is served by the Lynwood Unified School District (LUSD) and is generally located north of Arlington Street between Long Beach Boulevard and Alhambra Avenue. The second is an area in the southern portion of the Planning Area that is served by the Long Beach Unified School District (LBUSD) and is generally located south of SR-91, east of Susana Road, north of Bort Street, and west of Gale Avenue. This area is developed with the Jordan Plus High School, which is part of LBUSD.

The CUSD serves Compton, as well as portions of Paramount, Carson, and the unincorporated neighborhoods of West and East Compton in Los Angeles County. The CUSD oversees 25 elementary schools, four high schools, eight middle schools, and three K-12 schools. Additionally, the district operates one adult education center, one alternative school of choice, one continuation high school, and one special education school. In May of 2022, Compton High School broke ground on a new campus, with an anticipated opening in 2025. The new campus will provide classroom spaces for 2,500 students and offer programs in construction, manufacturing, graphic arts, communications, robotics, and culinary arts, and will include a new football/soccer stadium and outdoor swimming pool. Compton College is part of the Compton Community College District and covers a 29 square mile area, and as of 2018 enrolls approximately 18,000 students, employs 290 full- and part-time faculty, and offers over 40 degree and certificate programs each.

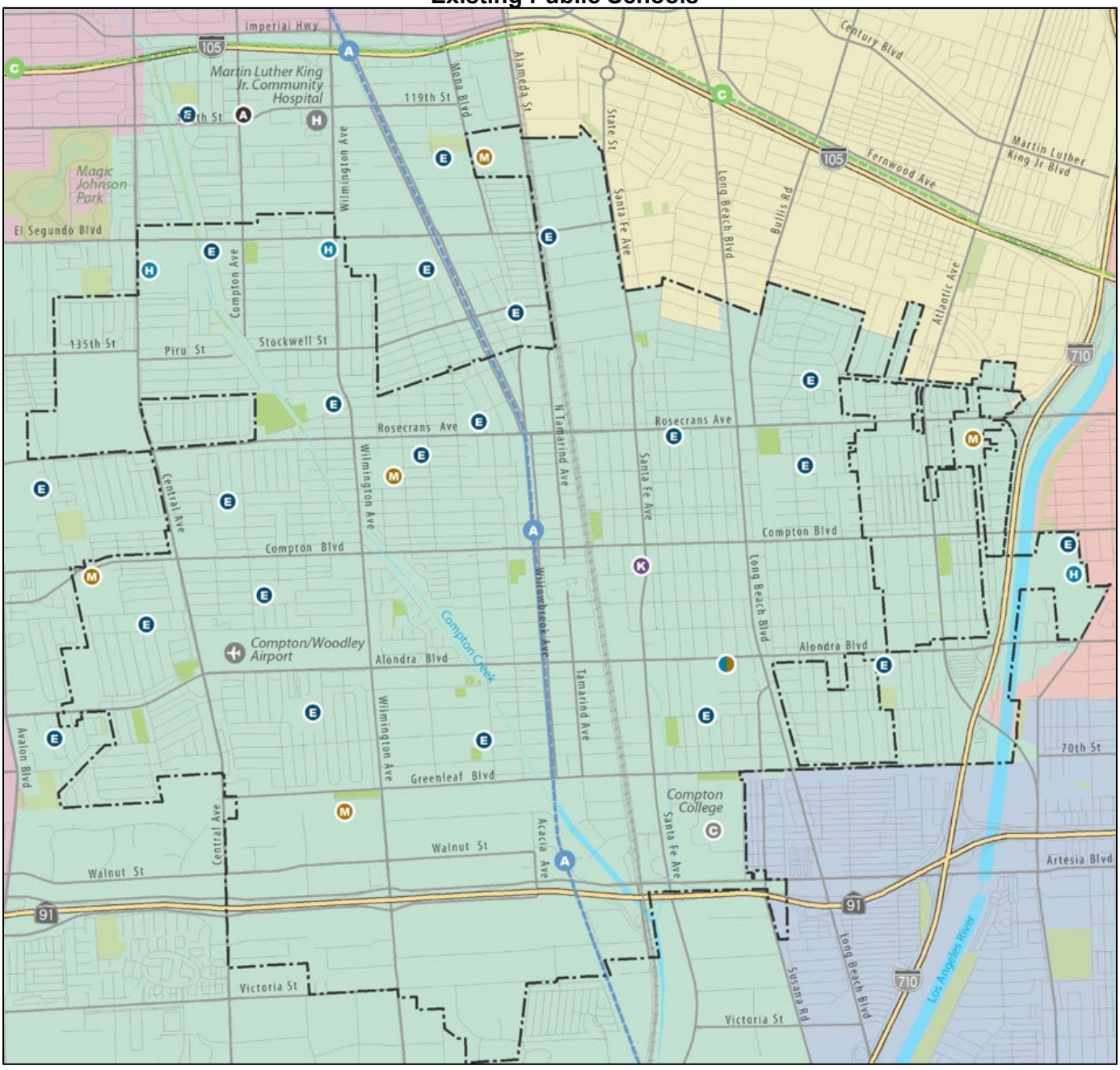
Parks and Recreation Facilities

As shown in Table 4.15-2, Compton manages 67.0 acres of parkland across 14 parks and recreational facilities, with an additional 5.5 acres of park land as part of the East Rancho Dominguez Park, overseen by the County of Los Angeles. These park facilities vary in size and amenities, with some including community facilities. The largest city park facility is Gonzales Park, situated in northwest Compton. It is also home to a community center and features two junior baseball diamonds, a children's playground, batting cages, fitness equipment, a picnic area, a community banquet room, an aquatic center, and the Jackie Robinson Baseball stadium. The second-largest park is Lueders Park, owned by the city and located in northeast Compton. Lueders Park covers six acres and offers a community banquet room, picnic area, gymnasium, outdoor fitness amenities, tennis courts, a playground, and additional picnic areas. Exhibit 4.15-4 outlines the locations of parks and recreational facilities within the city, as well as their 10-minute walkability in proximity to neighborhoods. As shown in the exhibit, while most neighborhoods are a 10-minute walk from a local park, some residences are located farther, which can impact resident’s well-being and overall quality of life.

Table 4.15-2
Existing Parks and Recreation Facilities

Park Name	Address	Acres	Amenities
Burrell-McDonald Park	1812 N. Santa Fe Ave.	5.1	Baseball Diamond, Basketball Court(s), Community Banquet Room, Multipurpose Field, Outdoor Fitness Equipment, Picnic Area, playground, Recreation Room(s), Walking Trail
Compton Par 3 Golf Course	6400 E. Compton Blvd.	11.9	Off-Street Parking, Pro Shop, Snack Shop
Ellerman Park	400 W. Bennett St.	1.7	Multipurpose Field, Playground
Fig/Oleander Park	Oleander Ave/Fig St.	0.3	Playground
Gonzales Park	1101 W. Cressey St.	14.3	Aquatic Center, Baseball Diamond, Batting Cages, Bullpens, Community Banquet Room, Gym, Outdoor Fitness Equipment, Picnic Area, Playground, Practice Infield, Recreation Room(s), Stadium
Kelly Park	2319 E. Caldwell St.	4.3	Baseball Diamond, Basketball Court(s), Community Banquet Room, Multipurpose Field, Picnic Area, Playground, Recreation Room(s)
Lueders Park	1500 E. Rosecrans Ave.	7.3	Aquatic Center, Community Banquet Room, Courtyard, Gym, Multipurpose Field, Outdoor Fitness Equipment, Picnic Area, Playground, Practice Infield, Recreation Room(s), Tennis Courts, Walking Trail
Cesar Chavez Neighborhood Park	1812 N. Santa Fe Ave.	1.9	Basketball Court(s), Multipurpose Field, Playground
Raymond Street Park	400 W. Raymond St.	1.4	Baseball Diamond, Playground
Sibrie Park	1300 W. El Segundo Blvd.	3.7	Baseball Diamond, Multipurpose Field, Playground
South Park	Chester and Caldwell	4.6	Baseball Diamond, Multipurpose Field
Tragniew Park	2121 W. Alondra Blvd.	4.3	Basketball Court(s), Multipurpose Field, Playground, Tennis Courts
Dr. Walter R. Tucker Park	650 W. Laurel St.	2.5	Classrooms/Meeting Rooms, Multipurpose Field, Playground, Recreation Room(s)
Wilson Park	123. N. Rose St.	3.7	Basketball Court(s), Community Banquet Room, Gym, Multipurpose Field, Outdoor Fitness Equipment, Picnic Area, Playground, Recreation Room(s), Skate Park
Total Compton Park Acres		**67.0**	
East Rancho Dominguez Park (County of Los Angeles)	15116 S. Atlantic Ave.	5.5	Gym, Community Center, Tennis Courts, Basketball Courts, Playground, Baseball Diamonds, Exercise and Fitness Equipment
Dr. Martin Luther King Jr. Memorial (County of Los Angeles)	Compton City Hall and Civic Center	4.1	Dr. Martin Luther King Jr. Memorial

Exhibit 4.15-3
Existing Public Schools



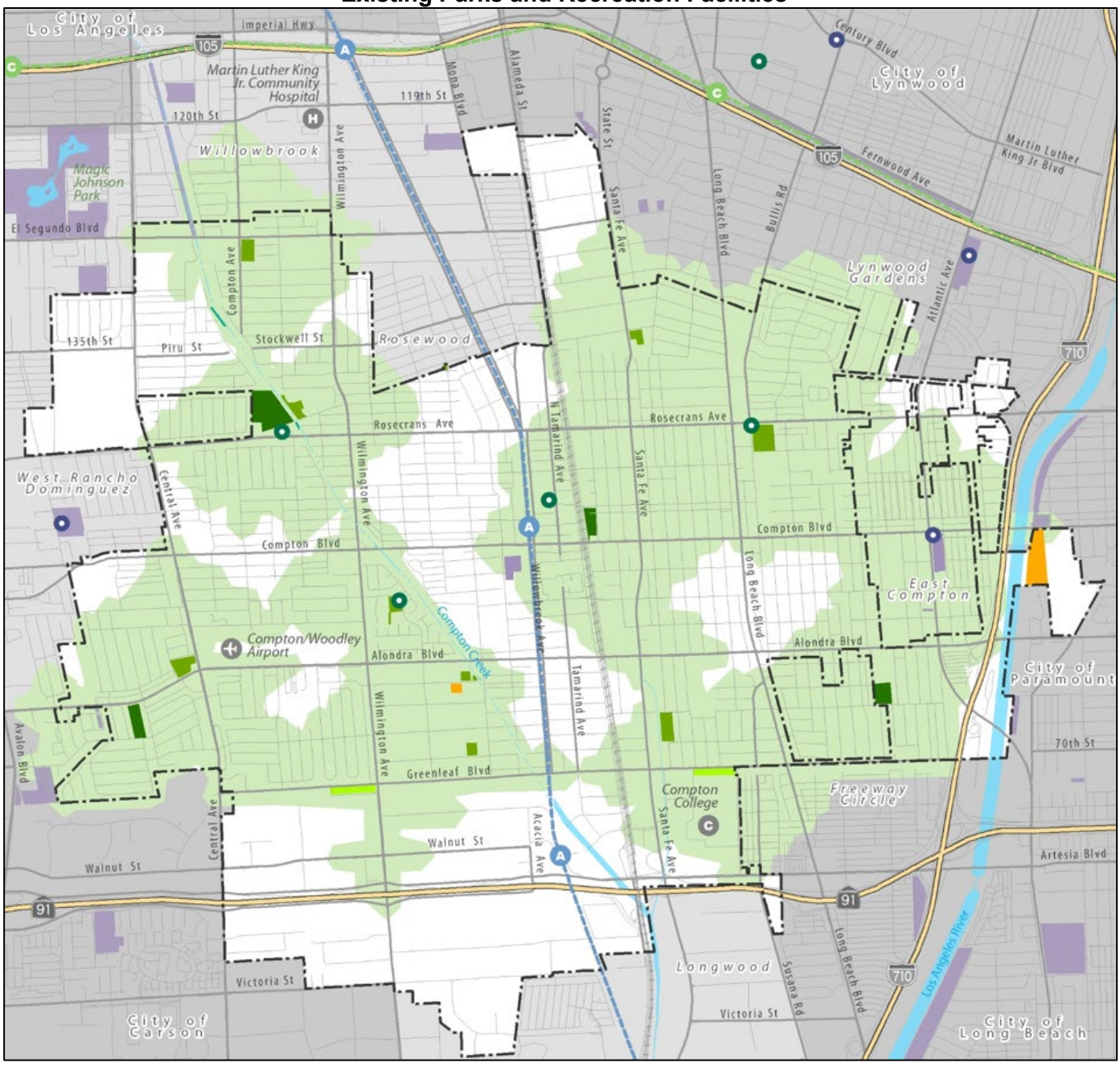
School District Boundaries
- Compton Unified
- Long Beach Unified
- Los Angeles Unified
- Lynwood Unified
- Paramount Unified

Compton Unified Schools
- Elementary Schools (24)
- Middle Schools (7)
- High Schools (4)
- K-12 (2)
- High / Middle School
- Alternative School of Choice (1)

Base Map Features
- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

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Exhibit 4.15-4
Existing Parks and Recreation Facilities



Park and Recreation Facilities
- Community Park
- Neighborhood Park
- Compton Creek
- Parkway
- Special Facility
- Non-City Park Facility

Park Access (Half-Mile Access/Walk)
- 10-Minute Park Access (Walk)

Community Centers
- Compton Community Centers
- Other Community Centers

Base Map Features
- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies

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Public Facilities

Public community facilities provide essential services to communities, including information, events, recreation, classes, and places to gather. These facilities can include libraries, community centers, wellness centers, and recreational buildings. Public facilities located throughout the Planning Area are shown in Exhibit 4.15-5 below.

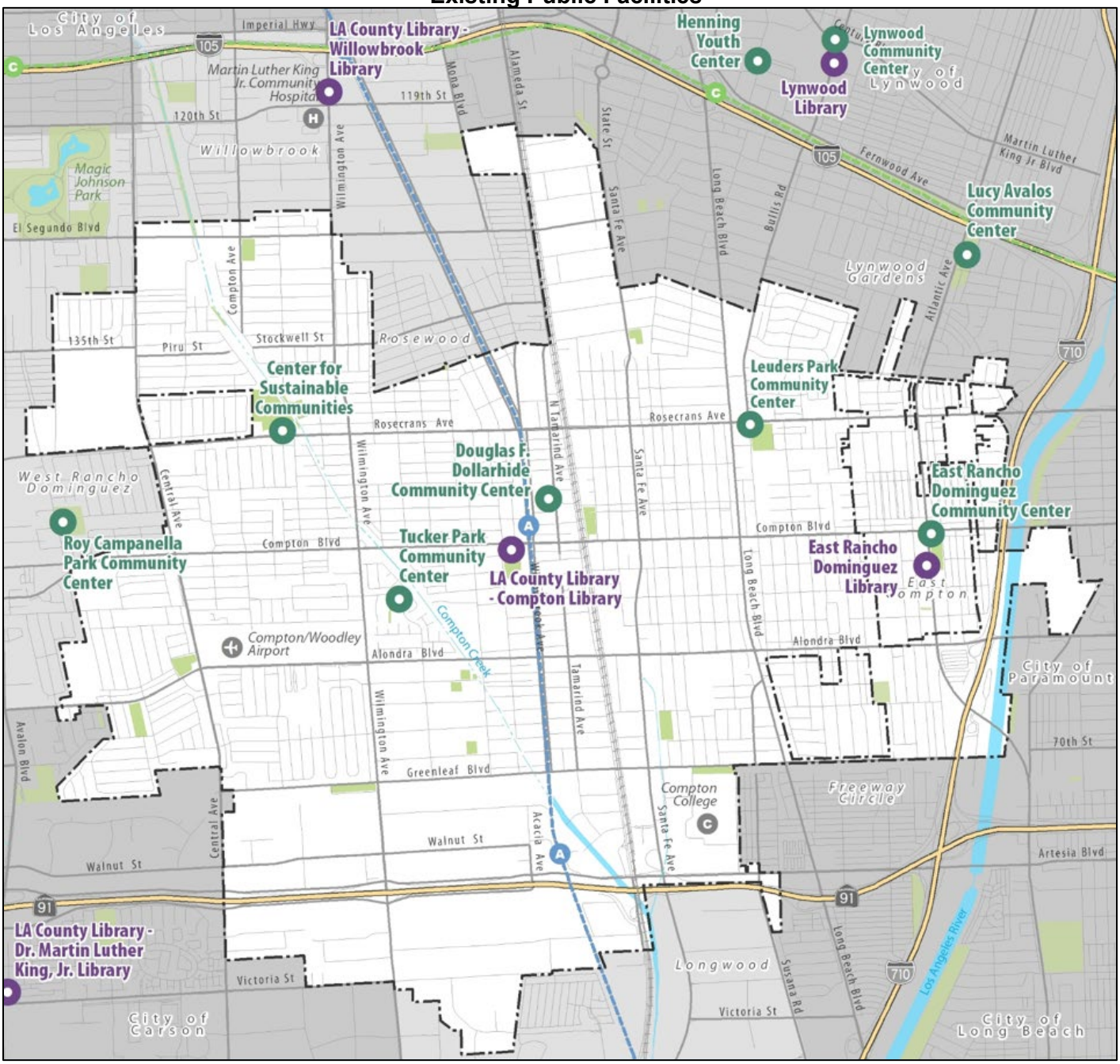
Libraries can serve as cultural and community hubs, anchoring surrounding development and bringing diverse groups together in one space. Compton residents have access to two nearby public libraries operated by the County of Los Angeles Library system. Compton Library is located at the Compton Civic Center, and the East Rancho Dominguez Library is in unincorporated East Compton.

Community centers offer residents opportunities to stay active and engage with fellow community members. They serve as inclusive meeting places, promoting a culture of health and well-being within the communities they serve. Compton boasts several community centers, each serving various purposes.

- The Douglas F. Dollarhide Community Center, owned and operated by the City, is located in central Compton and serves as a versatile facility offering educational, cultural, social, and recreational programs, some of which are tailored to senior citizens.
- The community center at Walter R. Tucker Sr. Park in western Compton provides recreational programs suitable for all ages.
- The Lueders Park Community Center in northeast Compton offers recreational programming, including dance classes.
- The Center for Sustainable Communities, operated by the Neighborhood Housing Services of Los Angeles County, is situated in northwest Compton and offers programs and services such as farmers' markets and financial fitness workshops to the community.
- The East Rancho Dominguez Community Center, also operated by Los Angeles County and located in unincorporated East Compton, hosts after-school programs, concerts, day camps, computer classes, tennis lessons, and food drives.

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Exhibit 4.15-5
Existing Public Facilities



Libraries and Community Centers

- Libraries
- Community Centers

Base Map Features

- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

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4.4.2 – REGULATORY FRAMEWORK

Federal

Standardized Emergency Management System and National Incident Management System (SEMS)

According to the State's SEMS, local agencies have primary authority regarding rescue and treatment of casualties and making decisions regarding protective actions for the community. When a major incident occurs the first few moments are critical in terms of reducing loss of life and property. First responders must be sufficiently trained to understand the nature and the gravity of the event to minimize the confusion that inevitably follows catastrophic situations. This on-scene authority rests with the local emergency services organization and the incident commander. Additional information regarding the City's SEMS program can be found in Section 4.9 Hazards and Hazardous Waste.

State

California Building Code

The 2010 California Building Code (CBC) became effective January 1, 2011, including Part 9 of Title 24, the California Fire Code. Section 701A.3.2 of the CBC requires that new buildings located in any Fire Hazard Severity Zone within State Responsibility Areas, any Local Agency Very-High Fire Hazard Severity Zone, or any Wildland-Urban Interface Fire Area designated by the enforcing agency for which an application for a building permit is submitted, comply with all sections of the chapter.

California Health and Safety Code (Sections 13000 et seq.)

This code establishes State fire regulations, including regulations for building standards (also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

California Fire Code

The City has adopted the most recent California Fire Code, with amendments to address specific local conditions and needs. These provisions include construction standards and fire hydrant requirements, road widths and configurations designed to accommodate the passage of fire trucks and engines, and requirements for minimum fire flow rates for water mains.

Regional

Los Angeles County Fire Department

The City's Sphere of Influence is served by the Los Angeles County Fire Department (LACFD) for fire protection and rescue services and emergency medical services. The LACFD also has mutual aid agreements with surrounding jurisdictions for assistance when needed during major fire events, including the city of Compton. The LACFD establishes incident command centers and emergency operation centers as necessary depending on the involved event.

Los Angeles County Office of Emergency Management (OEM)

The OEM has the responsibility of comprehensively planning for, responding to and recovering from large-scale emergencies and disasters that impact Los Angeles County. OEM's work is accomplished in partnership and collaboration with first response agencies, and non-profit, private sector and government partners.

Education Code Section 17620
The Code allows school districts to assess fees on new residential and commercial construction within their respective boundaries. These fees can be collected without special city or county approval, to fund the construction of new school facilities necessitated by the impact of residential and commercial development activity. In addition, these fees can also be used to fund the reconstruction of school facilities or reopening schools to accommodate development-related enrollment growth. Fees are collected prior to the issuance of a building permit by the City or the County.

Leroy F. Green School Facilities Act (1998)
California Government Code Section 65995 sets base limits and additional provisions for school districts to levy development impact fees and to help fund expanded facilities to house new pupils that may be generated by the development project. Sections 65996(a) and (b) state that such fees collected by school districts provide full and complete school facilities mitigation under CEQA. All three school districts that serve the Planning Area have adopted these fees for commercial and industrial uses. These fees may be adjusted by the Districts.

Quimby Act (1975)
The Quimby Act allows cities and counties to adopt park dedication standards/ordinances requiring developers to set aside land, donate conservation easements, or pay fees towards parkland.

Local

City of Compton 2045 Comprehensive General Plan Update
The city of Compton 2045 Comprehensive General Plan Update includes the following goals and policies related to public services:

Community Services, Open Space, and Natural Resources Element

GOAL CR-1: ENSURE THE PRESERVATION, ENHANCEMENT, AND MAINTENANCE OF ALL PARKS

Policy CR-1.1: **Parks and Open Space Preservation.** Preserve, expand, and enhance parks, green spaces, and recreational facilities to provide residents with safe and inviting spaces for outdoor recreation, leisure activities, and community gatherings.

Policy CR-1.2: **Improve Established Parks.** Prioritize development, maintenance, and improvements, including playground upgrades, sports field renovations, trail enhancements, and landscaping projects.

Policy CR-1.3: **Parks Maintenance and Upkeep.** Ensure the regular maintenance, cleanliness, and safety of parks and open spaces throughout the City, preserving their aesthetic appeal and functionality for residents to enjoy.

Policy CR-1.4: **Improvement and Enhancement of Parks.** Improve and enhance existing parks and open spaces, addressing infrastructure needs, upgrading amenities, and incorporating green infrastructure to enhance sustainability and resilience.

Policy CR-1.5: **Park Condition Assessment.** Conduct park condition assessments to identify areas for improvement, replacement of amenities and facilities, and prioritize capital improvement projects based on technical analysis.

Policy CR-1.6: **Mobile Recreation.** Implement temporary pop-up parks or mobile recreation programs on City facilities to address park needs in underserved neighborhoods.

Policy CR-1.7: **Sufficient Resources.** Ensure sufficient maintenance staffing and resources to take care of park assets and landscaping, plus address needs for routine and preventative maintenance, facility repair and replacement, and the stewardship of natural resources.

Policy CR-1.8: **Playground Replacement.** Ensure the safety and accessibility of playgrounds in parks, adhering to established government safety standards, and guidelines to minimize hazards and promote safe play experiences for children.

Policy CR-1.9: **Parkland Ratio.** Increase the parkland acreage to population ratio to three acres per 1,000 population.

Policy CR-1.10: **Park Investments.** Prioritize the creation of new parks in underserved areas, especially neighborhoods outside a 10-minute walk to a park, to provide more convenient access to parks and recreational opportunities.

Policy CR-1.11: **Funding Sources.** Explore new and innovative funding sources and land acquisition mechanisms—in addition to traditional funding options—to expand park and recreation options.

Policy CR-1.12: **New Park Feasibility.** Ensure that new parks and enhancements to existing parks are supported by capital and operations funding to support development and ongoing maintenance and asset management.

Policy CR-1.13: **Youth Recreation and Sports.** Promote physical fitness, teamwork, and positive youth development through recreational activities, sports leagues, and fitness programs that provide opportunities for youth to engage in healthy and active lifestyles.

GOAL CR-9: **PROMOTE HEALTH AND WELLNESS, AND FITNESS THROUGH A RECREATION SERVICES AND PROGRAMMING OPPORTUNITIES FOR LEISURE AND FITNESS**

Policy CR-9.1: **Recreation Programming Diversity and Inclusivity.** Offer a diverse array of recreational programs and activities that reflect the interests, cultures, and demographics of the community.

Policy CR-9.2: **Recreation Programming Strategy.** Develop and implement a comprehensive adult recreation programming strategy that includes a wide range of activities such as sports leagues, fitness classes, arts and crafts workshops, cultural celebrations, and special events,

Policy CR-9.3: **Partnerships.** Partner with local organizations, clubs, and community instructors to offer adult instructional programming for residents.

Policy CR-9.4: **Community Events and Cultural Celebrations.** Build community cohesion and foster civic pride through a calendar of community events, festivals, and individual cultural celebrations that bring residents together for shared experiences and celebrations.

Policy CR-9.5: **Community Events Support.** Support community events, including holiday celebrations, parades, music festivals, and cultural heritage events, collaborating with local artists, performers, vendors, and community groups to showcase the community's diversity and promote community spirit and unity.

Policy CR-9.6: **Active Living Activities and Partnerships.** Encourage physical activity and wellness through sponsoring initiatives such as walking clubs, bike clubs, fitness challenges, community sports leagues, and outdoor recreation programs, partnering with healthcare providers, fitness professionals, and community organizations to provide resources, education, and support for residents to adopt and maintain healthy lifestyles.

Policy CR-9.7: **Community Volunteers.** Establish a strong volunteering program using the skills, talents, and enthusiasm of community members to support and enhance city-sponsored programs and events, fostering community engagement, collaboration, and civic pride.

GOAL CR-10: **PROMOTE THE HEALTH, WELL-BEING, AND SOCIAL ENGAGEMENT OF SENIORS BY PROVIDING A RANGE OF WELLNESS AND SELF SUFFICIENCY PROGRAMS TAILORED TO THEIR NEEDS AND INTERESTS**

Policy CR-10.1: **Senior Recreational Programming.** Provide senior centers, wellness classes, recreational outings, and social events tailored to the interests and abilities of seniors, partnering with senior organizations, healthcare providers, and community groups to offer programs that promote healthy aging, social engagement, and independent living.

Policy CR-10.2: **Senior Fitness and Exercise.** Offer a variety of fitness classes, exercise sessions, and recreational activities specifically designed for seniors to promote physical health and mobility.

Policy CR-10.3: **Senior Socialization and Community Engagement.** Create opportunities for seniors to socialize, build connections, and engage with their peers through social events, outings, and group activities, including organizing regular social gatherings, cultural outings, educational workshops, and intergenerational activities to foster a sense of community and belonging among seniors.

Policy CR-10.4: **Senior Nutrition and Meal Assistance.** Address food insecurity and promote healthy eating habits among seniors by offering nutrition education, meal assistance, and access to nutritious food options, including partnering with local food banks, senior centers, and meal delivery services.

Policy CR-10.5: **Senior Transportation and Mobility.** Provide accessible and reliable transportation options for seniors, including assistance with mobility, enabling them to participate in community activities and access essential services.

Policy CR-10.6 **Senior Housing and Home Assistance.** Support seniors in accessing safe, affordable housing options and obtaining assistance with home maintenance, modifications, and supportive services as needed by collaborating with housing agencies, nonprofit organizations, and social service providers.

GOAL CR-11: SUPPORT THE HOLISTIC DEVELOPMENT, WELL-BEING, AND EMPOWERMENT OF YOUTH AND FAMILIES BY PROVIDING A RANGE OF ENRICHING PROGRAMS AND SERVICES THAT FOSTER EDUCATION, HEALTH, AND SAFETY

Policy CR-11.1: **Youth Education and Academic Support.** Promote academic achievement and lifelong learning among youth by offering tutoring, homework assistance, mentoring, after-school programs, summer learning opportunities, college readiness initiatives, and STEM enrichment activities that complement formal education for youth of all ages.

Policy CR-11.2: **Support Partnerships.** Partner with family service agencies, community organizations, and faith-based groups to offer parenting classes, family counseling, support groups, and access to social services for families facing challenges or transitions.

Policy CR-11.3: **Teen Mental Health and Wellness.** Promote mental health awareness, resilience, and emotional well-being among youth by offering counseling services, support groups, and mental health education programs to offer accessible and culturally responsive mental health services, peer support groups, and wellness activities that promote positive coping strategies and destigmatize seeking help.

Policy CR-11.4: **Economic Empowerment.** Equip families with the knowledge, skills, and resources to achieve financial stability, build assets, and plan for the future through financial education workshops, job training programs, and access to financial services and resources.

Policy CR-11.5: **Financial Literacy.** Partner with financial institutions, nonprofits, workforce development agencies, and educational providers to offer financial literacy workshops, job readiness training, entrepreneurship programs, and access to banking services and affordable housing resources for families in need of economic support.

Policy CR-11.6: **Youth and Teen Recreation and Enrichment.** Offer after-school programs, youth sports leagues, summer camps, educational workshops, and leadership development initiatives for youth and teens, collaborating with schools, youth organizations, and community partners.

GOAL CR-12: LIFELONG LEARNING FACILITIES AND SERVICES THAT HELP INDIVIDUALS DEVELOP SKILLS AND KNOWLEDGE FOR PERSONAL GROWTH AND ECONOMIC RESILIENCE.

Policy CR-12.1: **Library Access.** Collaborate with Los Angeles County Library to ensure that library services are accessible to all residents, by providing equitable access to library resources, materials, and technology.

Policy CR-12.2: **Library Outreach.** Consult with Los Angeles County Library expanding library branches, bookmobile services, and digital resources to reach residents in all neighborhoods, partnering with community organizations and schools to provide outreach programs and literacy initiatives for underserved populations.

Policy CR-12.3: **Lifelong Learning Hub.** Consult with Los Angeles County Library, local schools, Compton College, and other facilities that can operate as learning hubs for education, social interaction, technology centers, and maker spaces, allowing youth and teens safe and enriching after-school activities.

Policy CR-12.4: **Early Childhood Literacy.** Promote early literacy development and school readiness among young children by collaborating with early childhood educators, preschools, and childcare providers to integrate early literacy programming into City services programming, offering age-appropriate materials, resources, and activities for children and their caregivers.

Policy CR-12.5: **Lifelong Learning and Educational Enrichment.** Support lifelong learning and educational attainment among residents of all ages by offering educational programs, workshops, and resources that enhance academic skills, career development, and personal growth and continuing education opportunities for learners of all levels and backgrounds.

Policy CR-12.6: **Adult Education and Literacy.** Improve adult literacy skills, English language proficiency, and basic education attainment among residents by offering adult education classes, literacy tutoring, and English as a Second Language programs.

Policy CR-12.7: **Cultural and Community Programming.** Celebrate cultural diversity, promote arts and culture, and foster community connections through a diverse array of cultural events, author talks, art exhibitions, and community forums hosted by the library.

Policy CR-12.8: **Digital Inclusion and Technology Access.** Bridge the digital divide and ensure digital literacy among residents by providing access to computers, internet connectivity, and technology training programs at library branches and community centers.

Policy CR-12.9: **Technology Investments.** Invest in technology infrastructure, computer labs, and Wi-Fi hotspots at library branches, offering digital literacy classes, technology workshops, and one-on-one assistance to help residents develop essential digital skills for learning, communication, and employment.

Policy CR-12-10: **Community Engagement and Volunteer.** Cultivate a sense of ownership and participation in lifelong services and programs by engaging residents as volunteers, advocates, and partners in library initiatives and community events, including establishing volunteer programs and collaborating with the Friends of the Library organization.

Environmental Justice Element

GOAL EJ-4: A NETWORK OF WELL-MAINTAINED COMMUNITY FACILITIES THAT ARE EASILY ACCESSIBLE, CULTURALLY SUPPORTIVE, AND RESPONSIVE TO THE NEEDS OF THE COMMUNITY

Policy EJ-4.1: **Community Facilities Improvement.** Prioritize the upkeep and enhancement of established civic and public facilities to ensure they are safe, attractive, and responsive to community needs.

Policy EJ-4.2: **Equitable Investment in Community Facilities.** Implement funding strategies and allocate resources to ensure fair distribution of capital improvements and maintenance projects by focusing on addressing the urgent needs of deteriorating community facilities and infrastructure resources.

Policy EJ-4.3: **Equitable Programming and Services.** Ensure educational, recreational, and cultural programs and activities of local interest are inclusive and affordable to all.

Policy EJ-4.4: **Expansion of Childcare Services.** Incentivize the creation of new childcare facilities, increase the supply of affordable childcare options, and support the needs of working families in the community.

Policy EJ-4.5: **Supporting Health Services.** Collaborate with community-based organizations and local health providers engaged in improving public health and wellness, expanding access to affordable quality health care, and providing medical services for all segments of the community, as well as assigning priority to expand or improve health services to underserved areas.

Land Use Element

GOAL LU-1: AN IMPROVED QUALITY OF LIFE THROUGH SAFE AND SECURE NEIGHBORHOODS AND PUBLIC PLACES

Policy LU-1.1: **Crime Prevention through Environmental Design (CPTED).** Incorporate CPTED principles into community design and planning efforts to reduce crime and enhance public safety within residential neighborhoods, corridors, and commercial districts, including measures such as improved lighting, clear sightlines, and enhanced surveillance for safer and more secure environments for residents and businesses.

Policy LU-1.2: **Integrate Public Safety.** Incorporate consideration of public safety in the review of development applications and design review public facilities.

Policy LU-1.3: **Natural Surveillance.** Maximize natural surveillance through physical design features, including, but not limited to, visible entryways from surrounding structures and businesses; well-defined and visible walkways and gates; well-lighted driveways, walkways, and exteriors; and landscaping that preserves or enhances safety.

Policy LU-1.4: **Transportation Safety.** Evaluate the siting and expansions of freight corridors, heliports, and helipads/helistops on the basis of transportation and land use need and potential safety and noise impacts on existing and planned surrounding land uses.

Policy LU-1.5: **Natural and Human-induced Hazards.** Require that development be located and designed to protect property and residents from the risks of natural and human-induced hazards.

GOAL LU-8: QUALITY PARKS, RECREATION FACILITIES, OPEN SPACES, AND URBAN GREENERY THAT SERVE THE COMMUNITY'S DIVERSE NEEDS

Policy LU-8.1: **Parks Preservation.** Preserve, protect, and maintain parks and recreation facilities as critical spaces in Compton, recognizing that such uses contribute to a high quality of life.

Policy LU-8.2: **Open Space Requirement.** Require the provision of adequate on-site open space and communal areas for residential developments.

Policy LU-8.3: **Green Streetscape Promotion.** Promote greenery and active street frontages throughout the City by requiring well-landscaped and well maintained setbacks, including sidewalks that meander and/or otherwise set back from the curb face.

Policy LU-8.4: **Small Parks Network Establishment Program.** Establish a network of small parks and plazas with amenities such as seating, lighting, and public art.

Policy LU-8.5: **Public Space Funding Innovation.** Explore innovative methods and private partnerships for funding and constructing new public spaces.

Policy LU-8.6: **Vacant Space Utilization.** Leverage underutilized sidewalks, medians, parking spaces, and vacant land to incorporate temporary and permanent public spaces and green infrastructure.

Policy LU-8.7: **Neighborhood Beautification Program.** Encourage visually attractive residential neighborhoods by expanding climate appropriate street trees and other types of streetscape and hardscape, and by using attractive drought-tolerant landscaping.

Policy LU-8.8: **Public Space Allocation.** Encourage the provision of approximately 10 percent of a commercial/mixed use project's net site area as public space, with adjustments for smaller (less than ten acres) or constrained sites.

GOAL LU-10: EQUITABLE DISTRIBUTION OF PUBLIC FACILITIES, INFRASTRUCTURE, HOUSING, AND SERVICES.

Policy LU-10.1: **Healthy Communities.** Improve community health by ensuring equal access to parks, groceries that provide good-quality fresh food and community facilities, and by reducing pollution burdens.

Policy LU-10.2: **Neighborhood Equity.** Ensure disadvantaged neighborhoods have access to healthy foods, parks and open spaces, mobility options, community services and programming, and safe and sanitary homes.

Policy LU-10.3: **Efficient Public Facility Development Strategy.** Develop public facilities at locations where they most efficiently serve the community and are compatible with current and future land uses.

Policy LU-10.4: **Equitable Facility Distribution.** Continue to promote equitable distribution of community facilities and infrastructure. Community facilities should continue to be located near residents to serve as neighborhood centers and maximize use.

Policy LU-10.5: **Community-Driven Facility Planning Program.** Encourage community involvement to assess the needs of City residents to determine priorities for the rehabilitation or new construction of public facilities.

Policy LU-10.6: **Environmental Health Integration Policy.** Consider proximity to environmental health risks when planning for residential uses.

Policy LU-10.7: **Inclusive Planning for Environmental Justice.** Ensure environmental justice in the planning process through meaningful public involvement.

Policy LU-10.8: **Equitable Development Standards.** Implement development policies to protect public health, safety, and welfare equitably among all segments of the population.

Policy LU-10.9: **Resource Allocation Equity Plan.** Prioritize and allocate citywide resources to provide public facilities and services to communities in need.

Policy LU-10.10: **Environmental Justice Enforcement Protocol.** Eliminate disproportionate environmental burdens and pollution experienced by historically disadvantaged communities through adherence to the environmental justice policies.

Policy LU-10.11: **Balanced Land Use Distribution Strategy.** Avoid overconcentration of potentially hazardous industrial businesses in any one geographic area, community, or neighborhood.

Policy LU-10.12: **Neighborhood Maintenance Partnership.** Work with community groups and property owners to ensure adequate street maintenance, public landscape maintenance, law enforcement, code enforcement, and litter and graffiti control to maintain safe and attractive neighborhoods.

Policy LU-10.13: **Annexation Area Planning Strategy.** Identify prospective annexation areas for long-range planning purposes that will avoid duplication of services with special districts; will be financially self-supporting, promote orderly growth and development and preserve open space, as necessary, on its periphery; and promote a more cost-efficient delivery of urban services to both existing areas that already have urban services and future development areas that require urban service extensions from contiguous City areas.

Public Safety Element

GOAL PS-1: EFFECTIVE CRIME PREVENTION AND PUBLIC SAFETY INITIATIVES

Policy PS-1.1: **Law Enforcement Staffing Levels.** Provide adequate law enforcement staffing levels (at a minimum ratio of one officer per 1,000 population) to effectively address and reduce crime.

Policy PS-1.2: **Community Policing Partnerships.** Establish partnerships and collaborative initiatives between law enforcement agencies, community organizations, residents, businesses, schools, and other stakeholders to address public safety concerns and crime prevention priorities.

Policy PS-1.3: **Engagement.** Foster regular communication, dialogue, and collaboration between Sheriff officers and community members through community meetings, neighborhood watch programs, and community events.

Policy PS-1.4: **Data-Driven Decision.** Engage in data-driven decision-making and evidence-based practices to deploy resources effectively, prioritize interventions, and measure the impact of crime prevention initiatives.

Policy PS-1.5: **Youth Engagement and Outreach.** Conduct outreach and educational initiatives to raise awareness about after-school activities, sports leagues, mentorship programs, job training, and available resources among younger residents.

Policy PS-1.6: **Volunteer Crime Prevention Approaches.** Provide opportunities for community members to participate in crime prevention efforts, volunteer programs, and resident academies to allow residents to play an active role in promoting public safety.

Policy PS-1.7: **Problem-Oriented Policing.** Coordinate with the Sheriff's Department to establish problem-oriented policing strategies to address specific crime problems and community concerns through collaborative problem-solving efforts involving LASD officers, residents, and relevant stakeholders.

Policy PS-1.8: **Crime Patterns.** Develop tailored responses and interventions to prevent recurring crime patterns, disorderly conduct, nuisance properties, and other public safety challenges identified through community input and data analysis.

Policy PS-1.9: **Crime Prevention Design.** Promote the design of well-lit, pedestrian-friendly environments with clear sightlines, defined activity nodes, and natural surveillance opportunities to discourage criminal behavior and increase feelings of safety.

Policy PS-1.10: **Safe and Accessible Public Spaces.** Design public spaces, parks, streetscapes, and recreational facilities with features that promote safety, such as clear signage, visible entrances and exits, and unobstructed pathways, to enhance user comfort and security.

Policy PS-1.11: **Crime Prevention Through Environmental Design (CPTED).** Apply CPTED principles to site planning and development projects to optimize natural surveillance, minimize potential hiding spots, and enhance territorial reinforcement through strategic placement of buildings, landscaping, and site amenities.

Policy PS-1.12: **Active Mixed-Use Design.** Encourage mixed-use developments, active storefronts, and vibrant public spaces that promote social interaction, community engagement, and informal surveillance to reduce crime and improve neighborhood safety.

Policy PS-1.13: **Safe Parking Facilities.** Design parking facilities, parking lots, and parking structures with safety-enhancing features, such as adequate lighting, clear signage, and surveillance cameras, to reduce the risk of vehicle-related crimes and improve parking security.

GOAL PS-2: PROMPT, EFFECTIVE EMERGENCY RESPONSE AND FIRE SUPPRESSION SERVICES TO PROTECT LIFE AND PROPERTY

Policy PS-2.1: **Fire Prevention Programs.** Develop and implement comprehensive fire prevention programs that target high-risk areas, vulnerable populations, and fire-prone environments through public education, outreach, and enforcement efforts.

Policy PS-2.2: **Proactive Measures for the Public.** Distribute informational materials, brochures, and safety guides on topics such as smoke alarm installation, fire escape planning, and fire extinguisher use to empower individuals and families to take proactive measures to protect themselves and their communities.

Policy PS-2.3: **Fire Safety Training and Workshops.** Provide fire safety training sessions, workshops, and seminars for residents, business owners, landlords, tenants, and building managers to enhance their knowledge of fire prevention, detection, and evacuation procedures.

Policy PS-2.4: **Code Compliance and Enforcement.** Enforce compliance with fire safety codes, regulations, and standards governing building construction, occupancy classification, fire protection systems, and emergency access requirements to minimize fire risks and ensure occupant safety.

Policy PS-2.5: **Safety Inspections.** Coordinate with the Fire Department to provide routine fire safety inspections, plan reviews, and permit approvals for new construction, renovations, and special events to verify compliance with fire code requirements and identify opportunities for improvement.

Policy PS-2.6: **Emergency Response Planning.** Develop and maintain comprehensive emergency response plans and procedures for fire-related incidents, including structure fires, wildland fires, high rise buildings, hazardous materials incidents, and other emergencies requiring firefighter intervention.

Policy PS-2.7: **Fire Personnel Training.** Conduct regular drills, exercises, and training sessions to test emergency response capabilities, enhance coordination among first responders, and evaluate the effectiveness of response protocols.

Policy PS-2.8: **Fire Protection Services.** Ensure adequate Fire Department staffing levels to evaluate fire station locations, response times, coverage areas, and personnel ratios, providing comprehensive safety and protection services to support existing and future population growth.

Policy PS-2.9: **Fire Station Expansion.** Consider factors such as population density, building occupancy types, geographic features, and transportation infrastructure when determining fire station placement and resource allocation priorities.

Policy PS-210: **Fire Station Evaluation.** Evaluate building systems, infrastructure components, and facility conditions on a regular basis to inform modernization priorities and resource allocation decisions.

Policy PS-2.11: **Fire Station Modernization.** Ensure that modernization projects for older fire stations comply with applicable building codes, fire safety standards, accessibility requirements, and regulatory mandates governing facility construction, renovation, and occupancy to safeguard the health, safety, and welfare of occupants and the public.

Policy PS-2.12: **Fire Apparatus and Equipment.** Maintain a fleet of well-equipped fire apparatus, including engines, trucks, ambulances, and specialized vehicles, to support fire suppression, rescue operations, and emergency medical services delivery to support existing and future population growth.

Policy PS-2.13: **Safety Training.** Ensure that Fire Department personnel are trained in the proper operation, maintenance, and deployment of firefighting equipment, tools, and apparatus to maximize operational readiness, effectiveness.

Policy PS-2.14: **Mutual Aid and Regional Collaboration.** Participate in mutual aid agreements, cooperative fire protection agreements, and regional fire task forces to facilitate resource sharing, mutual assistance, and collaborative response efforts with neighboring jurisdictions and regional fire agencies.

Policy PS-2.15: **Regional Coordination.** Coordinate with regional emergency management agencies, law enforcement agencies, and other public safety partners to ensure seamless integration of emergency response activities and effective interagency communication during large-scale emergencies.

Urban Systems Element

GOAL US-1: **ONGOING MAINTENANCE, REPAIR, AND UPKEEP OF CITY-OWNED INFRASTRUCTURE**

Policy US-1.1: **Deferred Maintenance Assessment.** Assess deferred maintenance needs for City Hall and public buildings to prioritize repairs and allocate resources effectively.

Policy US-1.2: **Maintenance Management System.** Create long-term maintenance plans reviewed annually for regular inspections, preventive maintenance, and repairs to prevent further deterioration.

Policy US-1.3: **Capital Improvement Investments.** Allocate funds for capital projects to address maintenance backlogs, renovate aging facilities, and modernize infrastructure.

Policy US-1.4: **CIP Monitoring and Reporting.** Implement annual monitoring and reporting for the Capital Improvement plan (CIP) to track progress, ensure transparency, and adjust to emerging infrastructure needs.

GOAL US-10: EQUITABLE INFRASTRUCTURE ACCESS WITHIN DISADVANTAGED UNINCORPORATED COMMUNITIES

Policy US-10.1: **Needs Assessment and Prioritization.** Assess infrastructure deficiencies and prioritize needs in disadvantaged unincorporated communities, considering demographics and community input.

Policy US-10.2: **Equitable Service Delivery.** Ensure fair access to essential infrastructure services for disadvantaged communities by addressing systemic inequalities and barriers.

Policy US-10.3: **Infrastructure Resilience Coordination.** Work with agencies, stakeholders, and community organizations to expand services and improve infrastructure resilience in underserved areas.

Policy US-10.4: **Funding Resource Consultation.** Consult with Los Angeles County to secure funding for expanding sewer infrastructure in underserved communities lacking centralized systems.

Compton Municipal Code

Chapter 18 Public Parks and Playgrounds of the Compton Municipal Code outlines and establishes guidelines for the proper use of and maintenance of public park facilities.

4.4.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the GPU could result in a significant impact if it would:

A. 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; and

v) Other public facilities.

B. Cause substantial adverse cumulative impacts with respect to public services.

4.4.4 – IMPACTS AND MITIGATION MEASURES

New or Altered Government Services

Impact PUB-1 – Would the GPU 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

Analysis of Impacts

Growth envisioned by the GPU by the plan's horizon year of 2045 will result in an increase in demand for fire protection services and related facilities.. As the City grows, so will its long-term need for fire protection services. The Compton Fire Department has four fire stations serving the City, and as illustrated in Exhibit 4.15-1, all properties in Compton are within a two-mile radius and about two-thirds of properties lie within a one-mile radius of one of these fire stations. As of 2024, the department's average response time is four minutes and 30 seconds (Compton Fire, 2024). The nation-wide Insurance Services Office (ISO) provides communities with Public Protection Classification (PPC) ratings of urban and suburban fire department protection (ISO, 2021). The ratings are on a scale of 1 to 10 (with 1 being the best) based on the capabilities of the fire department's services and facilities (e.g., dispatch, water supply, fire suppression equipment, etc.). The City currently has a PPC rating of 2 which is achieved by only two percent of the more than 48,000 fire departments in the country that participate in ISO. At present, all of the City's fire stations are at least 50 years old but are fully staffed and equipped for urban fire service.

The Public Safety Element of the proposed GPU includes Goal PS-2 and its policies which strive for prompt, effective emergency response and fire suppression services to protect life and property. Policy PS-2.1 requires the City to develop and implement comprehensive fire prevention programs that target high-risk areas, vulnerable populations, and fire-prone environments through public education, outreach, and enforcement efforts. Policy PS-2.2 requires the City to distribute informational materials, brochures, and safety guides on topics such as smoke alarm installation, fire escape planning, and fire extinguisher use to empower individuals and families to take proactive measures to protect themselves and their communities.

Policy PS-2.3 seeks to provide fire safety training sessions, workshops, and seminars for residents, business owners, landlords, tenants, and building managers to enhance their knowledge of fire prevention, detection, and evacuation procedures. Policy PS-2.4 aims to enforce compliance with fire safety codes, regulations, and standards governing building construction, occupancy classification, fire protection systems, and emergency access requirements to minimize fire risks and ensure occupant safety. Policy PS-2.5 requires the City to coordinate with the Fire Department to provide routine fire safety inspections, plan reviews,

and permit approvals for new construction, renovations, and special events to verify compliance with fire code requirements and identify opportunities for improvement.

Policy PS-2.6 seeks to develop and maintain comprehensive emergency response plans and procedures for fire-related incidents, including structure fires, wildland fires, high rise buildings, hazardous materials incidents, and other emergencies requiring firefighter intervention. Policy PS-2.7 requires the City to conduct regular drills, exercises, and training sessions to test emergency response capabilities, enhance coordination among first responders, and evaluate the effectiveness of response protocols.

Policy PS-2.8 strives to ensure adequate Fire Department staffing levels to evaluate fire station locations, response times, coverage areas, and personnel ratios, providing comprehensive safety and protection services to support existing and future population growth. Policy PS-2.9 aims to consider factors such as population density, building occupancy types, geographic features, and transportation infrastructure when determining fire station placement and resource allocation priorities. Policy PS-2.10 seeks to evaluate building systems, infrastructure components, and facility conditions on a regular basis to inform modernization priorities and resource allocation decisions. Policy PS-2.11 requires the City to ensure that modernization projects for older fire stations comply with applicable building codes, fire safety standards, accessibility requirements, and regulatory mandates governing facility construction, renovation, and occupancy to safeguard the health, safety, and welfare of occupants and the public. Policy PS-2.12 requires the City to maintain a fleet of well-equipped fire apparatus, including engines, trucks, ambulances, and specialized vehicles, to support fire suppression, rescue operations, and emergency medical services delivery to support existing and future population growth.

Policy PS-2.13 seeks to ensure that Fire Department personnel are trained in the proper operation, maintenance, and deployment of firefighting equipment, tools, and apparatus to maximize operational readiness, effectiveness. Policy PS-2.14 directs the City to participate in mutual aid agreements, cooperative fire protection agreements, and regional fire task forces to facilitate resource sharing, mutual assistance, and collaborative response efforts with neighboring jurisdictions and regional fire agencies. Finally, Policy PS-2.15 directs the City to coordinate with regional emergency management agencies, law enforcement agencies, and other public safety partners to ensure seamless integration of emergency response activities and effective interagency communication during large-scale emergencies.

Over the next 20 years, the City of Compton anticipates accommodating approximately 5,590 new housing units and 1,333,000 square feet of new non-residential development under the Land Use Element build-out projections of the General Plan Update. In the short term the City has determined that substantial adverse fire protection impacts necessitating the provision of new or expanded fire protection facilities will be less than significant. This conclusion is based on the City's assessment that existing facilities can accommodate up to 10% of the total growth projected over the 20-year time horizon of the GPU, or two years' worth of growth included in the projection. Ten percent of the total growth projection equates to approximately 559 housing units and 133,300 square feet of non-residential development. It should be noted that this is a highly conservative estimate of growth over the next two years, given that the City's annual development growth rate between 2020 and 2024 was just 0.18% per year, resulting in 174 new housing units added during that period. In addition, new development proposals will be subject to compliance with all of the General Plan Policies related to Public Safety Goal 2 which calls for effective fire suppression and protection, further ensuring that potential short term impacts to fire protection facilities are less than significant.

In order to address longer term fire facilities needs the General Plan Update has included Implementation Measure #36 - Fire Station Modernization and Capital Facilities Planning – which will address both existing facilities needs as well as future needs from the new growth that will occur from the GPU. The full Implementation Measure # 36 is included in Appendix B.

Key components of the measure include an evaluation of the following:

- Identify improvements to meet existing needs
- Assess the geographical distribution of stations in relation to call volumes and areas of anticipated growth
- Determine what new or expanded facilities are necessary to meet future service demands
- Estimate capital and operating costs for any identified facility upgrades, replacements, or new construction.

The analysis findings, and conclusions of the evaluation conduct with be provided in a Fire Services Facilities Improvement Report, which shall be reviewed and approved by the City Council. The report will serve as the foundation for a comprehensive, phased improvement strategy that outlines facility priorities, timelines, and a long-term funding approach, including implementation of an updated development impact fee to offset increases in demand Fire Facilities resulting from new growth. In addition to development impact fees, the City will explore and pursue other funding mechanisms to support the modernization, expansion, or construction of fire facilities. With the imposition of General Plan Implementation Measure #36 project impacts on fire protection facilities will be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

II. Police Protection

Analysis of Impacts
By 2045, development within the Planning Area is estimated to result in increases of approximately 5,776 dwelling units and approximately 1,316,470 square feet of non-residential building space within the Planning Area. Additionally, there would be an estimated population increase of approximately 22,552 people, and an increase of approximately 2,401 jobs within the Planning Area by the 2045 horizon year. The Compton Sheriff's Department is responsible for law enforcement within Planning Area. As illustrated in Exhibit 4.15-2 above, a majority of the Planning Area is located within a two-mile driving distance of the Sheriff's station. As the City grows, so will demand for police protection services.

The Land Use Element of the proposed GPU includes Goal LU-1 and its policies which seek an improved quality of life through safe and secure neighborhoods and public places. Policy LU-1.1 aims to Incorporate Crime Prevention through Environmental Design (CPTED) principles into community design and planning efforts to reduce crime and enhance public safety within residential neighborhoods, corridors, and commercial districts, including measures such as improved lighting, clear sightlines, and enhanced surveillance for safer and more secure environments for residents and businesses. Policy LU-1.2 seeks to incorporate consideration of

public safety in the review of development applications and design review public facilities. Policy LU-1.3 aims to maximize natural surveillance through physical design features, including, but not limited to, visible entryways from surrounding structures and businesses; well-defined and visible walkways and gates; well-lighted driveways, walkways, and exteriors; and landscaping that preserves or enhances safety. Policy LU-1.4 seeks to evaluate the siting and expansions of freight corridors, heliports, and helipads/helistops on the basis of transportation and land use need and potential safety and noise impacts on existing and planned surrounding land uses. Policy LU-1.5 requires that development be located and designed to protect property and residents from the risks of natural and human-induced hazards.

Similarly, the Public Safety Element of the proposed GPU includes Goal PS-1 and its policies which strive for effective crime prevention and public safety initiatives. Policy PS-1.1 requires the City to provide adequate law enforcement staffing levels (at a minimum ratio of one officer per 1,000 population) to effectively address and reduce crime. Policy PS-1.2 seeks to establish partnerships and collaborative initiatives between law enforcement agencies, community organizations, residents, businesses, schools, and other stakeholders to address public safety concerns and crime prevention priorities. Policy PS-1.3 aims to foster regular communication, dialogue, and collaboration between Sheriff officers and community members through community meetings, neighborhood watch programs, and community events. Policy PS-1.4 strives to engage in data-driven decision-making and evidence-based practices to deploy resources effectively, prioritize interventions, and measure the impact of crime prevention initiatives. Policy PS-1.5 seeks to conduct outreach and educational initiatives to raise awareness about after-school activities, sports leagues, mentorship programs, job training, and available resources among younger residents. Policy PS-1.6 aims to provide opportunities for community members to participate in crime prevention efforts, volunteer programs, and resident academies to allow residents to play an active role in promoting public safety. Policy PS-1.7 directs the City to coordinate with the Sheriff's Department to establish problem-oriented policing strategies to address specific crime problems and community concerns through collaborative problem-solving efforts involving LASD officers, residents, and relevant stakeholders. Policy PS-1.8 directs the City to develop tailored responses and interventions to prevent recurring crime patterns, disorderly conduct, nuisance properties, and other public safety challenges identified through community input and data analysis. Policy PS-1.9 aims to promote the design of well-lit, pedestrian-friendly environments with clear sightlines, defined activity nodes, and natural surveillance opportunities to discourage criminal behavior and increase feelings of safety. Policy PS-1.10 seeks to design public spaces, parks, streetscapes, and recreational facilities with features that promote safety, such as clear signage, visible entrances and exits, and unobstructed pathways, to enhance user comfort and security. Policy PS-1.11 directs the City to apply CPTED principles to site planning and development projects to optimize natural surveillance, minimize potential hiding spots, and enhance territorial reinforcement through strategic placement of buildings, landscaping, and site amenities. Policy PS-1.12 seeks to encourage mixed-use developments, active storefronts, and vibrant public spaces that promote social interaction, community engagement, and informal surveillance to reduce crime and improve neighborhood safety. Policy PS-1.13 seeks to design parking facilities, parking lots, and parking structures with safety-enhancing features, such as adequate lighting, clear signage, and surveillance cameras, to reduce the risk of vehicle-related crimes and improve parking security.

At this time the City does not anticipate needing to expand existing police facilities or build new police facilities in order to support the potential population and land use intensity increases that could occur under the proposed GPU. The City would continue to maintain a minimum ratio of one police officer per 1,000 residents as buildout under the proposed GPU occurs incrementally over the course of the 20 year horizon of the plan. As such, the proposed GPU would not result

in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities. Impacts resulting from the proposed GPU would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

III. Schools

Analysis of Impacts
By 2045, development within the Planning Area is estimated to result in increases of approximately 5,776 dwelling units and approximately 1,316,470 square feet of non-residential building space within the Planning Area. Additionally, there would be an estimated population increase of approximately 22,552 people, and an increase of approximately 2,401 jobs within the Planning Area by the 2045 horizon year. The Compton Unified School District (CUSD) serves as the primary school system for the City of Compton; however; a portion of the city is covered by the Lynwood Unified School District, located in the northeastern portion of the Planning Area along Long Beach Boulevard. The CUSD serves Compton, as well as portions of Paramount, Carson, and the unincorporated neighborhoods of West and East Compton in Los Angeles County. As growth occurs in the Planning Area under the proposed GPU, there will be an incremental impact on the student body population. Any future development within the Planning Area would also be required to pay development impacts fees towards the school district serving those areas. These development impact fees help finance the construction and/or reconstruction of school facilities needed to accommodate students coming from new development. Development Impact Fees may be levied for both residential and commercial construction, pursuant to Education Code Section 17620 and California Government Code Section 65995. As stated in California Government Code Section 65995, payment of school impact fees in accordance with California Government Code Section 65995 and/or Education Code Section 17620 is deemed to constitute full and complete mitigation for potential impacts to schools caused by development. School Impact Fees for the City of Compton run at a rate of $4.08 per square foot of residential development, and $0.66 per square foot of commercial/industrial development.

The Community Services, Open Space, and Natural Resources Element of the proposed GPU includes Goal CR-12 and its policies, which seek to create lifelong learning facilities and services that help individuals develop skills and knowledge for personal growth and economic resilience. Policy CR-12.3 aims to consult with Los Angeles County Library, local schools, Compton College, and other facilities that can operate as learning hubs for education, social interaction, technology centers, and maker spaces, allowing youth and teens safe and enriching after-school activities. Additionally, the Environmental Justice Element of the proposed GPU includes Goal EJ-4 and its policies which aim to establish a network of well-maintained community facilities, including schools, that are easily accessible, culturally supportive, and responsive to the needs of the community. Policy EJ-4.1 prioritizes the upkeep and enhancement of established civic and public facilities to ensure they are safe, attractive, and responsive to community needs. Policy EJ-5.5 aims to invest in the development of pedestrian and bicycle infrastructure, including sidewalks, bike lanes, and multi-use trails to create safe and accessible routes for active transportation by prioritizing projects that connect parks, schools, residential areas, and commercial districts to promote walking and cycling as viable transportation options. Additionally, the Land Use Element of the proposed GPU contains Goal LU-10 and its policies which strive for equitable distribution

of public facilities including schools. Policy LU-10.3 encourages development of public facilities, including schools, at locations where they most efficiently serve the community and are compatible with current and future land uses. Policy LU-10.4 promotes equitable distribution of community facilities and infrastructure. Community facilities should continue to be located near residents to serve as neighborhood centers and maximize use. Policy LU-10.5 encourages community involvement to assess the needs of City residents to determine priorities for the rehabilitation or new construction of public facilities. Policy LU-10.9 aims to prioritize and allocate citywide resources to provide public facilities and services to communities in need.

Although the City is not responsible for directly planning, funding, constructing, or operating schools, the cited General Plan goals and policies will assist local school districts in their efforts to continue providing high quality educational facilities and services to City students. With these goals and policies, along with continued payment of School Impact Fees, potential impacts related to the need for new or altered school facilities as a result of implementing the proposed GPU would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

IV. Parks

Analysis of Impacts
As shown in Table 4.15-2 (Existing Parks and Recreation Facilities), Compton manages 67.0 acres of parkland across 14 parks and recreational facilities, with an additional 5.5 acres of park land as part of the East Rancho Dominguez Park, overseen by the County of Los Angeles. With a population of 95,740 in 2020 and a total of 67 acres of parkland, Compton provides 1.43 acres of parkland per 1,000 residents. According to the National Recreation and Park Association, a typical park and recreation agency should offer anywhere between 3.0 to 10.0 acres of parkland per 1,000 residents (NRPA, 2024). To meet this standard, Compton would therefore need to provide anywhere from 287 to 957 acres of parkland with a population of 95,740. Therefore, the city is lacking anywhere from 220 to 890 acres of parkland it should be providing to the community. Parkland services and distribution can also be measured by evaluating how many of their residents live within a 10-minute walk, or one-half mile, of a park. Exhibit 4.15-4 illustrates the locations of parks and recreational facilities within the Planning Area, as well as their 10-minute walkability in proximity to neighborhoods. As shown in Exhibit 4.15-4, while most neighborhoods are within a 10-minute walk from a local park, some residences are located farther, which can impact residents' well-being and overall quality of life.

As outlined in the proposed GPU, the City is anticipating new development and population growth as part of its long-term vision and redevelopment. As the population of the City increases, so will the demand on its existing parks, potentially resulting in the need for new parks and recreational programs. In addition, the proposed GPU does not include development of any new or altered parks and recreation facilities as part of its framework. As no new recreational facilities are proposed as part of the GPU, there would be an incremental increase in the use of recreational facilities in tandem with the anticipated increase in the City's population over the life of the plan. It is assumed that the City and other responsible actors would monitor the reliability of the City's recreational facilities, and assess whether over the lifespan of the GPU, the need arises for the expansion or construction of new facilities.

Because the proposed GPU anticipates the Planning Area would go through a period of significant growth, of which, new or refurbished recreational facilities may be necessary, it includes goals and policies intended to both slow the deterioration of existing parks and recreation facilities and provide additional parks and recreation facilities and services to the residents of Compton. These include Community Services, Open Space, and Natural Resources Element Goal CR-1 and its policies which strive to ensure the preservation, enhancement, and maintenance of all parks. Policies CR-1.1 through CR-1.4 pertain to the preservation, improvement, and maintenance of the City's park facilities, ensuring that those existing resources continue to be serviceable to residents. Policy CR-1.5 requires the City to conduct park condition assessments to identify areas for improvement, replacement of amenities and facilities, and prioritize capital improvement projects based on technical analysis. Policy CR-1.6 proposes the implementation of temporary pop-up parks or mobile recreation programs on City facilities to address park needs in underserved neighborhoods. Policy CR-1.7 requires the City to ensure sufficient maintenance staffing and resources to take care of park assets and landscaping, plus address needs for routine and preventative maintenance, facility repair and replacement, and the stewardship of natural resources. Policy CR-1.8 requires the City to ensure the safety and accessibility of playgrounds in parks, adhering to established government safety standards, and guidelines to minimize hazards and promote safe play experiences for children. Policy CR-1.9 directs the City to increase the parkland acreage to population ratio to three acres per 1,000 population. Policy CR-1.10 directs the City to prioritize the creation of new parks in underserved areas, especially neighborhoods outside a 10-minute walk to a park, to provide more convenient access to parks and recreational opportunities. Policy CR-1.11 seeks to explore new and innovative funding sources and land acquisition mechanisms—in addition to traditional funding options—to expand park and recreation options. Policy CR-1.12 aims to ensure that new parks and enhancements to existing parks are supported by capital and operations funding to support development and ongoing maintenance and asset management. Further, Goal CR-9 , which directs the City to promote health and wellness, and fitness through a recreation services and programming opportunities for leisure and fitness. Similarly, Goal CR-10 directs the City to promote the health, well-being, and social engagement of seniors by providing a range of wellness and self-sufficiency programs tailored to their needs and interests.

In addition, the Land Use Element of the proposed GPU includes Goal LU-8 and its policies, which strive for quality parks, recreation facilities, open spaces, and urban greenery that serve the community's diverse needs. Policy LU-8.1 aims to preserve, protect, and maintain parks and recreation facilities as critical spaces in Compton, recognizing that such uses contribute to a high quality of life. Policy LU-8.2 requires the provision of adequate on-site open space and communal areas for industrial and residential developments. Policy LU-8.3 seeks to promote greenery and active street frontages throughout the City by requiring well-landscaped and well maintained setbacks, including sidewalks that meander and/or otherwise set back from the curb face. Policy LU-8.4 aims to establish a network of small parks and plazas with amenities such as seating, lighting, and public art. Policy LU-8.5 seeks to explore innovative methods and private partnerships for funding and constructing new public spaces. Lastly, Policy LU-8.8 aims to encourage the provision of approximately 10 percent of a commercial/mixed use project's net site area as public space, with adjustments for smaller (less than ten acres) or constrained sites.

Finally, all future development projects under the proposed GPU would be required to pay developer impact fees which would go towards funding the maintenance, expansion, and development of parks and recreation facilities within the Planning Area. With payment of developer impact fees, and implementation of the outlined goals and policies, the proposed GPU would have less than significant impacts related to the increase in the use of existing

neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. In addition, because the GPU itself would not include any recreational facilities, or require the construction or expansion of recreational facilities, the GPU would not have an adverse physical effect on the environment. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

V. Other Public Facilities

Analysis of Impacts
Public facilities located throughout the Planning Area are shown in Exhibit 4.15-5 (Existing Public Facilities). Compton residents have access to two nearby public libraries operated by the County of Los Angeles Library system. Compton Library is located at the Compton Civic Center, and the East Rancho Dominguez Library is in unincorporated East Compton. Additionally, there are multiple community centers located within the Planning Area, including the: Douglas F. Dollarhide Community Center, the community center at Walter R. Tucker Sr. Park, the Lueders Park Community Center, the Center for Sustainable Communities, and the East Rancho Dominguez Community Center. The residents, employees, and customers of the Planning Area may incrementally increase the use of the City's library and community center services; however, the increase is not expected to be significant relative to citywide demand due to societal changes in the demand and type of library services needed by the public and the continued expansion of personal information services from the internet. The City and other responsible parties would be responsible for assessing growth in demand for such public facilities as the City grows, and if the growth potential from the proposed GPU would be such that demand for these services would require the provision of new or physically altered facilities. As such, it is anticipated that existing public facilities are able to adequately accommodate any incremental increase in demand due to implementation of the proposed GPU.

The Community Services, Open Space, and Natural Resources Element of the proposed GPU includes Goal CR-12 and its policies, which seek to create lifelong learning facilities and services that help individuals develop skills and knowledge for personal growth and economic resilience. Policy CR-12.1 directs the City to collaborate with Los Angeles County Library to ensure that library services are accessible to all residents, by providing equitable access to library resources, materials, and technology. Policy CR-12.2 directs the City to consult with Los Angeles County Library expanding library branches, bookmobile services, and digital resources to reach residents in all neighborhoods, partnering with community organizations and schools to provide outreach programs and literacy initiatives for underserved populations. Policy CR-12.3 directs the City to consult with Los Angeles County Library, local schools, Compton College, and other facilities that can operate as learning hubs for education, social interaction, technology centers, and maker spaces, allowing youth and teens safe and enriching after-school activities. Policy CR-12.7 seeks to celebrate cultural diversity, promote arts and culture, and foster community connections through a diverse array of cultural events, author talks, art exhibitions, and community forums hosted by the library. Policy CR-12.8 seeks to bridge the digital divide and ensure digital literacy among residents by providing access to computers, internet connectivity, and technology training programs at library branches and community centers. Policy CR-12.9 aims to invest in technology infrastructure, computer labs, and Wi-Fi hotspots at library branches, offering digital literacy

classes, technology workshops, and one-on-one assistance to help residents develop essential digital skills for learning, communication, and employment. Lastly, Policy CR-12.10 strives to cultivate a sense of ownership and participation in lifelong services and programs by engaging residents as volunteers, advocates, and partners in library initiatives and community events, including establishing volunteer programs and collaborating with the Friends of the Library organization.

Additionally, the Environmental Justice Element of the proposed GPU includes Goal EJ-4 and its policies which aim to establish a network of well-maintained community facilities, including schools, that are easily accessible, culturally supportive, and responsive to the needs of the community. Policy EJ-4.1 prioritizes the upkeep and enhancement of established civic and public facilities to ensure they are safe, attractive, and responsive to community needs. Policy EJ-5.5 aims to invest in the development of pedestrian and bicycle infrastructure, including sidewalks, bike lanes, and multi-use trails to create safe and accessible routes for active transportation by prioritizing projects that connect parks, schools, residential areas, and commercial districts to promote walking and cycling as viable transportation options. Additionally, the Land Use Element of the proposed GPU contains Goal LU-10 and its policies which strive for equitable distribution of public facilities including schools. Policy LU-10.3 encourages development of public facilities, including schools, at locations where they most efficiently serve the community and are compatible with current and future land uses. Policy LU-10.4 promotes equitable distribution of community facilities and infrastructure. Community facilities should continue to be located near residents to serve as neighborhood centers and maximize use. Policy LU-10.5 encourages community involvement to assess the needs of City residents to determine priorities for the rehabilitation or new construction of public facilities. Policy LU-10.9 aims to prioritize and allocate citywide resources to provide public facilities and services to communities in need. With implementation of these goals and policies, the proposed GPU would have less than significant impacts regarding libraries and other public facilities.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact PUB-2 – Would the GPU cause substantial adverse cumulative impacts with respect to public services?

Analysis of Impacts
The proposed GPU does not include specific development projects. Development projects in the Planning Area would generally increase the land use intensities in the service areas for the Fire and Police Protection services within the City, potentially causing incremental and cumulative increases in the number of calls for fire and/or police protection services. Development of residential projects within the boundaries of the various school districts serving City residents would lead to incremental increases in the number of students served by the district. Development of residential projects in the Planning Area would also lead to increases in the number of people who use the City's park and library facilities. The increase in demand for public services in the City attributable to the GPU would be incremental as growth occurs. Projects constructed within the Planning Area over the life of the Plan would also be required to be developed in accordance with applicable fire codes and emergency access requirements. Compliance with such

requirements would help prevent and/or alleviate most fire-related emergencies and help facilitate more expedient emergency response (adequate fire flows, turning radii, width of emergency accesses). Similarly, goals and policies included within the GPU have been designed to improve public safety through design practices, expanded resources and community engagement. These strategies are anticipated to lessen demand for both fire and police protection services within the Planning Area.

Population growth is anticipated within the City over the lifespan of the GPU, which in turn would lead to an increase in the student population of the Planning Area. While portions of the Planning Area fall within the Lynwood Unified School District, most students within the City will be enrolled with CUSD. Existing facilities, and those currently in development, are considered adequate to accommodate an increase in student attendance, and it is not likely that any new facilities would be required as a result of development under the proposed GPU. Payment of established School Impact Fees is considered full mitigation for potential impacts in this regard. Therefore, the proposed GPU, would not result in significant cumulative impacts to school facilities. Potential cumulative impacts with respect to incremental increases in demand for parks would be offset, through the City's development review process, by parkland dedications, construction of new park facilities, monetary contributions, or a combination thereof. Finally, cumulative impacts to libraries and other public facilities would be less than significant through continued assessment of demands and improvements in technology that will ease direct demand on these facilities.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.4.5 – REFERENCES

City of Compton, 1991. *General Plan Vision 2010*. December 3, 1991.

City of Compton, 2023. *Compton Today: Constraints and Opportunities Technical Report*. October, 2023.

City of Compton Fire Department (Compton Fire), 2024. City of Compton Website: https://www.comptoncity.org/departments/fire-dept [Accessed April 2024].

Insurance Services Office (ISO), 2021. *Public Protection Classification (PPC) Ratings*. Website: https://www.verisk.com/insurance/brands/iso/ and https://www.verisk.com/search-results/?q=PPC+ratings [Accessed April 2024].

National Recreation and Parks Association (NRPA), 2024. Website: https://www.nrpa.org/ [Accessed April 2024].

4.16 – RECREATION

This EIR chapter addresses recreation impacts associated with the proposed General Plan Update (GPU). This chapter will evaluate whether the GPU will: 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. It will also determine whether the GPU will include recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.16.1 – ENVIRONMENTAL SETTING

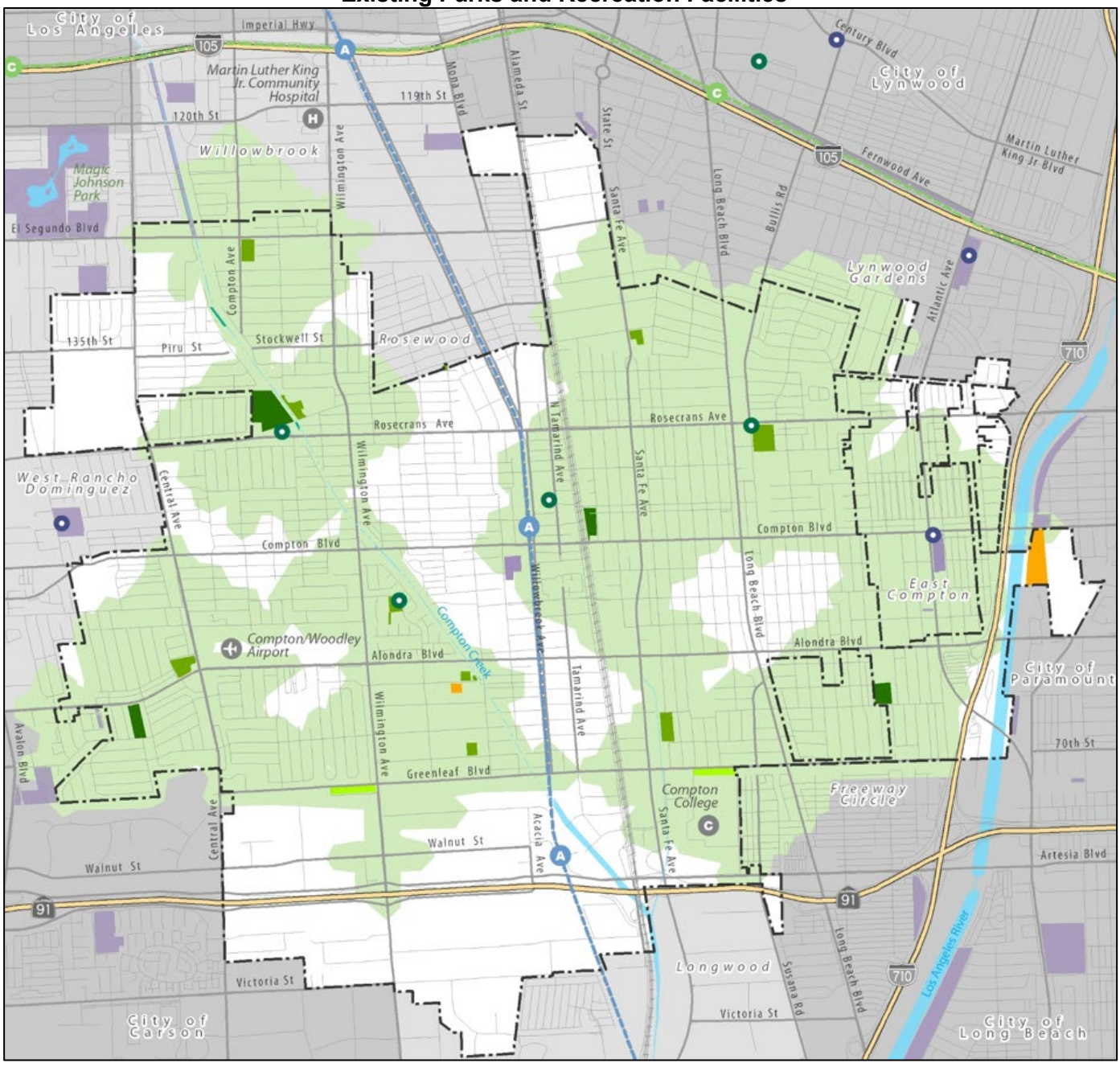
Parks play a vital role in establishing and maintaining the quality of life in a community, promoting the health and well-being of families and youth, and contributing to the economic and environmental prosperity of both a community and its region. As shown in Table 4.16-1 (Existing Parks and Recreation Facilities), Compton manages 67.0 acres of parkland across 14 parks and recreational facilities, with an additional 5.5 acres of park land as part of the East Rancho Dominguez Park, overseen by the County of Los Angeles. These park facilities vary in size and amenities, with some including community facilities within their boundaries. The largest city park facility is Gonzales Park, situated in northwest Compton. It is also home to a community center and features two junior baseball diamonds, a children's playground, batting cages, fitness equipment, a picnic area, a community banquet room, an aquatic center, and the Jackie Robinson Baseball stadium. The second-largest park is Lueders Park, owned by the city and located in northeast Compton. Lueders Park covers six acres and offers a community banquet room, picnic area, gymnasium, outdoor fitness amenities, tennis courts, a playground, and additional picnic areas.

With a population of 95,740 in 2020 and a total of 67 acres of parkland, Compton provides 1.43 acres of parkland per 1,000 residents. According to the National Recreation and Park Association, a typical park and recreation agency should offer anywhere between 3.0 to 10.0 acres of parkland per 1,000 residents (NRPA, 2024). To meet this standard, Compton would therefore need to provide anywhere from 287 to 957 acres of parkland with a population of 95,740. Therefore, the city is lacking anywhere from 220 to 890 acres of parkland it should be providing to the community. Parkland services and distribution are also measured by evaluating how many of their residents live within a 10-minute walk, or one-half mile, of a park. Exhibit 4.16-1 shows the locations of parks and recreational facilities within the city, as well as their 10-minute walkability in proximity to neighborhoods. As shown in the exhibit, while most neighborhoods are a 10-minute walk from a local park, some residences are located farther, which can impact resident’s well-being and overall quality of life.

Table 4.16-1
Existing Parks and Recreation Facilities

Park Name	Address	Acres	Amenities
Burrell-McDonald Park	1812 N. Santa Fe Ave.	5.1	Baseball Diamond, Basketball Court(s), Community Banquet Room, Multipurpose Field, Outdoor Fitness Equipment, Picnic Area, playground, Recreation Room(s), Walking Trail
Compton Par 3 Golf Course	6400 E. Compton Blvd.	11.9	Off-Street Parking, Pro Shop, Snack Shop
Ellerman Park	400 W. Bennett St.	1.7	Multipurpose Field, Playground
Fig/Oleander Park	Oleander Ave/Fig St.	0.3	Playground
Gonzales Park	1101 W. Cressey St.	14.3	Aquatic Center, Baseball Diamond, Batting Cages, Bullpens, Community Banquet Room, Gym, Outdoor Fitness Equipment, Picnic Area, Playground, Practice Infield, Recreation Room(s), Stadium
Kelly Park	2319 E. Caldwell St.	4.3	Baseball Diamond, Basketball Court(s), Community Banquet Room, Multipurpose Field, Picnic Area, Playground, Recreation Room(s)
Lueders Park	1500 E. Rosecrans Ave.	7.3	Aquatic Center, Community Banquet Room, Courtyard, Gym, Multipurpose Field, Outdoor Fitness Equipment, Picnic Area, Playground, Practice Infield, Recreation Room(s), Tennis Courts, Walking Trail
Cesar Chavez Neighborhood Park	1812 N. Santa Fe Ave.	1.9	Basketball Court(s), Multipurpose Field, Playground
Raymond Street Park	400 W. Raymond St.	1.4	Baseball Diamond, Playground
Sibrie Park	1300 W. El Segundo Blvd.	3.7	Baseball Diamond, Multipurpose Field, Playground
South Park	Chester and Caldwell	4.6	Baseball Diamond, Multipurpose Field
Tragniew Park	2121 W. Alondra Blvd.	4.3	Basketball Court(s), Multipurpose Field, Playground, Tennis Courts
Dr. Walter R. Tucker Park	650 W. Laurel St.	2.5	Classrooms/Meeting Rooms, Multipurpose Field, Playground, Recreation Room(s)
Wilson Park	123. N. Rose St.	3.7	Basketball Court(s), Community Banquet Room, Gym, Multipurpose Field, Outdoor Fitness Equipment, Picnic Area, Playground, Recreation Room(s), Skate Park
Total Compton Park Acres		**67.0**	
East Rancho Dominguez Park (County of Los Angeles)	15116 S. Atlantic Ave.	5.5	Gym, Community Center, Tennis Courts, Basketball Courts, Playground, Baseball Diamonds, Exercise and Fitness Equipment
Dr. Martin Luther King Jr. Memorial (County of Los Angeles)	Compton City Hall and Civic Center	4.1	Dr. Martin Luther King Jr. Memorial

Exhibit 4.16-1
Existing Parks and Recreation Facilities



Park and Recreation Facilities
- Community Park
- Neighborhood Park
- Compton Creek
- Parkway
- Special Facility
- Non-City Park Facility

Park Access (Half-Mile Access/Walk)
- 10-Minute Park Access (Walk)

Community Centers
- Compton Community Centers
- Other Community Centers

Base Map Features
- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies

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4.16.2 – REGULATORY FRAMEWORK

State

Quimby Act (1975)
The Quimby Act allows cities and counties to adopt park dedication standards/ordinances requiring developers to set aside land, donate conservation easements, or pay fees towards parkland.

State Public Park Preservation Act (California Public Resource Code Section 5400 – 5409)
The State Public Park Preservation Act is the primary instrument for protecting and preserving parkland in California. Under the act cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This ensures a no net loss of parkland and facilities.

Local

City of Compton 2045 Comprehensive General Plan Update
The city of Compton 2045 Comprehensive General Plan Update includes the following goals and policies related to recreation:

Community Services, Open Space, and Natural Resources Element

GOAL CR-1: ENSURE THE PRESERVATION, ENHANCEMENT, AND MAINTENANCE OF ALL PARKS

Policy CR-1.1: **Parks and Open Space Preservation.** Preserve, expand, and enhance parks, green spaces, and recreational facilities to provide residents with safe and inviting spaces for outdoor recreation, leisure activities, and community gatherings.

Policy CR-1.2: **Improve Established Parks.** Prioritize development, maintenance, and improvements, including playground upgrades, sports field renovations, trail enhancements, and landscaping projects.

Policy CR-1.3: **Parks Maintenance and Upkeep.** Ensure the regular maintenance, cleanliness, and safety of parks and open spaces throughout the City, preserving their aesthetic appeal and functionality for residents to enjoy.

Policy CR-1.4: **Improve and Enhancement of Parks.** Improve and enhance existing parks and open spaces, addressing infrastructure needs, upgrading amenities, and incorporating green infrastructure to enhance sustainability and resilience.

Policy CR-1.5: **Park Condition Assessment.** Conduct park condition assessments to identify areas for improvement, replacement of amenities and facilities, and prioritize capital improvement projects based on technical analysis.

Policy CR-1.6: **Mobile Recreation.** Implement temporary pop-up parks or mobile recreation programs on City facilities to address park needs in underserved neighborhoods.

Policy CR-1.7: **Sufficient Resources.** Ensure sufficient maintenance staffing and resources to take care of park assets and landscaping, plus address needs for routine and preventative maintenance, facility repair and replacement, and the stewardship of natural resources.

Policy CR-1.8: **Playground Replacement.** Ensure the safety and accessibility of playgrounds in parks, adhering to established government safety standards, and guidelines to minimize hazards and promote safe play experiences for children.

Policy CR-1.9: **Parkland Ratio.** Increase the parkland acreage to population ratio to three acres per 1,000 population.

Policy CR-1.10: **Park Investments.** Prioritize the creation of new parks in underserved areas, especially neighborhoods outside a 10-minute walk to a park, to provide more convenient access to parks and recreational opportunities.

Policy CR-1.11: **Funding Sources.** Explore new and innovative funding sources and land acquisition mechanisms—in addition to traditional funding options—to expand park and recreation options.

Policy CR-1.12: **New Park Feasibility.** Ensure that new parks and enhancements to existing parks are supported by capital and operations funding to support development and ongoing maintenance and asset management.

Policy CR-1.13: **Youth Recreation and Sports.** Promote physical fitness, teamwork, and positive youth development through recreational activities, sports leagues, and fitness programs that provide opportunities for youth to engage in healthy and active lifestyles.

GOAL CR-9: **PROMOTE HEALTH AND WELLNESS, AND FITNESS THROUGH A RECREATION SERVICES AND PROGRAMMING OPPORTUNITIES FOR LEISURE AND FITNESS**

Policy CR-9.1: **Recreation Programming Diversity and Inclusivity.** Offer a diverse array of recreational programs and activities that reflect the interests, cultures, and demographics of the community.

Policy CR-9.2: **Recreation Programming Strategy.** Develop and implement a comprehensive adult recreation programming strategy that includes a wide range of activities such as sports leagues, fitness classes, arts and crafts workshops, cultural celebrations, and special events,

Policy CR-9.3: **Partnerships.** Partner with local organizations, clubs, and community instructors to offer adult instructional programming for residents.

Policy CR-9.4: **Community Events and Cultural Celebrations.** Build community cohesion and foster civic pride through a calendar of community events, festivals, and individual cultural celebrations that bring residents together for shared experiences and celebrations.

Policy CR-9.5: **Community Events Support.** Support community events, including holiday celebrations, parades, music festivals, and cultural heritage events, collaborating with local artists, performers, vendors, and community groups to showcase the community's diversity and promote community spirit and unity.

Policy CR-9.6: **Active Living Activities and Partnerships.** Encourage physical activity and wellness through sponsoring initiatives such as walking clubs, bike clubs, fitness challenges, community sports leagues, and outdoor recreation programs, partnering with healthcare providers, fitness professionals, and community organizations to provide resources, education, and support for residents to adopt and maintain healthy lifestyles.

Policy CR-9.7: **Community Volunteers.** Establish a strong volunteering program using the skills, talents, and enthusiasm of community members to support and enhance city-sponsored programs and events, fostering community engagement, collaboration, and civic pride.

GOAL CR-10: **PROMOTE THE HEALTH, WELL-BEING, AND SOCIAL ENGAGEMENT OF SENIORS BY PROVIDING A RANGE OF WELLNESS AND SELF SUFFICIENCY PROGRAMS TAILORED TO THEIR NEEDS AND INTERESTS**

Policy CR-10.1: **Senior Recreational Programming.** Provide senior centers, wellness classes, recreational outings, and social events tailored to the interests and abilities of seniors, partnering with senior organizations, healthcare providers, and community groups to offer programs that promote healthy aging, social engagement, and independent living.

Policy CR-10.2: **Senior Fitness and Exercise.** Offer a variety of fitness classes, exercise sessions, and recreational activities specifically designed for seniors to promote physical health and mobility.

Policy CR-10.3: **Senior Socialization and Community Engagement.** Create opportunities for seniors to socialize, build connections, and engage with their peers through social events, outings, and group activities, including organizing regular social gatherings, cultural outings, educational workshops, and intergenerational activities to foster a sense of community and belonging among seniors.

Policy CR-10.4: **Senior Nutrition and Meal Assistance.** Address food insecurity and promote healthy eating habits among seniors by offering nutrition education, meal assistance, and access to nutritious food options, including partnering with local food banks, senior centers, and meal delivery services.

Policy CR-10.5: **Senior Transportation and Mobility.** Provide accessible and reliable transportation options for seniors, including assistance with mobility, enabling them to participate in community activities and access essential services.

Policy CR-10.6 **Senior Housing and Home Assistance.** Support seniors in accessing safe, affordable housing options and obtaining assistance with home maintenance,

modifications, and supportive services as needed by collaborating with housing agencies, nonprofit organizations, and social service providers.

Land Use Element

GOAL LU-8: QUALITY PARKS, RECREATION FACILITIES, OPEN SPACES, AND URBAN GREENERY THAT SERVE THE COMMUNITY'S DIVERSE NEEDS

Policy LU-8.1: **Parks Preservation.** Preserve, protect, and maintain parks and recreation facilities as critical spaces in Compton, recognizing that such uses contribute to a high quality of life.

Policy LU-8.2: **Open Space Requirement.** Require the provision of adequate on-site open space and communal areas for residential developments.

Policy LU-8.3: **Green Streetscape Promotion.** Promote greenery and active street frontages throughout the City by requiring well-landscaped and well maintained setbacks, including sidewalks that meander and/or otherwise set back from the curb face.

Policy LU-8.4: **Small Parks Network Establishment Program.** Establish a network of small parks and plazas with amenities such as seating, lighting, and public art.

Policy LU-8.5: **Public Space Funding Innovation.** Explore innovative methods and private partnerships for funding and constructing new public spaces.

Policy LU-8.6: **Vacant Space Utilization.** Leverage underutilized sidewalks, medians, parking spaces, and vacant land to incorporate temporary and permanent public spaces and green infrastructure.

Policy LU-8.7: **Neighborhood Beautification Program.** Encourage visually attractive residential neighborhoods by expanding climate appropriate street trees and other types of streetscape and hardscape, and by using attractive drought-tolerant landscaping.

Policy LU-8.8: **Public Space Allocation.** Encourage the provision of approximately 10 percent of a commercial/mixed use project's net site area as public space, with adjustments for smaller (less than ten acres) or constrained sites.

4.16.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the GPU could result in a significant impact if it would:

A. 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. Include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment.
C. Cause substantial adverse cumulative impacts with respect to recreation.

4.16.4 – IMPACTS AND MITIGATION MEASURES

Recreational Facilities

Impact REC-1 – Would the GPU increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Impact REC-2 - Would the GPU include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?

Analysis of Impacts

As shown in Table 4.16-1 (Existing Parks and Recreation Facilities), Compton manages 67.0 acres of parkland across 14 parks and recreational facilities, with an additional 5.5 acres of park land as part of the East Rancho Dominguez Park, overseen by the County of Los Angeles. With a population of 95,740 in 2020 and a total of 67 acres of parkland, Compton provides 1.43 acres of parkland per 1,000 residents. According to National Recreation and Park Association, a typical park and recreation agency should offer anywhere between 3.0 to 10.0 acres of parkland per 1,000 residents (NRPA, 2024). To meet this standard, Compton would therefore need to provide anywhere from 287 to 957 acres of parkland with a population of 95,740. Therefore, the city is lacking anywhere from 220 to 890 acres of parkland it should be providing to the community. Parkland services and distribution can also be measured by evaluating how many of their residents live within a 10-minute walk, or one-half mile, of a park. Exhibit 4.16-1 outlines the locations of parks and recreational facilities within the Planning Area, as well as their 10-minute walkability in proximity to neighborhoods. As shown in Exhibit 4.16-1, while most neighborhoods are within a 10-minute walk from a local park, some residences are located farther, which can impact residents' well-being and overall quality of life.

As outlined in the GPU, the City is anticipating new development and population growth as part of its long-term vision and redevelopment. As the City grows, so will the demand on its existing and the need for new parks and recreational programs. In addition, the proposed GPU does not include development of any new park and/or recreation facilities as part of its framework. As no new recreational facilities are proposed as part of GPU, there would be an incremental increase in the use of recreational facilities in tandem with the anticipated increase in the City's population. It is assumed that the City and other responsible actors would monitor the reliability of the City's recreational facilities, and assess whether over the lifespan of the GPU, the need arises for the expansion or construction of new facilities.

The proposed GPU anticipates the Planning Area would go through a period of significant growth, of which, new or refurbished recreational facilities may be necessary. As such, the proposed GPU includes goals and policies intended to slow the deterioration of existing parks and recreation facilities and provide additional parks and recreation services to the residents of Compton. This includes Land Use Element Goal LU-8 and its policies, which strive for quality parks, recreation facilities, open spaces, and urban greenery that serve the community's diverse needs. Policy LU-8.1 aims to preserve, protect, and maintain parks and recreation facilities as critical spaces in Compton, recognizing that such uses contribute to a high quality of life. Policy LU-8.2 requires the provision of adequate on-site open space and communal areas for industrial and residential developments. Policy LU-8.3 seeks to promote greenery and active street frontages throughout the City by requiring well-landscaped and well maintained setbacks, including sidewalks that meander and/or otherwise set back from the curb face. Policy LU-8.4

aims to establish a network of small parks and plazas with amenities such as seating, lighting, and public art. Policy LU-8.5 seeks to explore innovative methods and private partnerships for funding and constructing new public spaces. Finally, Policy LU-8.8 aims to encourage the provision of approximately 10 percent of a commercial/mixed use project's net site area as public space, with adjustments for smaller (less than ten acres) or constrained sites.

In addition, the Community Services, Open Space, and Natural Resources Element of the proposed GPU includes Goal CR-1 and its policies which seek to ensure the preservation, enhancement, and maintenance of all parks. Policies CR-1.1 through CR-1.4 pertain to the preservation, improvement, and maintenance of the City's park facilities, ensuring that those existing resources continue to be serviceable to residents. Policy CR-1.5 requires the City to conduct park condition assessments to identify areas for improvement, replacement of amenities and facilities, and prioritize capital improvement projects based on technical analysis. Policy CR-1.6 proposes the implementation of temporary pop-up parks or mobile recreation programs on City facilities to address park needs in underserved neighborhoods. Policy CR-1.7 requires the City to ensure sufficient maintenance staffing and resources to take care of park assets and landscaping, plus address needs for routine and preventative maintenance, facility repair and replacement, and the stewardship of natural resources. Policy CR-1.8 requires the City to ensure the safety and accessibility of playgrounds in parks, adhering to established government safety standards, and guidelines to minimize hazards and promote safe play experiences for children. Policy CR-1.9 directs the City to increase the parkland acreage to population ratio to three acres per 1,000 population. Policy CR-1.10 directs the City to prioritize the creation of new parks in underserved areas, especially neighborhoods outside a 10-minute walk to a park, to provide more convenient access to parks and recreational opportunities. Policy CR-1.11 seeks to explore new and innovative funding sources and land acquisition mechanisms—in addition to traditional funding options—to expand park and recreation options. Policy CR-1.12 aims to ensure that new parks and enhancements to existing parks are supported by capital and operations funding to support development and ongoing maintenance and asset management. Further, Goal CR-9 , which directs the City to promote health and wellness, and fitness through a recreation services and programming opportunities for leisure and fitness. Similarly Goal CR-10 directs the City to promote the health, well-being, and social engagement of seniors by providing a range of wellness and self-sufficiency programs tailored to their needs and interests.

Finally, all future development projects under the proposed GPU would be required to pay developer impact fees which would go towards funding the maintenance, expansion, and development of parks and recreation facilities within the Planning Area. With payment of developer impact fees, and implementation of the outlined goals and policies, the proposed GPU would have less than significant impacts related to the increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. In addition, because the GPU itself would not include any recreational facilities, or require the construction or expansion of recreational facilities, the GPU would not have an adverse physical effect on the environment. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact REC-3 – Would the GPU cause substantial adverse cumulative impacts with respect to recreation?

Analysis of Impacts
The proposed GPU does not include specific development projects. However, the increase in demand for parks and recreational service in the Planning Area attributable to the GPU would be incremental as growth occurs over the 20-year life of the plan and would be offset through the development review process and compliance with existing and future policies as included within the GPU. This condition would also occur in other surrounding jurisdictions as development occurs in the future. However, those jurisdictions, including the County for unincorporated areas, would likely have their own exactions for new development to support additional park facilities, so the proposed GPU would not make a significant contribution to cumulatively considerable impacts regarding regional park facilities and services.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.16.5 – REFERENCES

City of Compton, 1991. *General Plan Vision 2010*. December 3, 1991.

City of Compton, 2023. *Compton Today: Constraints and Opportunities Technical Report*. October, 2023.

National Recreation and Park Association. NRPA Park Metrics. Web: https://www.nrpa.org/publications-research/ParkMetrics/ [Accessed June 2024].

4.17 – TRANSPORTATION

This EIR chapter addresses transportation and traffic impacts associated with the proposed General Plan Update (GPU). Issues of interest are transportation and traffic impacts identified by the CEQA Guidelines: whether the GPU will conflict with a program plan, ordinance or policy addressing the circulation system; will conflict with or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b) regarding vehicle miles traveled or VMT; will substantially increase hazards due to a geometric design feature or incompatible uses; or will result in inadequate emergency access. The information in this section is largely taken from the *City of Compton General Plan Update Existing Transportation Conditions* report prepared by Iteris, Inc. (Iteris, 2023) and the *Compton General Plan Update – CEQA Transportation Impact Analysis* report prepared by Iteris (Iteris, 2024) (see Appendix F).

4.17.1 – ENVIRONMENTAL SETTING

This section describes the City's current roadway classification, current vehicular traffic volumes and operations at key intersections, and commuting trends obtained from US Census data.

The Roadway Network

The roadway network within the City of Compton is defined by a classification system that uses a hierarchy of facility types based on differences in size, function, and capacity. The network is comprised of freeways, major highways, secondary highways, collector streets, and local streets. These different types of roadways are called functional classifications and are described in more detail within this section. Exhibit 4.17-1 shows the currently adopted roadway network classifications for the City of Compton.

Freeways

Freeways carry the highest levels of volume, with total access-control, out of all the functional classifications. The purpose of freeways is to carry high volumes of traffic from region to region. Additionally, freeways consist of the highest posted speeds (usually 55-65 mph). In Compton, Interstate 710 (with an interchange at Alondra Boulevard) and State Route 91 (with interchanges at Central Avenue, Wilmington Avenue, and Alameda Street/Santa Fe Avenue) are classified as freeways.

Major Highways

Major highways are typically four-to-six lane roadways with a raised or painted median separating each direction. Major highways provide necessary connection to the regional freeway system (I-710 and SR-91) while accommodating high volumes of traffic. Additionally, major highways also serve the major developments in the City (such as large commercial developments, employment generating uses, and education facilities) that generate high traffic volumes. Major highways in the City include:

- El Segundo Boulevard
- Rosecrans Avenue
- Alondra Boulevard
- Central Avenue
- Wilmington Avenue
- Alameda Street
- Santa Fe Avenue
- Long Beach Boulevard
- Atlantic Avenue

Secondary Highways
Secondary highways are typically four travel lanes with undivided or painted median separating the roadways into two lanes in each direction. Secondary highways provide necessary connections to other streets within the City while accommodating high volumes of traffic. Secondary highways in the City include:

- Compton Boulevard
- Greenleaf Boulevard
- Artesia Boulevard

Residential Collector Streets
Residential collector streets include two to four travel lanes and assist with moving traffic to and from the residential neighborhoods in the City. Another function of residential collector streets is to discourage through traffic within the individual residential neighborhoods. Willowbrook Avenue East and West are the only streets classified as residential collectors in the City.

Industrial Collector Streets
Industrial collector streets provide a connection between major highways, secondary highways, and industrial areas. Industrial collector streets support large volumes of truck traffic and have wider lanes to accommodate large trucks. Alameda Street East is currently the only street classified as an industrial collector.

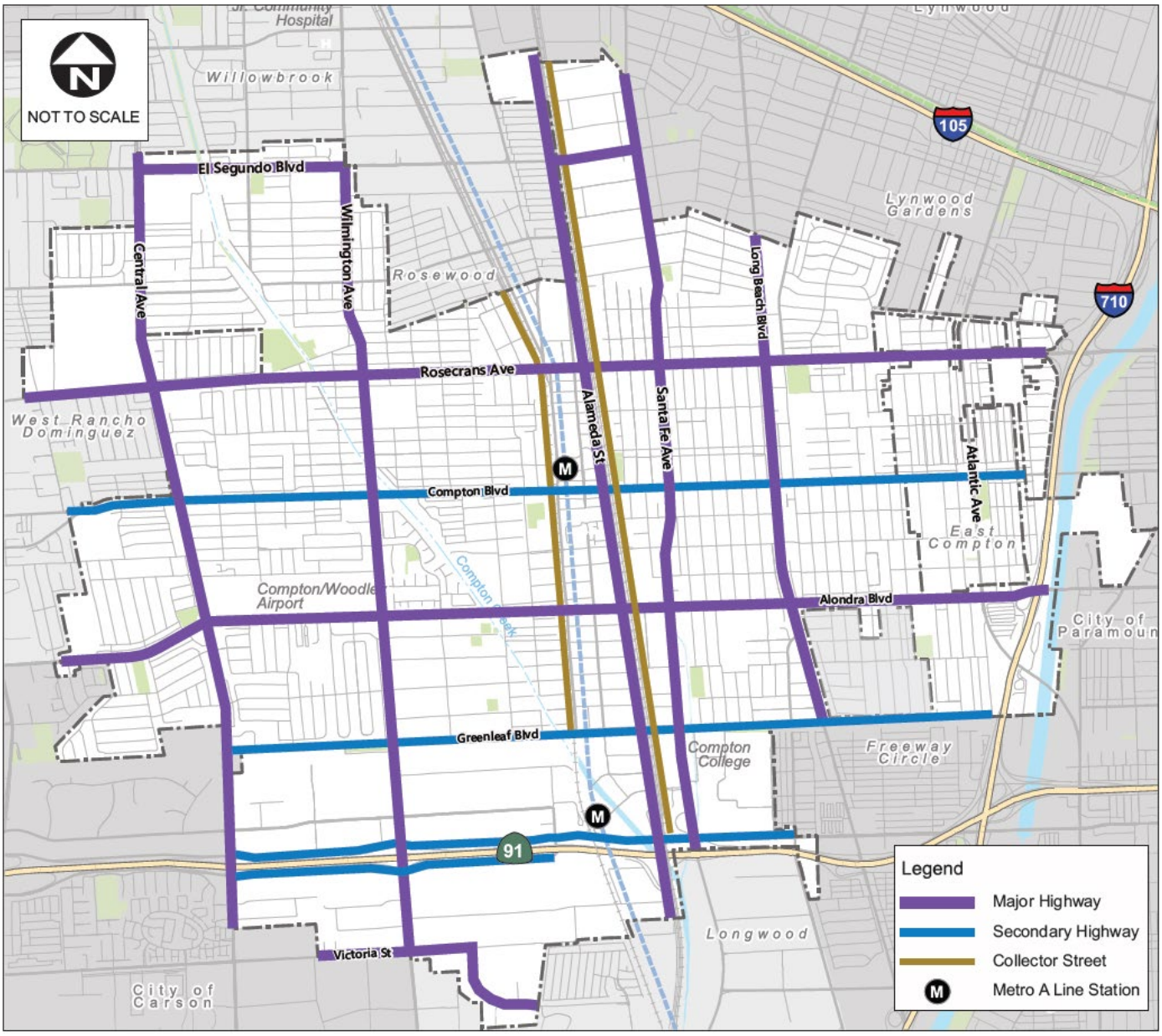
Local Streets
The majority of the City's streets are Local streets, which typically consist of two undivided travel lanes. The roadways provide connection for public access to parcels that are not served by other functional roadway class.

Vehicle Traffic and Operations

In order to provide an assessment of current vehicle traffic conditions within the City, new traffic counts were collected in November 2022. Both intersection turning movement and roadway segment counts were collected, during typical weekdays, with local schools in session. The intersection turning movement counts were collected during the a.m. peak period (7:00-9:00 a.m.) and p.m. peak period (4:00-6:00 p.m.), while the roadway segment counts were collected over a 24-hour period. A total of 17 intersections and 7 roadway segments were counted. The locations are shown in Exhibit 4.17-2.

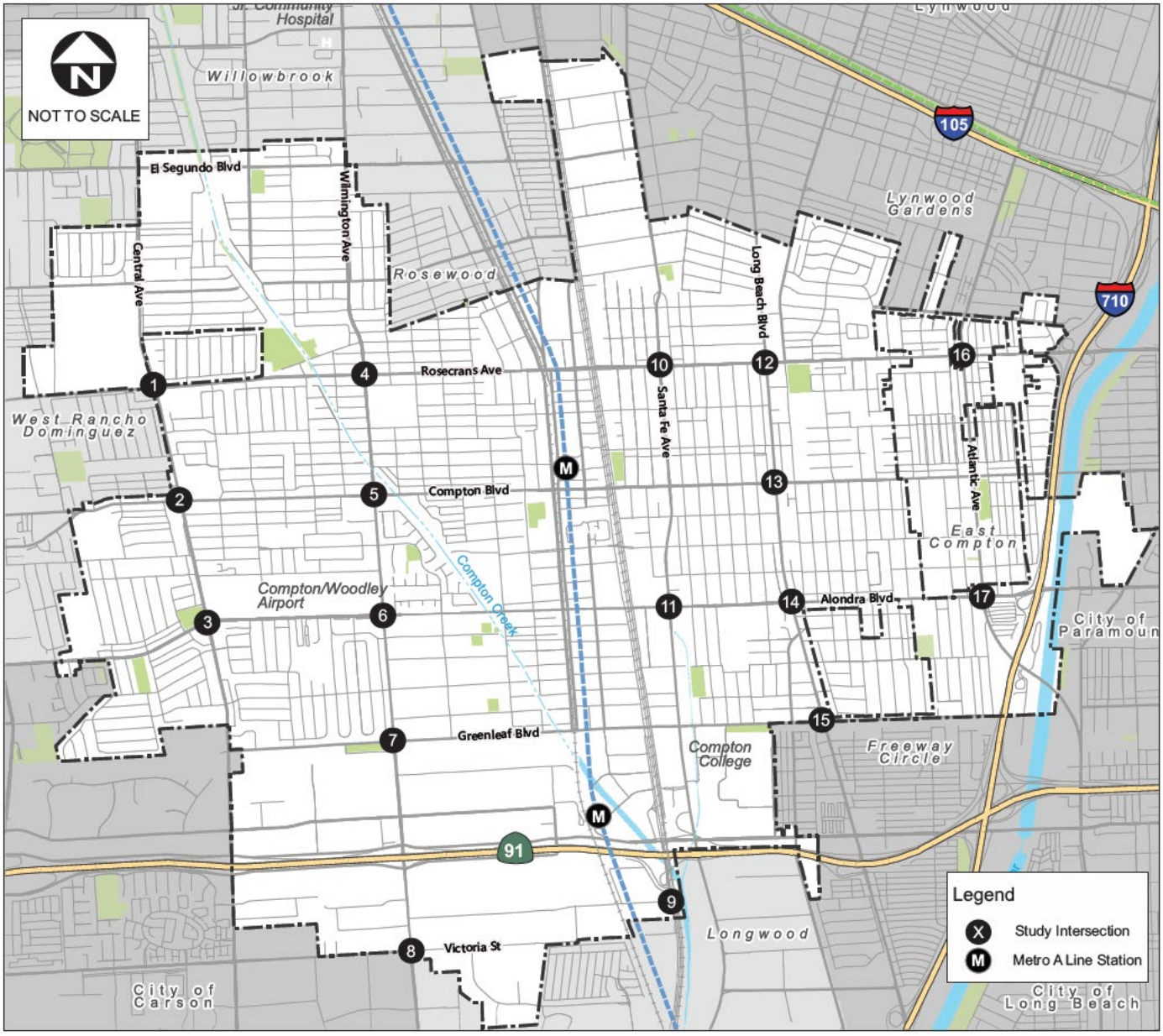
On average, Rosecrans Avenue (an east-west street) carries the highest daily traffic volumes amongst all roadways in the City. Of the north-south streets, Central Avenue generally carries the highest daily traffic volumes, with Wilmington Avenue carrying the next highest amount of traffic volumes. Along the east-west roadways (Rosecrans Avenue, Compton Boulevard, Alondra Boulevard) at the western edge of the City (i.e., Central Avenue), a.m. peak hour traffic volumes are higher in the westbound direction than the eastbound. Conversely, during the p.m. peak hour, eastbound traffic volumes are higher than the westbound direction. This generally displays an outflow of commuter traffic from the City in the morning, with an inflow in the evening. Along north-south streets such as Wilmington Avenue and Alameda Street, along the south edge of the City, a.m. peak hour volumes are higher in the southbound direction (i.e., towards SR-91) than volumes in the northbound direction. Conversely, p.m. peak hour volumes in the northbound direction are higher than the a.m. peak hour (i.e., from SR-91).

Exhibit 4.17-1
Currently Adopted Roadway Classifications



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Exhibit 4.17-2
Study Intersections



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Daily volumes along key roadways throughout the City were developed based on a combination of the daily roadway segment counts and peak hour intersection turning movements. Utilizing the two sets traffic data, Average Daily Traffic (ADT) roadway segment volumes were calculated by applying an average p.m. peak hour-to-daily volume conversion factor. This conversion factor was determined through review of the 24-hour segment counts, averaging the factor calculated from the seven count locations. Peak hour intersection levels of service (LOS) are shown in Table 4.17-1.

Table 4.17-1
Existing Peak Hour Intersection Levels of Service

Intersection		Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS*	Delay (s)	LOS*
1	Central Ave/Rosecrans Ave	Signalized	57.2	E	54.2	D
2	Central Ave/Compton Blvd	Signalized	35.3	D	33.0	C
3	Central Ave/Alondra Blvd	Signalized	36.5	D	50.1	D
4	Wilmington Ave/Rosecrans Ave	Signalized	47.4	D	39.9	D
5	Wilmington Ave/Compton Blvd	Signalized	32.5	C	42.4	D
6	Wilmington Ave/Alondra Blvd	Signalized	41.2	D	46.2	D
7	Wilmington Ave/Greenleaf Blvd	Signalized	21.7	C	27.9	C
8	Wilmington Ave/Victoria St	Signalized	26.5	C	50.4	D
9	Alameda St/Manville St	Signalized	9.7	A	14.4	B
10	Santa Fe Ave/Rosecrans Ave	Signalized	64.2	E	45.1	D
11	Santa Fe Ave/Alondra Blvd	Signalized	34.4	C	39.9	D
12	Long Beach Blvd/Rosecrans Ave	Signalized	54.1	D	41.3	D
13	Long Beach Blvd/Compton Blvd	Signalized	39.5	D	38.2	D
14	Long Beach Blvd/Alondra Blvd	Signalized	39.2	D	44.7	D
15	Long Beach Blvd. Greenleaf Ave	Signalized	10.8	B	14.4	B
16	Atlantic Ave/Rosecrans Ave	Signalized	31.4	C	30.3	C
17	Atlantic Ave/Alondra Ave	Signalized	41.2	D	43.0	D

Source: Iteris, 2023.

As shown in Table 4.17-1, the majority of the study intersections are currently operating at LOS D or better, while two intersections are currently operating at LOS E, during the a.m. peak hour. These two intersections are both located along Rosecrans Avenue, at Central Avenue and at Santa Fe Avenue. Exhibit 4.17-3 presents a summary of ADT volumes, depicted by colors associated with each ADT range (low, medium, high).

Transit Conditions

Several transit networks operate within Compton to serve local residents and regional commuters. Public transportation options in the City are varied and include local fixed-route bus, regional bus, and rail services.

Bus Service

As described below, Compton is served by a combination of local and regional bus services, including Metro Local Bus System, G Trans, and Renaissance Transit.

Compton Renaissance Transit System. The Renaissance Transit system is a fixed-route bus system that serves Compton. The system has five routes that operate in a loop pattern, on a Monday to Saturday service schedule. Table 4.17-2 shows the Renaissance bus route name/number that operates within Compton and their description.

Table 4.17-2
Compton Renaissance Bus Service

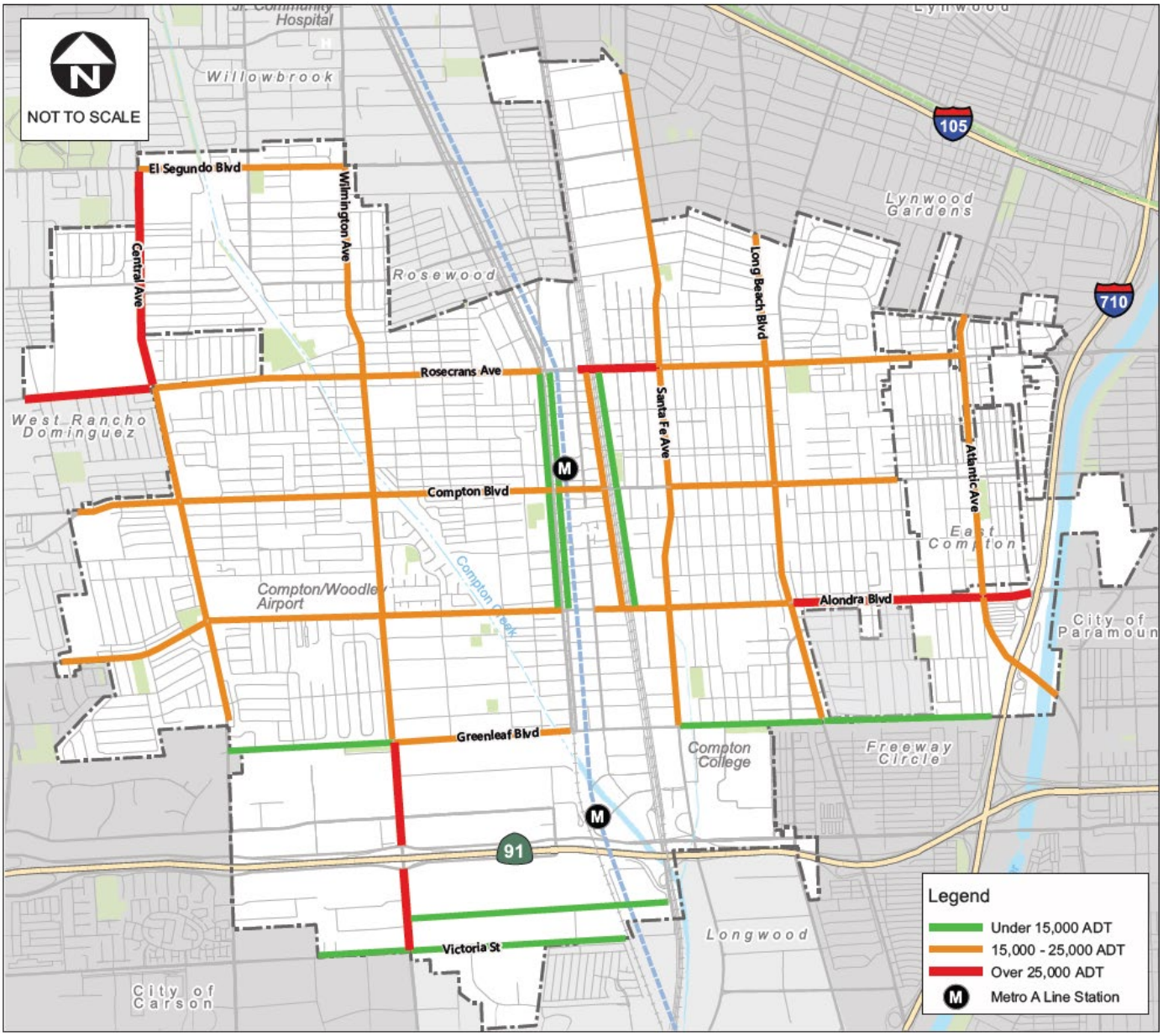
Route	Service Area	Weekday Period Frequency
Route 1	Operates between MLK Transit Center and Rosecrans/Willowbrook Station along Rosecrans Ave, Compton Blvd, Central Ave and El Segundo Blvd.	40 minutes
Route 2	Operates between MLK Transit Center and Myrrh/Acacia Station along Alondra Blvd, Caldwell St, Santa Fe Ave, and Willowbrook Ave.	60 Minutes
Route 3	Operates between MLK Transit Center and El Segundo/Mona Station along Rosecrans Ave, Willowbrook Ave, El Segundo Blvd, and Long Beach Blvd	40 Minutes
Route 4	Operates between MLK Transit Center and Compton/Tamarind Station along Willowbrook Ave, Santa Fe Ave, Long Beach Blvd, San Jose Ave, Compton Blvd, and Alondra Blvd.	40 minutes
Route 5	Operates between MLK Transit Center and MLK Hospital along Long Beach Blvd, Artesia Blvd, Central Ave, El Segundo Blvd, and Willowbrook Ave.	60 Minutes
Source: Iteris, 2023.		

Gardena Municipal (G Trans) System. G Trans is a transit bus service that primarily serves the City of Gardena and surrounding Los Angeles County neighborhoods. The bus system complements Metro's routes through its service area. Within Compton, two G Trans bus routes provide service: Line 3 and 5. Table 4.17-3 shows the G Trans bus route name/number that operates within Compton and their description.

Table 4.17-3
G Trans Bus Service

Route	Service Area	Weekday Period Frequency
Line 3	Operates between South Bay Galleria in Redondo Beach and MLK Transit Center in Compton along Alondra Blvd in Compton.	Eastbound: 30 minutes Westbound: 30 minutes
Line 5	Operates between Aviation Station in Los Angeles and Rosa Parks Station in Compton along El Segundo Blvd in Compton.	Eastbound: 60 minutes Westbound: 60 minutes
Source: Iteris, 2023.		

Exhibit 4.17-3
Average Daily Traffic Volume Ranges



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Metro Local Bus System. Los Angeles Metro Bus is the transit bus service operated by Los Angeles County Metropolitan Transportation Authority (Metro). The bus system operates primarily in the City of Los Angeles and throughout Los Angeles County. The system also connects with other transit operators throughout the region. Table 4.17-4 shows the Metro bus routes that operate within Compton and their description.

Table 4.17-4
LA Metro Bus Service

Route	Service Area	Weekday Period Frequency
Route 51	Operates between Wilshire/Vermont Station in Downtown LA and CSU Dominguez Hills along Avalon Blvd and Central Ave in Compton.	Northbound: 15-20 minutes Southbound: 5-10 minutes
Route 53	Operates between Beaudry/4th Station in Downtown LA and CSU Dominguez Hills along Central Ave in Compton.	Northbound: 20-30 minutes Southbound: 10-15 minutes
Route 60	Operates between Sunset/Figueroa Station in Downtown LA and Artesia Station along Long Beach Blvd in Compton.	Northbound: 10-20 minutes Southbound: 6-10 minutes
Route 125	Operates between El Segundo and Norwalk along Rosecrans Ave in Compton.	Eastbound: 20-60 minutes Westbound: 20-30 minutes
Route 127	Operates between Harbor Freeway Station in LA and Compton/ Somerset Station in Downey along Compton Blvd in Compton.	Eastbound: 40-45 minutes Westbound: 40-50 minutes
Route 128	Operates between Compton Station and Cerritos Towne Center along Alondra Blvd in Compton.	Eastbound: 55-60 minutes Westbound: 40-60 minutes
Route 130	Operates between Torrance/Broadway Station in Redondo Beah and 183rd/Sears Station in Cerritos along Artesia Blvd in Compton.	Eastbound: 55-60 minutes Westbound: 60 minutes
Route 202	Operates between Del Amo Station in Rancho Dominguez and Rosa Parks Station in Willowbrook along Willowbrook Ave in Compton.	Northbound: 60 minutes Southbound: 60 minutes
Route 205	Operates between 13th/Gaffey Station in San Pedro and Rosa Park Station in Willowbrook along Wilmington Ave in Compton.	Northbound: 30-40 minutes Southbound: 30 minutes
Route 260	Operates between A Line Station in Compton to Walnut/Fair Oaks Station in Pasadena along Artesia Blvd and Atlantic Ave in Compton.	Northbound: 27-30 minutes Southbound: 15-25 minutes

Source: Iteris, 2023.

Rail Service

Compton is served by a light rail system operated by Metro, which is the Metro A (previously Blue) Line. The line travels north-south between Downtown Los Angeles and Long Beach, passing through Downtown Los Angeles, South Los Angeles, Watts, Willowbrook, Compton, Rancho Dominguez, and Long Beach. Two stations within Compton provide access to the line: Compton and Artesia Stations. The following lists the daily weekday boarding and alightings of the station (based on pre-Covid, 2019 data):

- Compton Station
  - 2,960 Boardings
  - 2,978 Alightings

- Artesia Station
  - 2,834 Boardings
  - 2,705 Alightings

As shown above, the boardings/alightings amongst the two stations are fairly similar, with the Compton Station consisting of the higher daily activity.

Active Transportation Conditions

Compton applies a complete street approach to ensure that transportation facilities are planned, designed, operated, and maintained to provide safe mobility for all users, including children, elderly people, pedestrians, bicyclists, transit vehicles, and other vehicles, appropriate to the function and context of the facility. Every complete street looks different because it is affected by its context, community preferences, the types of users, and user needs.

Pedestrian Network
Sidewalks are generally present along roadways of all types within Compton from local streets to major highways and marked crosswalks are available at major intersections. However, there are a couple of areas where pedestrian facilities are notably absent, leading to notable gaps in pedestrian access between residential and non-residential developments within Compton. These areas include:

- West side of Wilmington Avenue between Raymond Street and Greenleaf Boulevard
- South side of Greenleaf Boulevard between Wilmington Avenue and Willowbrook Avenue
- North side of Victoria Street west of Wilmington Avenue

Bicycle Network
Compton's designated bikeway network consists of the following two types of facilities:

- **Class I (Bicycle Path)** – Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow minimized.
- **Class II (Bike Lane)** – Provides a striped lane for one-way bike travel on a street or highway.

The following streets/locations within Compton provide bike facilities:

- **Class I**
  - Compton Creek. This paved bike path runs along the east side of Compton Creek between El Segundo Boulevard on the north and Greenleaf Boulevard on the south.
  - LA River. At the eastern edge of the City, a paved bike path runs along the LA River.
- **Class II**
  - Central Avenue, between El Segundo Boulevard on the north and Greenleaf Boulevard on the south.
  - Wilmington Avenue, between El Segundo Boulevard on the north and Rosecrans Avenue on the south.
  - Santa Fe Avenue, between Rosecrans Avenue on the north and Artesia Boulevard on the south.
  - Alondra Boulevard, between Central Avenue on the west and Atlantic Avenue on the east.
  - The Alondra Boulevard bike lane provides access to the Compton Creek bicycle path.

- Greenleaf Boulevard, between Central Avenue on the west and Long Beach Boulevard on the east. The Greenleaf Boulevard bike lane provides access to the Compton Creek bicycle path.
- Compton Boulevard, between Alameda Street (East) on the west and Long Beach Boulevard on the east.

There are currently no Class III (shared-use bike route) or Class IV (protected bike lane) bike facilities within the City.

4.17.2 – REGULATORY FRAMEWORK

Federal

No federal agencies or regulations directly apply to the General Plan's transportation impacts.

State

State of California Department of Transportation (Caltrans)
The State of California Department of Transportation (Caltrans) implements State planning priorities in all plans, programs, and activities. Caltrans has the responsibility to coordinate and consult with local jurisdictions when proposed local land use planning and development may impact State highway facilities. Pursuant to Public Resources Code § 21092.4, for projects of statewide, regional, or area-wide significance, the lead agency must consult with transportation planning agencies and public agencies that have transportation facilities which could be affected by a project.

Senate Bill (SB) 743
On September 27, 2013, Governor Brown signed SB 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under the California Environmental Quality Act (CEQA) process for several categories of development projects including the development of infill projects in transit priority areas and to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions. SB 743 adds Chapter 2.7: Modernization of Transportation Analysis for Transit Oriented Infill Projects to the CEQA Statute (Section 21099). Among other things, SB 743 mandates that alternative metric(s) for determining impacts relative to transportation shall be developed to replace the use of LOS in CEQA documents. Formerly, environmental review of transportation impacts focused on the delay that vehicles experience at intersections and on roadway segments, which is often measured using LOS. Pursuant to SB743, the focus of transportation analysis changes from vehicle delay to vehicle miles traveled (VMT). OPR released two rounds of draft proposals for updating the CEQA Guidelines related to evaluating transportation impacts and, after further study and consideration of public comment, submitted a final set of revisions to the Natural Resources Agency in November 2017. This was followed by a rulemaking process that would implement the requirements of the legislation. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. OPR's regulatory text indicates that the new transportation impact guidelines emphasizing vehicle miles traveled (VMT) instead of Level of Service (LOS) had to be implemented statewide by July 1, 2020.

Regional

Southern California Association of Governments (SCAG)
The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) responsible for development of the Regional Transportation Plan (RTP), which presents the vision for transportation throughout most of Southern California, including Los Angeles County. Senate Bill 375 (SB 375) was passed to reduce greenhouse gas emissions from both automobiles and light trucks through integrated transportation, land use, housing, and environmental planning. Under SB 375, SCAG is tasked with developing a Sustainable Communities Strategy (SCS). The SCS, as a component of the RTP, provides a plan for meeting emissions reduction targets set forth by the California Air Resources Board.

Long Range Transportation Plan (LRTP)
The Long Range Transportation Plan (LRTP), prepared by Metro, is the long range plan that responds to emerging environmental challenges through the provision of new initiatives and recommendations that include driving alternatives, mobility improvements, enhanced public transit, expanded rail, and the development of major corridor projects in Los Angeles County.

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), prepared by the Southern California Association of Governments (SCAG), has numerous goals to increase mobility for the region's residents and visitors, and an emphasis on sustainability and integrated planning to collectively improve the region's mobility, economy, and sustainability. The RTP/SCS must be approved by Federal agencies in order to receive Federal transportation funds. Only projects and programs included in the RTP are eligible for Federal funding. SCAG adopted the 2020-2045 RTP/SCS in February 2020. It should be noted this program is now referred to as "Connect SoCal".

SCAG Regional Comprehensive Plan
The Regional Comprehensive Plan (RCP) is part of an overall regional planning process that is linked directly to SCAG's Growth Management Plan, the Housing Allocation Process, and the South Coast Air Quality Management District's Air Quality Management Plan. The last RCP was adopted by SCAG in 2008 and includes elements on Land Use and Housing, Open Space and Habitat, Water, Energy, Air Quality, Solid Waste, Transportation, and Security and Emergency Preparedness.

Highway Performance Monitoring System (HPMS)
The Highway Performance Monitoring System (HPMS) is a Federally mandated inventory system and planning tool designed to assess the nation's highway system. HPMS is used as a management tool by the Federal and State governments and local agencies to analyze the system's condition and performance. The HPMS data are used for allocation of Federal funds, identification of travel trends and future forecasts, Environmental Protection Agency air quality conformity tracking, and biennial reports to the United States Congress on the state of the nation's highways. The HPMS is administered by Caltrans, with technical data provided by local agencies.

Access Services
Access Services is a State-mandated local governmental agency created by Los Angeles County's public transit agencies to administer and manage the delivery of regional American with Disabilities Act (ADA) paratransit service. Access Services was established by 44 public fixed route transit operators in Los Angeles County. It is governed by a nine-member board appointed by the Los Angeles County municipal fixed route operators, the City of Los Angeles, the County

of Los Angeles, the Transportation Corridor Representatives of the Los Angeles branch of the League of Cities, the Los Angeles County Commission on Disabilities, and the Coalition of Independent Living Centers.

Local

City of Compton 2045 Comprehensive General Plan Update
The City of Compton 2045 Comprehensive General Plan Update includes the following goals and policies related to transportation:

Our Mobility Element

GOAL OM-1: A PEDESTRIAN-FRIENDLY ENVIRONMENT THAT PRIORITIZES SAFETY, ACCESSIBILITY, AND COMFORT FOR RESIDENTS AND VISITORS OF ALL AGES AND ABILITIES

Policy OM-1.1: **Pedestrian Infrastructure Improvement.** Prioritize the enhancement of pedestrian infrastructure citywide to create a safe, accessible, and interconnected network of walkways for pedestrians of all ages and abilities.

Policy OM-1.2: **Complete Streets Pedestrian Priority.** Implement a complete streets approach to street design and development, ensuring that all new and reconstructed streets accommodate pedestrians safely, comfortably, and conveniently.

Policy OM-1.3: **Crosswalk Enhancement.** Improve crosswalks and pedestrian crossings to enhance pedestrian safety and accessibility, particularly at intersections and high-traffic areas.

Policy OM-1.4: **Sidewalk Maintenance and Repair.** Establish a comprehensive sidewalk maintenance and repair program to address sidewalk deficiencies, hazards, and obstructions.

Policy OM-1.5: **Pedestrian Safety Education and Outreach.** Develop and implement pedestrian safety education and outreach programs to raise awareness about pedestrian rights and responsibilities, promote safe walking behaviors, and improve interactions between pedestrians and other road users.

Policy OM-1.6: **Pedestrian Amenities.** Increase the availability of pedestrian amenities such as benches, shelters, lighting, and wayfinding signage at key destinations and along pedestrian corridors.

Policy OM-1.7: **Pedestrian Priority Zones.** Designate pedestrian priority zones within mixed-use corridors, Downtown Compton, Compton Station and Artesia Station, and around schools to create vibrant, pedestrian-friendly environments that support walking as a mode of transportation and recreation.

Policy OM-1.8: **Sidewalk Shading.** Expand tree canopies and other shading strategies to minimize hot climate conditions for pedestrians.

GOAL OM-2: REDUCE TRAFFIC-RELATED INJURIES AND FATALITIES, AND CREATE SAFE AND MORE ACCESSIBLE STREETS FOR ALL USERS

Policy OM-2.1: **Complete Streets.** Implement a complete streets approach to street design and development, ensuring that streets are designed to accommodate the safe and convenient movement of all users, including pedestrians, cyclists, motorists, equestrians, and public transit users.

Policy OM-2.2 **Vision Zero.** Utilize Vision Zero approaches to help eliminate traffic-related fatalities and severe injuries on City streets.

Policy OM-2.3: **Safe Routes to School.** Develop and implement Safe Routes to School programs and initiatives in cooperation with public and private schools.

Policy OM-2.4: **School and Street Safety Program.** Develop programs to implement infrastructure improvements near schools, apply educational campaigns, and utilize enforcement efforts to promote safe travel behaviors and reduce traffic hazards in school zones.

Policy OM-2.5: **Traffic Calming.** Establish traffic calming measures to address speeding and improve safety on residential streets, around schools, along street corridors, and at high vehicle collision intersections.

Policy OM-2.6: **Pedestrian Safety.** Develop and implement pedestrian safety policies focused on improving crosswalk visibility, enhancing pedestrian crossings, and reducing pedestrian-vehicle conflicts, including installing pedestrian countdown signals, refuge islands, and high-visibility crosswalk markings to enhance pedestrian safety at intersections and mid-block crossings.

Policy OM-2.7: **Bicycle Safety.** Adopt a bicycle safety policy to promote safe cycling practices and improve conditions for cyclists on City streets, including expanding bicycle infrastructure, installing bike lanes and bike parking facilities, and providing bicycle education and outreach programs to encourage safe and responsible cycling behavior.

Policy OM-2.8: **Street Lighting.** Develop a street lighting policy to improve visibility and enhance safety on streets. Prioritize lighting improvements in underserved areas to improve nighttime visibility and reduce traffic-related incidents.

Policy OM-2.9: **Street Takeovers.** Implement measures to prevent street takeovers, including increased law enforcement presence, enhanced surveillance, community engagement initiatives, and stricter penalties for offenders to improve safety and protect roadways from illegal and dangerous activities.

Policy OM-210: **Blighted Streets Revitalization.** Develop a comprehensive revitalization strategy for blighted streets, including targeted cleanup efforts, infrastructure improvements, beautification projects, community engagement initiatives, and partnerships with local stakeholders and organizations to restore vitality, safety, and aesthetic appeal to affected neighborhoods.

Policy OM-2.11: **Long-Term Recreational Vehicle Parking.** Implement regulations to manage long-term parking of recreational vehicles on City streets, including designated parking areas, time limits, permit requirements, and enforcement measures, to ensure fair use of public space, preserve neighborhood aesthetics, and address concerns related to safety and livability.

GOAL OM-3: HIGH-QUALITY PUBLIC TRANSIT ACCESSIBILITY AND RELIABILITY THAT PROMOTE SUSTAINABLE MOBILITY OPTIONS FOR ALL

Policy OM-3.1: **Transit-Oriented Development (TOD).** Promote transit-oriented development around existing and planned bus and light rail transit stations to encourage mixed-use, higher-density development within walking distance of transit facilities.

Policy OM-3.2: **First and Last Mile Connectivity.** Develop strategies to improve first and last-mile connectivity to bus and light rail transit stations, particularly in underserved communities.

Policy OM-3.3: **Transit Service Expansion.** Advocate for the expansion and enhancement of bus and light rail transit services to improve accessibility and mobility options for residents throughout the City.

Policy OM-3.4: **MLK Transit Center.** Maintain and promote the Martin Luther King Jr. (MLK) Transit Center as a multi-modal transit stop.

Policy OM-3.5: **Transit Priority Corridor.** Designate key corridors and routes for transit priority treatment to improve the reliability and efficiency of bus and light rail transit services.

Policy OM-3.6: **Transit Safety and Security.** Enhance safety and security on bus and light rail transit systems to promote a safe and comfortable riding experience for passengers.

Policy OM-3.7: **Transit Integration.** Promote seamless integration and coordination between different transit modes and agencies to improve connectivity and enhance the overall efficiency and effectiveness of the transit network.

Policy OM-3.8: **Transit Network.** Coordinate with the Los Angeles County Metro, the cities of Gardena and Long Beach, and the Compton Renaissance Transit System to maintain bus routes and regular bus schedules citywide for both local and regional trips.

GOAL OM-4: AFFORDABLE AND OPEN TRANSIT FOR EVERYONE, ESPECIALLY IN UNDERSERVED AREAS AND FOR VULNERABLE GROUPS, THROUGH IMPROVED ACCESS, REDUCED FARES, AND FLEXIBLE SERVICES

Policy OM-4.1: **Equitable Transit Access Policy.** Ensure that transit services and infrastructure expansions prioritize underserved areas and communities with high proportions of vulnerable populations to guarantee access for all.

Policy OM-4.2: **Accessible Infrastructure Mandate.** Implement regulations enforcing accessibility standards in transit infrastructure, including stations, stops,

vehicles, and pathways, to ensure full access for individuals with disabilities and mobility challenges.

Policy OM-4.3: **Transit Fare Affordability.** Provide a program that enables transit fare affordability, including free and/or reduced fares for people without access, such as special needs, seniors and low-income families.

Policy OM-4.4: **Flexible Transit Services Regulation.** Set guidelines requiring transit agencies to offer flexible scheduling options, paratransit services, and on-demand transit solutions tailored to the unique needs of vulnerable populations for enhanced mobility and accessibility.

Policy OM-4.5: **Multicultural Outreach and Inclusivity Directive.** Collaborate with transit agencies to develop inclusive outreach plans, including multilingual communications and cultural competency training, to engage diverse communities and ensure equitable access to transit services.

Policy OM-4.6: **Community Partnership and Engagement Policy.** Establish mechanisms for ongoing collaboration among transit agencies, community-based organizations, and local governments to address transportation needs and priorities of vulnerable communities through participatory planning and community-led initiatives.

Policy OM-4.7: **Transit Safety and Security Standards.** Enforce regulations requiring comprehensive safety and security measures in transit systems, including lighting upgrades, surveillance systems, and anti-harassment policies, to promote a secure and welcoming environment for all passengers.

Policy OM-4.8: **Transit-Oriented Development Incentive Policy.** Offer incentives, such as financial support, zoning incentives, and density bonuses to developers for building affordable housing near transit stations and corridors.

GOAL OM-5: STREET DESIGNS THAT ACCOMMODATE TRANSPORTATION MODES AND USERS OF ALL ABILITIES

Policy OM-5.1: **Street Rehabilitation.** Pursue a street rehabilitation plan that prioritizes street paving and resurfacing based on street condition, type of repair, cost effectiveness, and amount of vehicle and truck traffic that is implemented based on the condition of the street.

Policy OM-5.2: **Crosswalks.** Consider improvements at intersections or mid-blocks to improve crosswalk conditions, including more visible street markings and accommodating universal design standards.

Policy OM-5.3: **Street Design.** Maintain and implement street system standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, capacity, and associated features such as landscaping buffers and building setback requirements.

Policy OM-5.4: **Driveway Access.** Require that driveway access points onto arterial roadways be limited in number and location or shared jointly to ensure the smooth and safe flow of vehicles and bicycles.

Policy OM-5.5: **Green Streets.** Integrate a green street approach into street improvements to address/include stormwater management, urban greenery, and sustainable landscaping improvements.

Policy OM-5.6: **Streetscape Aesthetics.** Promote an enhanced aesthetic image through hierarchical streetscaping, median improvements, and careful implementation of nonessential signage.

Policy OM-5.7: **Interim Design Strategies.** Consider interim or temporary pilot strategies to integrate a parklet along a curb, transition a narrow corridor to a pedestrian route, or redesign a complex intersection before considering permanent and long-term solutions.

Policy OM-5.8: **Improvement Consultation.** Consult with applicable regional, State, and federal agencies on freeway and roadway improvements and transportation plans and proposals.

GOAL OM-6: A TRANSPORTATION SYSTEM DESIGNED TO MINIMIZE VEHICLE MILES TRAVELED AND GREENHOUSE GAS EMMISSIONS

Policy OM-6.1: **Integrated Transportation and Land Use.** Align transportation and land use planning to decrease vehicle miles traveled and reduce greenhouse gas emissions.

Policy OM-6.2: **GHG Reduction.** Work to reduce greenhouse gas emissions through reduction in Vehicle Miles Traveled (VMT) achieved via land use planning, improved transit access, and improved active transportation infrastructure.

Policy OM-6.3: **Transportation Demand Management Evaluation.** Assess the effectiveness of transportation demand management strategies and intelligent transportation systems in lowering vehicle miles traveled.

Policy OM-6.4: **Alternative Transportation Incentives.** Encourage businesses to offer incentives for employees to use alternative modes of transportation, such as carpooling, vanpooling, public transit, cycling, and walking.

Policy OM-6.5: **Employer Transportation Demand Management Support.** Support the adoption of employer transportation demand management requirements outlined in the regulations of the South Coast Air Quality Management District.

Policy OM-6.6: **Ridesharing Promotion.** Increase ridesharing awareness and participation through publicity and information dissemination via web-based apps and collaborative efforts with other agencies and jurisdictions.

Policy OM-6.7: **Electric Vehicle Infrastructure.** Apply the latest California Green Building Standard Code for electric vehicle infrastructure in developments.

GOAL OM-7: A STREET NETWORK MANAGED TO MINIMIZE CONGESTION AND TRAFFIC IMPACTS

Policy OM-7.1: **Environmental Impact Evaluation.** Develop thresholds for the determination of environmental impacts for proposed residential, commercial, and industrial uses based on VMT per resident or per employee.

Policy OM-7.2: **Cut-Through Traffic Management Strategy.** Develop and implement a comprehensive strategy to manage cut-through traffic in residential neighborhoods by designing local and collector streets to discourage through traffic, implementing enforcement measures to deter speeding and shortcuts, and conducting education campaigns to raise awareness about the impacts of cut-through traffic on neighborhood safety and livability, while still allowing alternative traffic routes.

Policy OM-7.3: **Traffic Signal Installation Requirement.** Require that new development projects include installation of or upgrades to traffic signals at intersections or arterials where a thorough study demonstrates that signalization is warranted based on traffic volume, pedestrian activity, and safety considerations to improve traffic flow and safety in areas experiencing increased development and vehicular activity.

Policy OM-7.4: **Collaborate with Regional Partners.** Participate in regional transportation planning efforts coordinated by the Southern California Association of Governments to ensure that the needs of the City are considered.

Policy OM-7.5: **Sustainable Community Strategy (SCS).** Participate in the development of the sub-regional SCS being prepared by the Gateway Cities Council of Governments to ensure that the City of Compton is represented in the development of the SCS.

Policy OM-7.6: **Transportation Demand Management.** Promote Transportation Demand Management strategies to minimize the number of average daily vehicle trips along City streets.

Policy OM-7.7: **Neighborhood Protection.** Discourage non-residential “spillover” traffic into residential neighborhoods through a neighborhood calming program.

GOAL OM-8: EQUESTRIAN FACILITIES ENHANCEMENTS WITHIN RICHLAND FARMS AND OTHER AREAS WITH HORSE-RELATED ACTIVITIES

Policy OM-8.1: **Equestrian Paths.** Designate and construct dedicated equestrian trails and/or paths alongside or separate from roadways to provide safe routes for equestrians within and around the Richland Farms area.

Policy OM-8.2: **Equestrian Crossings.** Install designated equestrian crossings in Richland Farms at intersections and roadways to allow safe passage for horses and riders, including use of signage, flashing lights, or pedestrian-activated signals to alert motorists to the presence of equestrians.

Policy OM-8.3: **Trailhead Facilities.** Develop trailhead facilities with amenities such as trailer parking, hitching posts, mounting blocks, and rest areas to support equestrian

trail riding activities around Richland Farms and Greenleaf Parkway and corridor.

Policy OM-8.4: **Horse-Friendly Intersections.** Design intersections with features such as wide turning radii and textured pavement to accommodate horses and riders safely, including but not limited to dedicated horse crossing zones and signage to alert motorists to yield to equestrians.

Policy OM-8.5: **Equestrian-Friendly Street Design.** Consider street design features such as wider shoulders, reduced traffic speeds, and traffic calming measures to accommodate equestrians sharing the road with motorists.

Policy OM-8.6: **Richland Farms Streets.** Maintain THE rural nature of Richland Farm streets, including the absence of sidewalks and gutters and low-level streetlights, but integrate green infrastructure elements and appropriate drainage facilities.

GOAL OM-9: ENHANCED BIKING INFRASTRUCTURE, ACCESSIBILITY, AND SAFETY TO ENCOURAGE RESIDENTS AND VISITORS TO CHOOSE BIKING AS A VIABLE AND AFFORDABLE MODE OF TRANSPORTATION

Policy OM-9.1: **Bicycle Infrastructure Expansion.** Expand and improve of bicycle **i**nfrastructure citywide to create a connected network of safe and accessible routes for cyclists of all ages and abilities.

Policy OM-9.2: **Bicycle Trails Connections.** Improve bicycle access to Compton Creek and the Los Angeles River by enhancing infrastructure and facilities to better accommodate cyclists.

Policy OM-9.3: **Bicycle Parking and Storage.** Increase the availability of secure and convenient bicycle parking and storage facilities within activity areas and transit stations, including the expansion of bike racks, lockers, and other amenities at key destinations to support cyclists' needs.

Policy OM-9.4: **Bicycle Education and Outreach.** Develop and implement bicycle education and outreach programs to promote safe cycling practices, increase awareness of bicycle-related laws and regulations, and encourage active transportation choices among residents of all ages. This policy aims to improve roadway interactions between cyclists and other road users through educational initiatives.

Policy OM-9.5: **Bicycle Maintenance and Repair.** Support bicycle maintenance and repair services within parks and community facilities to provide for bicycles to be well maintained for regular use.

Policy OM-9.6: **Electric Bicycle Equity.** Implement initiatives to expand the use of electric bicycles among low-income families by providing subsidies, incentives, and community programs aimed at increasing affordability and accessibility.

Policy OM-9.7: **Bicycle Safety Enforcement.** Enhance enforcement of traffic laws and regulations related to bicycle safety to improve roadway safety for cyclists and other road users, focusing on educating cyclists and motorists about their rights

and responsibilities, enforcing laws related to bicycle infrastructure, and addressing safety concerns through targeted enforcement efforts.

GOAL OM-10: SUFFICIENT, WELL-DESIGNED, AND CONVENIENT OFFSTREET PARKING FACILITIES

Policy OM-10.1: Parking Programs. Establish parking management plans, preferential permit parking districts, and/or parking programs that address parking problems and minimize neighborhood parking overflow, where needed.

Policy OM-10.2: Shared Parking. Promote joint-use or shared parking arrangements where it can be shown that such arrangements will not create on-street parking problems.

Policy OM-10.3: Joint-Use Parking Structure. Explore the potential for developing a joint use municipal parking structure in downtown commercial areas to promote redevelopment of aging properties.

Policy OM-10.4: Parking Enforcement. Ensure equitable and fair parking enforcement practices.

Policy OM-10.5: Parking Consolidation. Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

Policy OM-10.6: Sufficient Parking. Periodically review City parking requirements to make certain that all development provides sufficient on-site parking and that parking standards reflect industry best practices.

Policy OM-10.7: Parking Landscaping and Maintenance. Require parking areas to be well landscaped and maintained and well lighted.

GOAL OM-11: SAFE, EFFICIENT, AND SUSTAINABLE FREIGHT TRANSPORTATION

Policy OM-11.1: Truck Route Enforcement. Enforce the ordinance limiting heavy trucks to designated truck routes.

Policy OM-11.2: Fair Share Payment for Truck-Related Street Damage. Consider strategies and programs that require trucking-intensive businesses to contribute directly to the maintenance and repair costs of streets and paving proportionate to the damage they cause.

Policy OM-11.3: Industrial Development Review. Review circulation plans for industrial developments seeking permits to determine compatibility with neighboring land uses.

Policy OM-11.4: Safety Infrastructure. Enhance safety infrastructure at freight crossings (in partnership with rail operators), including active warning devices such as flashing lights, gates, and audible alarms, that alert motorists and pedestrians of approaching trains and prevent collisions.

Policy OM-11.5: **Emergency Response Preparedness.** Coordinate with emergency responders and railroad operators to develop and implement emergency response plans for incidents involving freight trains and vehicles at crossings.

Policy OM-11.6: **Freight Infrastructure Investment.** Advocate for strategic investments in freight infrastructure, including roads, bridges, and rail lines, to accommodate current and future freight transportation needs.

Policy OM-11.7: **Last-Mile Freight Delivery.** Develop strategies to improve last-mile freight delivery operations within industrial areas, including reducing congestion, minimizing environmental impacts, and enhancing safety in residential and commercial areas.

Policy OM-11.8: **Freight Emissions Reduction.** Implement measures to reduce emissions from freight transportation activities, including incentivizing the use of low-emission and zero-emission vehicles, promoting freight electrification, and adopting clean technology standards for freight vehicles and equipment.

Policy OM-11.9: **Freight Safety and Security.** Enhance safety and security measures for freight transportation (truck & rail) activities to minimize risks to public safety and infrastructure integrity, including initiatives such as implementing truck route management plans and enhancing truck parking facilities.

Policy OM-11.10: **Freight Industry Collaboration.** Foster collaboration and partnerships among public agencies, private sector stakeholders, and community organizations to address freight transportation challenges and opportunities.

GOAL OM-12: EXPANDED MICRO-MOBILITY SOLUTIONS TO OFFER CONVENIENT AND AFFORDABLE TRANSPORTATION OPTIONS FOR SHORT-DISTANCE TRIPS

Policy OM-12.1: **Micro-Mobility Integration.** Integrate micro-mobility options such as electric scooters, bicycles, and electric bicycles into the transportation network to provide residents and visitors with convenient, sustainable, and affordable alternatives to traditional modes of transportation.

Policy OM-12.2: **Micro-Mobility Infrastructure.** Develop and maintain dedicated infrastructure for micro-mobility options, including designated lanes, parking facilities, and charging stations, to support the safe and convenient use of these alternative transportation modes.

Policy OM-12.3: **Equity and Accessibility.** Ensure equitable access to micro-mobility options for all residents, regardless of income, age, or ability, by implementing programs and initiatives to address barriers to access and promote affordability and inclusivity in micro-mobility services.

Policy OM-12.4: **Safety and Regulation.** Establish safety standards and regulations for micro-mobility devices and operators to mitigate risks and ensure the safe operation of these alternative transportation modes on City streets and sidewalks.

GOAL OM-13: A FORWARD-THINKING APPROACH TO TRANSPORTATION PLANNING BY EMBRACING EMERGING TECHNOLOGIES AND ANTICIPATING FUTURE MOBILITY TRENDS

Policy OM-13.1: Emerging Technology. Update roadway and operational standards to incorporate emerging technology trends, such as micromobility, micro transit, electric vehicle charging, and connected and autonomous vehicles.

Policy OM-13.2: Traffic Signal Coordination. Implement traffic signal coordination timing on arterial streets to the maximum extent practical and integrate signal coordination efforts with those of adjacent jurisdictions.

Policy OM-13.3: Intelligent Transportation Systems. Implement intelligent transportation systems strategies such as adaptive signal controls, fiber optic communication equipment, closed circuit television cameras, real-time transit information, signal operation, and real-time parking availability information to reduce traffic delays, lower greenhouse gas emissions, improve travel times, and enhance safety for drivers, pedestrians, cyclists, and equestrians.

Policy OM-13.4: Transportation Technology Integration. Integrate emerging transportation technologies, such as autonomous vehicles, electric vehicles, and smart mobility solutions, into the transportation network to enhance safety, efficiency, and sustainability.

Policy OM-13.5: Future Mobility Planning. Develop comprehensive plans and strategies to anticipate and accommodate future mobility trends, including changes in transportation technology, travel behavior, and urban development patterns, to ensure the long-term resilience and adaptability of the transportation system.

Policy OM-13.6: Data-Driven Decision Making. Utilize data analytics, modeling tools, performance measures, and predictive analytics to inform transportation planning and decision-making processes, enabling proactive responses to emerging mobility challenges and opportunities.

Urban Systems Element

GOAL US-1: ONGOING MAINTENANCE, REPAIR, AND UPKEEP OF CITY-OWNED INFRASTRUCTURE

Policy US-1.1: Deferred Maintenance Assessment. Assess deferred maintenance needs for City Hall and public buildings to prioritize repairs and allocate resources effectively.

Policy US-1.2: Maintenance Management System. Create long-term maintenance plans reviewed annually for regular inspections, preventive maintenance, and repairs to prevent further deterioration.

Policy US-1.3: Capital Improvement Investments. Allocate funds for capital projects to address maintenance backlogs, renovate aging facilities, and modernize infrastructure.

Policy US-1.4: **CIP Monitoring and Reporting.** Implement annual monitoring and reporting for the Capital Improvement plan (CIP) to track progress, ensure transparency, and adjust to emerging infrastructure needs.

GOAL US-2: OPTIMZED DELIVERY OF INFRASTRUCTURE SYSTEMS

Policy US-2.1: **Staff Capacity Building for Infrastructure Projects.** Address staffing shortages and enhance staff training to improve the City's ability to manage and execute infrastructure projects effectively.

Policy US-2.2: **Community Engagement in Infrastructure Planning.** Increase public communication on infrastructure projects to foster transparency and community support for ongoing improvements.

Policy US-2.3: **Public-Private Partnerships for Infrastructure.** Explore partnerships with private entities to fund and support infrastructure projects without solely relying on taxpayer dollars.

Policy US-2.4: **Adoption of Technology for Efficiency.** Invest in technology solutions to streamline City operations, reduce administrative costs, and enhance service delivery.

Policy US-2.4: **Annual Report on Measure P Funds.** Implement annual monitoring and reporting for the Measure P Funds to track progress and ensure transparency.

GOAL US-3: SUSTAINABLE FUNDING SOURCES TO ADEQUATELY MAINTAIN AND IMPROVE INFRASTRUCTURE

Policy US-3.1: **Dedicated Infrastructure Maintenance Fund.** Establish a dedicated infrastructure maintenance fund, financed by a portion of City revenues and new fees, to address deferred maintenance and avoid future infrastructure deterioration.

Policy US-3.2: **Public-Private Partnerships for Infrastructure Investment.** Leverage public-private partnerships (PPPs) to attract private investment and share costs for critical infrastructure upgrades and deferred maintenance projects.

Policy US-3.3: **Infrastructure Bond Measures.** Pursue voter-approved infrastructure bond measures to generate immediate capital for repairing and upgrading aging infrastructure systems.

Policy US-3.4: **Infrastructure Improvement Grants and Federal Funding.** Actively seek State and Federal grants, including those for infrastructure resilience and innovation, to finance deferred maintenance projects across the City.

Policy US-3.5: **Long-Term Capital Improvement Plan with Deferred Maintenance Prioritization.** Update the long-term Capital Improvement Plan to prioritize deferred maintenance needs and allocate funding accordingly through multi-year budget cycles.

GOAL US-4: SAFE, WELL-PAVED STREETS, WITH FUNDING FOR MAINTENANCE

Policy US-4.1: **Street Paving and Resurfacing.** Implement a paving program to fix deteriorating streets, prioritizing high-traffic areas and roads needing the most maintenance through a priority point system.

Policy US-4.2: **Sidewalk Installation and Repair.** Create a sidewalk repair/replace program to expand and repair sidewalks, ensuring pedestrian safety and connectivity across the City, with a focus sidewalk upgrades in areas with high pedestrian activity, near schools, transit, and commercial districts.

Policy US-4.3: **Street Lighting Upgrades.** Upgrade streetlights to energy-efficient LEDs and expand coverage to improve visibility, safety, and deter crime.

Policy US-4.4: **Maximizing Street Infrastructure Funding.** Leverage available bonds, Measure P funds, and additional grants to accelerate critical street maintenance and repair projects.

4.17.3 – SIGNIFICANCE THRESHOLDS

As identified in Appendix F of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it would:

A. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.
B. Conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b).
C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
D. Result in inadequate emergency access.
E. Cause substantial adverse cumulative impacts with respect to transportation and traffic.

4.17.4 – IMPACTS AND MITIGATION MEASURES

Conflicts with Plans or Programs

Impact TRANS-1 – Would the GPU conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

This section evaluates if the proposed GPU is generally consistent with programs, plans, ordinances, or policies addressing the circulation system. A discussion of Vehicle Miles Traveled (VMT) impacts is presented in Section 4.17 (Impact TRANS-2) following this section.

Analysis of Impacts

The General Plan Update's planned transportation networks provide consistency related to regional active transportation plans and other mobility infrastructure plans; specifically, the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy, the City's Bicycle Master Plan, and the City's Local Roadway Safety Plan.

SCAG Regional Transportation Plan/Sustainable Communities Strategy. Compton is a member of the SCAG Regional Council, the decision-making body of the SCAG Joint Powers Authority under California state law, established as an association of local governments and agencies that

voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS), Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The Connect SoCal RTP/SCS is a planning document for the region, allowing project sponsors to qualify for federal funding. In addition, Connect SoCal 2024 will identify a combination of transportation and land use strategies that help the region achieve state greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, and support our vital goods movement industry.

The RTP/SCS is updated every four years and it is anticipated that the City will continue to work with SCAG to update the RTP/SCS to be consistent with the General Plan. The General Plan includes strategies for mixed-use development, which allows multiple land uses to work together, to reduce vehicle trip lengths. The California Air Resources Board's (CARB) 2016 Mobile Source Strategy recognizes that coordinated regional planning can improve California's land use patterns and transportation policy in a way that reduces transportation related emissions by reducing growth in VMT.

Compton Bicycle Master Plan. The Bicycle Master Plan, adopted in 2015, provides for a recommended citywide network of bicycle paths, lanes, and routes, as well as bicycle-related programs and support facilities. The intent of the plan is to promote bicycling as a more viable transportation option for people who live, work, and recreate in Compton. The plan includes ten goals which are aimed at making Compton one of the most bikeable, livable, and age-friendly cities in the country. The plan includes recommendations for roughly 85 miles worth of new bicycle facilities, including Class I paths, Class II lanes, Class III routes/boulevards, and Class IV protected lanes. The proposed General Plan Update's circulation plan will incorporate recommendations from the Bicycle Master Plan.

Compton Local Roadway Safety Plan. The Local Roadway Safety Plan (LRSP) identifies emphasis areas to inform and guide further safety evaluation of the City's transportation network. The emphasis areas include most frequent types of crashes that have occurred, certain locations where crashes have occurred frequently, and notable relationships between current efforts and crash history. The plan includes four overarching goals with the vision to enhance the City's transportation network through the reduction in traffic fatalities and serious injury related crashes. The LRSP is based on crash data from 2016 through 2020. The proposed General Plan Update's circulation plan will be consistent with, and therefore not conflict with, recommendations from the LRSP.

In addition, the Our Mobility Element of the proposed GPU includes goals and policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Goal OM-1 and its policies seek to create a pedestrian-friendly environment that prioritizes safety, accessibility, and comfort for residents and visitors of all ages and abilities. Goal OM-2 and its policies strive to reduce traffic-related injuries and fatalities, and create safe and more accessible streets for all users. Goal OM-3 and its policies strive for high-quality public transit accessibility and reliability that promote sustainable mobility options for all. Goal OM-4 and its policies seek to ensure affordable and open transit for everyone, especially in underserved areas and for vulnerable groups, through improved access, reduced fares, and flexible services. Goal OM-5 and its policies promote street designs that accommodate transportation modes and users of all abilities. Goal OM-6 and its policies strive for a transportation system designed to minimize vehicle miles

traveled and greenhouse gas emissions. Goal OM-7 and its policies aim for a street network managed to minimize congestion and traffic impacts. Goal OM-9 and its policies seek enhanced biking infrastructure, accessibility, and safety to encourage residents and visitors to choose biking as a viable and affordable mode of transportation. Goal OM-10 and its policies mandate sufficient, well-designed, and convenient off-street parking facilities. Goal OM-11 and its policies seek a safe, efficient, and sustainable freight transportation. Goal OM-12 and its policies aim to expanded micro-mobility solutions to offer convenient and affordable transportation options for short-distance trips. Finally, Goal OM-13 and its policies strive for a forward-thinking approach to transportation planning by embracing emerging technologies and anticipating future mobility trends.

Additionally, the Urban Systems Element of the proposed GPU includes Goal US-1 and its policies which promote ongoing maintenance, repair, and upkeep of City-owned infrastructure, while Goal US-2 and its policies aim for optimized delivery of infrastructure systems. Further Goal US-3 and its policies seek sustainable funding sources to adequately maintain and improve infrastructure. Finally, Goal US-4 and its policies mandate safe, well-paved streets, with funding for maintenance. Based on the availability of non-vehicular transportation options outlined in the proposed GPU's goals and their attendant policies (shown above in Section 4.17.2), the proposed GPU would not conflict with any applicable program, plan, or ordinance on the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Based on these considerations, the Compton General Plan Update is consistent with programs, plans, ordinances and policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and impacts would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Conflicts with New VMT Thresholds

Impact TRANS-2 – Would the GPU conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)?

Analysis of Impacts
For this impact, a technical analysis was performed by Iteris using the most recent version of the Southern California Association of Governments (SCAG) model, a computerized travel demand model. Additionally, Iteris utilized the latest version of the SCAG Activity-Based Model (ABM) to generate the VMT statistics. The model consists of a 2021 base year scenario and 2045 future year scenario. The Compton General Plan area encompasses 62 traffic analysis zones (TAZ's) within the SCAG model (either fully or partially). As part of this analysis, all VMT for trips beginning or ending in a particular geography were accounted for, consistent with the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA. While other methodologies measure only the amount of VMT traveling on streets within a particular geography, or only half the distance of trips from outside of the City (as in SB 375 Regional Plan Climate Target analysis), the General Plan project analyzes the full extent of vehicle travel from the project. In order to determine the General Plan Update's potential level of impact, a new scenario was prepared, incorporating the land use projections of the proposed General Plan. For land use plans which include both residential and employment uses, the

appropriate analysis metric is VMT per service population, where service population is defined as the number of residents plus the number of jobs. The land use plan includes additional residential and non-residential land use, allocated to opportunity sites throughout the plan area, which includes both the City and Sphere of Influence (SOI). The total land use quantities are summarized as follows:

- A net increase of 5,590 new residential units within the City and a net increase of 186 new residential units within the SOI.
- A net increase of 1,333,110 square feet of non-residential uses within the City and a net decrease of 16,640 square feet of non-residential uses within the SOI.

The City of Compton currently defers to using the CEQA thresholds applied by the County of Los Angeles to evaluate the VMT impacts of individual development projects or land use plans. The thresholds of significance are as follows:

- A project will be considered to have an impact if it generates VMT per capita, per employee, or per service population in excess of 16.8% less than the existing VMT per capita, per employee, or per service population for the County of Los Angeles.

This threshold was applied to evaluate the potential transportation impacts of the General Plan Update. As mentioned, since the GPU includes both residential and non-residential land use, VMT per service population (i.e., residents plus employees) was used as the analysis metric. Applying the described land use projections, countywide VMT (i.e., regional average) and Citywide area VMT outputs were developed using the SCAG model. Table 4.17-5 summarizes the daily countywide VMT per service population for the existing scenario and daily VMT per service population for the existing plus General Plan Update scenario. Detailed VMT calculations are provided in Appendix F.

Table 4.17-5
General Plan Update VMT Summary (versus regional average)

Scenario (Area	Total Home-Based Daily VMT	Total Work-Based Daily VMT	Total Daily VMT	Service Population[1]	VMT per Service Population
Existing (County of Los Angeles)	184,765,512	106,628,569	291,394,082	15,153,485	19.2
Existing Plus Project (City of Compton	1,932,438	595,801	2,528,239	186,763	13.5

Source: Iteris, 2024.
[1] Service Population equals the total of residents and employees.

As shown in Table 4.17-5, the existing plus project VMT per service population for the General Plan area (i.e., the City of Compton) is forecast to be 13.5, while the existing countywide VMT per service population is currently 19.2. As such, 16.8% below existing countywide VMT per service population is 16.0. Therefore, the existing plus General Plan project VMT per service population (13.5) is not forecast to exceed the described CEQA threshold. Thus, this impact is considered less than significant.

In addition, the Our Mobility Element of the proposed GPU includes goals and policies that would work to reduce VMT. Goal OM-1 and its policies seek to create a pedestrian-friendly environment that prioritizes safety, accessibility, and comfort for residents and visitors of all ages and abilities.

Goal OM-2 and its policies strive to reduce traffic-related injuries and fatalities, and create safe and more accessible streets for all users. Goal OM-3 and its policies strive for high-quality public transit accessibility and reliability that promote sustainable mobility options for all. Goal OM-4 and its policies seek to ensure affordable and open transit for everyone, especially in underserved areas and for vulnerable groups, through improved access, reduced fares, and flexible services. Goal OM-5 and its policies promote street designs that accommodate transportation modes and users of all abilities. Goal OM-6 and its policies strive for a transportation system designed to minimize vehicle miles traveled and greenhouse gas emissions. Goal OM-9 and its policies seek enhanced biking infrastructure, accessibility, and safety to encourage residents and visitors to choose biking as a viable and affordable mode of transportation. Goal OM-10 and its policies mandate sufficient, well-designed, and convenient off-street parking facilities. Goal OM-11 and its policies seek a safe, efficient, and sustainable freight transportation. Goal OM-12 and its policies aim to expanded micro-mobility solutions to offer convenient and affordable transportation options for short-distance trips. Finally, Goal OM-13 and its policies strive for a forward-thinking approach to transportation planning by embracing emerging technologies and anticipating future mobility trends.

Based on the availability of non-vehicular transportation options outlined in the proposed GPU's goals and their attendant policies (shown above in Section 4.17.2), the proposed GPU would also help further reduce VMT within the Planning Area. In the future, specific mitigation implemented on specific development projects may ultimately help reduce the City's VMT to below regional thresholds. Therefore, the GPU would not conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b) because it would reduce City-wide VMT below regional thresholds. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Design Feature Hazards

Impact TRANS-3 – Would the GPU substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Analysis of Impacts
The City's street and intersection network is laid out in a grid pattern with a hierarchy of roadways by width and purpose. An overarching goal of the General Plan is to protect the health and safety of its residents and workers. The Mobility Element supports this effort by maintaining safe and efficient streets and intersections. Where traffic safety issues are identified, the City works to correct any structural deficiencies in a timely manner to the degree practical. Future development projects under the GPU would be required to comply with CEQA, and one of the transportation issues that must be addressed is to identify traffic hazards due to geometric design. Any specific traffic hazards due to geometric design related to a site specific development proposal would be identified and evaluated as part of the City's development review process and mitigated, if necessary. Additionally, any roadway modifications included as a result of the General Plan's land use plan would be designed to City and state engineering design standards to meet sight distance requirements and other design standards, including visibility of pedestrians and bicyclists. The General Plan does not propose any incompatible uses that would increase hazards. As such, the

General Plan would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or the introduction of incompatible uses (e.g., farm equipment). Therefore, this impact would be less than significant.

In addition, the Our Mobility Element of the proposed GPU includes goals and policies addressing hazards due to geometric design features or incompatible uses. Goal OM-1 and its policies seek to create a pedestrian-friendly environment that prioritizes safety, accessibility, and comfort for residents and visitors of all ages and abilities. Goal OM-2 and its policies strive to reduce traffic-related injuries and fatalities, and create safe and more accessible streets for all users. Goal OM-5 and its policies promote street designs that accommodate transportation modes and users of all abilities. Goal OM-7 and its policies aim for a street network managed to minimize congestion and traffic impacts. Goal OM-8 and its policies foster the integration of equestrian facilities enhancements within Richland Farms and other areas with horse-related activities. Additionally, the Urban Systems Element of the proposed GPU includes Goal US-1 and its policies which promote ongoing maintenance, repair, and upkeep of City-owned infrastructure, while Goal US-2 and its policies aim for optimized delivery of infrastructure systems. Further Goal US-3 and its policies seek sustainable funding sources to adequately maintain and improve infrastructure. Finally, Goal US-4 and its policies mandate safe, well-paved streets, with funding for maintenance. The City's development review process would also ensure that future development under the GPU would be consistent with these policies and thus prevent a significant increase in traffic hazards. With implementation of these goals and their attendant policies, the proposed GPU would help minimize street or intersection geometries that cause risks to public health or safety. Therefore, the GPU would not substantially increase hazards due to any geometric design features. Impacts would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Emergency Access

Impact TRANS-4 – Would the GPU result in inadequate emergency access?

Analysis of Impacts
The General Plan does not include elements that would impede emergency vehicle access. Any public roadways would be designed to conform to County Fire Department standards for access, as would driveways and internal circulation elements of new developments. In addition, the Our Mobility Element of the proposed GPU includes Goal OM-5 and its policies which promote street designs that accommodate transportation modes and users of all abilities. Further, Goal OM-7 and its policies aim for a street network managed to minimize congestion and traffic impacts. The City's development review process would also ensure that future development under the GPU would be consistent with these policies. Therefore, implementation of these goals and their attendant policies, and adherence to existing regulations, would ensure that future development under the proposed GPU would not result in inadequate emergency access. Impacts would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact TRANS-4 – Would the GPU cause substantial adverse cumulative impacts with respect to transportation and traffic?

Analysis of Impacts
Future development under the GPU would add housing in a jobs rich area but would not contribute additional traffic on local and regional networks that would hinder compliance with the state and regional VMT reduction goals outlined in SCAG's RTP/SCS ("Connect SoCal"). Future regional transportation network improvements and transportation demand management (TDM) factors that SCAG has assumed for 2045 would incrementally help reduce regional VMT in the coming years as the SCAG RTP/SCS are implemented at the local level, including the City of Compton. For example, increased Metrolink transit opportunities would help support a mode shift from autos to transit. In addition, SCAG's RTP/SCS assumes that several TDM factors, such as increased auto ownership costs, shifts to telecommuting, and further implementation of regional trip reduction strategies, would help contribute to this mode shift as well. Therefore, the GPU would not make a significant contribution to any cumulatively considerable transportation impacts.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.17.5 – REFERENCES

City of Compton, 1991. *General Plan Vision 2010*. December 3, 1991.

City of Compton, 2023. *Compton Today: Constraints and Opportunities Technical Report*. October, 2023.

Iteris Inc. (Iteris, 2023). *City of Compton General Plan Update Existing Transportation Conditions*. November 27, 2023.

Iteris Inc. (Iteris, 2024). *Compton General Plan Update – CEQA Transportation Analysis*. September 18, 2024.

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4.18 – TRIBAL CULTURAL RESOURCES

This section addresses potential impacts to Tribal Cultural Resources (TCR) associated with the General Plan Update (GPU). Issues of interest are impacts to Native American sites, features, places, cultural landscapes, sacred places, and objects with cultural value to Native American tribes that are identified within CEQA Guidelines: whether the GPU will cause a substantial adverse change in the significance of a tribal cultural resources, or objects with cultural value to a California Native American tribe and that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, or a resources determined by the Lead Agency to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

4.18.1 – ENVIRONMENTAL SETTING

Tribal Cultural Resources are the physical artifacts associated with the spiritual and religious lives of Native people that ties them together with their environment, each other, and their place in the universe. As described below, Tribal Cultural Resources include resources that are 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) and/or resources determined by the lead agency to be significant to a California Native American tribe pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1.

Historical Resources

Historical resources reflect a community's cultural heritage, representing the achievements, struggles, and values of past community members (Compton, 2024). They provide a tangible link to the past and help us understand and appreciate our shared history and culture. One method to document historical resources is through the resource designation. A California Historical Landmark (CHL) is a designation given by the State of California to places and structures that have historical significance. CHLs are buildings, sites, or places that have played an important role in the history of California and are recognized as such by the state. The following historical resources are located within the Planning Area, including two CHLs:

- *The Heritage House (CHL No. 664).* The Heritage House was built in 1869 and is considered one of the oldest homes in the city. The house was originally constructed by a prominent local businessman named Ozro W. Childs, who was one of Compton's founders. The Victorian-style home features intricate woodwork and ornate details, including a turret, a wrap-around porch, and a gabled roof. The house has recently been restored to its original condition as part of renovation in 2024 and 2025.
- *Compton/Woodley Airport.* Originally established in the 1920s as a privately owned airfield, Compton/Woodley Airport played a significant role in the development of aviation in Southern California. One notable aspect of airport's history is its association with the Tuskegee Airmen, a group of African American military pilots who served during World War II. The airport became an important training facility for these aviators, providing flight training for the Tuskegee Airmen Program. The airport is an uncontrolled airport and is the oldest continuously operating airport in Los Angeles County.

- *Compton City Hall and Civic Center.* Located at 205 South Willowbrook Avenue, Compton City Hall is a building that has been a symbol of civic governance since its construction in 1978. The Compton Civic Center also holds significance as a symbol of civic pride in the City. It serves as the administrative hub and central gathering place for local government activities and public events. The plaza's focal point is the King Memorial, described and illustrated above. The Compton Courthouse is also a significant landmark in the City's legal and judicial system.
- *Eagle Tree.* The Eagle Tree was one Compton's oldest trees (Sycamore tree) marking the natural boundary of Rancho San Pedro dating back to 1858. It contains a historic marker and plaque placed by the Daughters of the Golden West in 1947. However, the tree has recently fallen. A commemorative marker identifies the tree's former location and is all that remains of the historic resource.
- *Dominguez Ranch House - Outside of Compton (CHL No. 152).* The Dominguez Ranch House is a historic adobe building located in Rancho Dominguez, an unincorporated area in Los Angeles County, just south of Compton. The ranch house was built in 1826 by Manuel Dominguez, a prominent landowner in the area and one of the wealthiest men in Mexican California. The ranch house played an important role in the history of California, serving as a center of commerce and agriculture during the Mexican and early American periods. It was the site of many historic events, including the signing of the Treaty of Cahuenga, which ended the Mexican-American War in California. The ranch house is currently utilized as a museum for the public that educates visitors on early settlement life in California.

Other historical sites include the First United Method Church, which is the second oldest protestant church in Southern California, and the Angeles Abbey Mausoleum, which serves as the final resting place for many of Compton's earliest notable public figures.

Archaeological Resources

Before the arrival of Spanish settlers in the 1700s, the area that would later become Compton was inhabited by the Tongva People, the indigenous people of the Los Angeles Basin and the Southern Channel Islands (Compton, 2024). The Amupunga, Huunga, and Tajauta villages were located in and around what is today, Compton. The area was seized from the native population by Spanish soldiers and missionaries, and in 1784, King Carlos III of Spain granted 75,000 acres of land, that included the Los Angeles harbor, to Juan Jose Dominguez. Dominguez would build his home, the Dominguez Rancho Adobe, in what is now the nearby unincorporated community of Rancho Dominguez. The indigenous Tongva people were relocated to Spanish missions and by 1806 were forced into labor by Spanish settlers and missionaries. The area was part of the early Spanish rancho of Jose Manuel Nieto, the holder of the largest Spanish land grant in California, stretching from the Pacific Ocean to the Puente Hills. Puente Hills, located approximately 12 miles northeast of Compton in an unincorporated area just north of the city of Whittier, contains archaeological and paleontological resources that pre-date Spanish and Mexican land grants, dating back thousands of years and reflecting Native American settlement patterns. Given the long history of Native American settlement in the region, followed by Spanish and Mexican rule, there is a moderate probability of finding prehistoric (archaeological) resources in the Planning Area. While the city of Compton today is almost entirely urbanized and developed, given the history of the area there is a probability of finding archaeological resources in the Planning Area.

4.18.2 – REGULATORY FRAMEWORK

Federal

National Historic Preservation Act of 1966

Enacted in 1966, the National Historic Preservation Act (NHPA) (16 U.S.C §§ 470 et seq.) declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at the federal, state, and local levels. The NHPA authorized the expansion and maintenance of the National Register of Historic Places (NRHP), established the position of State Historic Preservation Officer (SHPO), provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHPA, assist Native American tribes in preserving their cultural heritage, and created the Advisory Council on Historic Preservation (ACHP).

NHPA establishes the nation's policy for historic preservation and sets in place a program for the preservation of historic properties by requiring federal agencies to consider effects to significant cultural resources (i.e. historic properties) prior to undertakings**.**

Section 106 of the Federal Guidelines

Section 106 of the NHPA states that federal agencies with direct or indirect jurisdiction over federally funded, assisted, or licensed undertakings must take into account the effect of the undertaking on any historic property that is included in, or eligible for inclusion in, the NRHP and that the ACHP and SHPO must be afforded an opportunity to comment, through a process outlined in the ACHP regulations at 36 Code of Federal Regulations (CFR) Part 800, on such undertakings. The Section 106 process also gives Federally recognized Native American Tribes the chance to consult and comment on the project before it can be finalized.

Native American Graves Protection and Repatriation Act of 1990

The NAGPRA of 1990 sets provisions for the intentional removal and inadvertent discovery of human remains and other cultural items from federal and tribal lands. It clarifies the ownership of human remains and sets forth a process for repatriation of human remains and associated funerary objects and sacred religious objects to the Native American groups claiming to be lineal descendants or culturally affiliated with the remains or objects. It requires any federally funded institution housing Native American remains or artifacts to compile an inventory of all cultural items within the museum or with its agency and to provide a summary to any Native American tribe claiming affiliation.

State

Native American Heritage Commission, Public Resources Code Sections 5097.9–5097.991

Section 5097.91 of the Public Resources Code (PRC) established the Native American Heritage Commission (NAHC), whose duties include the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands. Under Section 5097.9 of the PRC, a state policy of noninterference with the free expression or exercise of Native American religion was articulated along with a prohibition of severe or irreparable damage to Native American sanctified cemeteries, places of worship, religious or ceremonial sites or sacred shrines located on public property. Section 5097.98 of the PRC specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner.

Section 5097.5 defines as a misdemeanor the unauthorized disturbance or removal of archaeological, historic, or paleontological resources located on public lands.

California Native American Graves Protection and Repatriation Act of 2001
Codified in the California Health and Safety Code Sections 8010–8030, the California Native American Graves Protection Act (NAGPRA) is consistent with the federal NAGPRA. Intended to "provide a seamless and consistent state policy to ensure that all California Indian human remains, and cultural items be treated with dignity and respect," the California NAGPRA also encourages and provides a mechanism for the return of remains and cultural items to lineal descendants. Section 8025 established a Repatriation Oversight Commission to oversee this process. The act also provides a process for non–federally recognized tribes to file claims with agencies and museums for repatriation of human remains and cultural items.

California Assembly Bill 52
AB 52 specifies that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment. AB 52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. AB 52 specifies examples of mitigation measures that may be considered to avoid or minimize impacts on tribal cultural resources. The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of negative declaration filed or mitigated negative declaration on or after July 1, 2015. AB 52 amends Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California Public Resources Code (PRC), relating to Native Americans.

Senate Bill (SB) 18
California Government Code, Section 65352.3 incorporates the protection of California traditional tribal cultural places into land use planning for cities, counties, and agencies by establishing responsibilities for local governments to contact, refer plans to, and consult with California Native American tribes as part of the adoption or amendment of any general or specific plan proposed on or after March 1, 2005. SB18 requires public notice to be sent to tribes listed on the Native American Heritage Commission's SB18 Tribal Consultation list within the geographical areas affected by the proposed changes. Tribes must respond to a local government notice within 90 days (unless a shorter time frame has been agreed upon by the tribe), indicating whether or not they want to consult with the local government. Consultations are for the purpose of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code that may be affected by the proposed adoption or amendment to a general or specific plan.

Local

City of Compton 2045 Comprehensive General Plan Update
The city of Compton 2045 Comprehensive General Plan Update includes the following goals and policies related to tribal cultural resources:

Our Historical Resources Element

GOAL OH-1: PRESERVATION AND ENHANCEMENT OF COMPTON'S HISTORICAL AREAS AND RESOURCES

Policy OH-1.2: **Community Participation.** Use public input to help shape the historic preservation program. Conduct a cultural asset mapping program to give community members a participatory platform to spotlight local historical and cultural assets they deem significant.

Policy OH-1.3: **Educational Awareness.** Provide educational opportunities to foster community awareness and pride in Compton's history.

Policy OH-1.4: **Protecting Our Resources.** Discourage the demolition and inappropriate alteration of historical buildings.

Policy OH-1.5: **Adaptive Reuse.** Encourage and allow adaptive reuse of historical buildings.

Policy OH-1.6: **Preservation Groups.** Encourage and support public, quasi-public, and private entities in local preservation efforts, including the designation of historical resources and the preservation of designated resources.

Policy OH-1.7: **Pride In Our History.** Strengthen the image and identity of the City through unifying design, branding, and architectural themes that are compatible with our culture and history.

Policy OH-1.8: **Economic Development.** Promote economic development through heritage education and the promotion of tourism.

Policy OH-1.9: **Commemorating Our History.** Support efforts to identify and commemorate historical structures and sites, and historically and culturally sensitive areas in Compton through murals, plaques, and educational exhibits.

GOAL OH-2: A CITYWIDE HISTORICAL/CULTURAL PRESERVATION PROGRAM THAT IDENTIFIES AND PROTECTS COMPTON'S HISTORICAL AND CULTURAL RESOURCES

Policy OH-2.1: **Historic Resource Survey.** Create a comprehensive program to inventory and preserve historical and cultural resources. Include contemporary resources that while not historical, play a significant part in our history. Identify, document, and evaluate through a Historic Resource Study the significance of individual historical and cultural resources, and create context statements for each identified asset.

Policy OH-2.2: **Landmark Recognition Program.** Establish a Cultural and Historical Marker program that identifies historical structures and cultural landmarks.

Policy OH-2.3: **Incentivize Preservation.** Support incentive programs that promote restoration, rehabilitation, salvage, and adaptive reuse of historical buildings and sites.

Policy OH-2.4: **Preservation Regulations.** Comply with City, State, and Federal historic preservation regulations to ensure adequate protection of local cultural, historical, and archaeological resources.

Policy OH-2.5: **Accessible Preservation.** Explore strategies to promote an equitable and accessible historic preservation program.

Policy OH-2.6: **Partnerships.** Strengthen relationships and programs with local and regional institutions and organizations to promote the appreciation, maintenance, rehabilitation, and preservation of Compton's historical and cultural resources. Collaborate to promote public awareness and educational opportunities that highlight historic preservation.

Policy OH-2.7: **Staff Development.** Collaborate with local and regional historic preservation groups to establish or participate in a training program that promotes best practices in preservation techniques.

Policy OH-2.8: **Funding.** Pursue grant funding available through the State Office of Historic Preservation and other funding sources to maintain and expand the historic preservation program in Compton.

Community Services, Open Space, and Natural Resources Element

GOAL CR-13: **CURATE AND EXPAND ARTS AND CULTURE THAT REFLECT COMPTON'S HERITAGE AND THE CULTURAL PERSPECTIVES**

Policy CR-13.1: **Public Art and Cultural Heritage.** Enhance public spaces and preserve cultural heritage through the integration of public art, recognition of historic landmarks, and community events.

Policy CR-13.2: **Creative Economy Development.** Leverage the arts and culture sector as a driver of economic growth and job creation, supporting local artists, fostering partnerships, and promoting cultural tourism and creative industries.

Policy CR-13.3: **Arts Education and Outreach.** Foster a vibrant and inclusive cultural arts landscape within our city by promoting collaboration among City Departments, educational institutions, non-profit and community-based organizations, and community stakeholders to expand cultural arts events, programs, and initiatives.

Policy CR-13.4: **Mural Enhancement.** Continue to enrich the visual landscape by expanding and maintaining vibrant and culturally significant murals, recognizing the value of public art in fostering civic pride, cultural expression, and community identity.

Policy CR-13.5: **Artist Collaboration.** Collaborate with local artists, performers, cultural organizations, and community groups to curate engaging cultural programs and events that reflect the interests and heritage of the City's diverse population, fostering cross-cultural understanding and appreciation.

Policy CR-13.6: **Partnerships with Community-Based Organizations.** Foster collaborative partnerships with community-based organizations to expand and diversify arts and culture programming and by co-creating initiatives that celebrate Compton's heritage, engage residents, and cultivate a vibrant cultural scene.

Policy CR-13.7: **Cultural Equity and Inclusion.** Ensure equitable access to arts and culture for all residents and community members, promoting diversity and inclusivity through grants, resources, and initiatives to address barriers to participation.

Policy CR-13.8: **Environmental Sustainability in the Arts.** Promote environmentally sustainable practices within the arts and cultural sector, supporting eco-friendly initiatives, waste reduction, and the use of sustainable materials.

Policy CR-13.9: **Art and Creative Maker Spaces.** Create flexibility in land use regulations to accommodate art studios, galleries, and creative maker spaces that integrate artistic spaces into mixed use, commercial, industrial, or residential districts.

4.18.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the General Plan Update could result in a significant impact if it:

A. Causes 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 Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.
B. Would the project cause substantial adverse cumulative impacts with respect to tribal cultural resources.

4.18.4 – IMPACTS AND MITIGATION MEASURES

Impact TRC-1 – Would the GPU 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),

Analysis of Impacts

The definition for a Tribal Cultural Resource (TCR) is described in Section 4.18.3, above. There are no known TCRs in the City of Compton that are not archaeological in nature. This means that there are no landscapes, places that are not archaeological sites, or other non-archaeological features that could be a TCR within the Planning Area. Analysis, therefore, will consider impacts to TCRs in a similar way as to prehistoric archaeological resources.

Prior to the arrival of Spanish settlers, the area was inhabited by the Tongva People, the indigenous people of the Los Angeles Basin and the Southern Channel Islands. The area was seized from the native population by Spanish soldiers and missionaries in 1784. Given the long history of Native American settlement in the region, followed by Spanish and Mexican rule, there is a moderate probability of finding prehistoric (archaeological) resources in the Planning Area. Much of the City is heavily developed, greatly reducing the potential for the discovery of TCRs. Areas that could have potential for discovery include undeveloped land, and prior development with shallow foundations. Native American Consultation is required per SB18 when a General Plan, or General Plan Update is prepared, and must be conducted before the General Plan Update is adopted. On May 20, 2024, the City sent notices to the following four (4) Native American Tribes/Tribal Representatives to determine if they wished to consult with the city regarding the GPU:

Native American Tribal Group	**Tribal Representative**
Gabrieleno Band of Mission Indians - Kizh Nation	Andrew Salas, Chairperson
Gabrielino Tongva Indians of California Tribal Council	Robert Dorame, Chairperson
Gabrielino-Tongva Tribe	Charles Alvarez
Soboba Band of Luiseño Indians	Joe Ontiveros, Cul. Res. Dir.

As of publication of this Draft EIR, the 30-day AB 52 and the 90-day SB 18 consultation periods had expired and none of the four tribes had requested formal consultation with the City. This information is also included in Section 4.5 (Cultural Resources).

While there are no known archaeological resources within the Planning Area, given the long history of Native American settlement in the region, followed by Spanish and Mexican rule, there is a moderate probability of finding prehistoric (archaeological) resources in the Planning Area. The City is heavily developed in nature, with limited historical resources and a probability of archaeological resources. As such, the Our Historical Resources Element of the proposed GPU includes Goal OH-1 and its which aim for the preservation and enhancement of Compton's historical areas and resources. This goal includes Policy OH-1.4 discouraging the demolition and inappropriate alteration of historical buildings. Goal OH-2 and its policies mandate establishment of a citywide historical/cultural preservation program that identifies and protects Compton's historical and cultural resources. This goal includes Policy OH-2.4 which compels the City to comply with City, State, and Federal historic preservation regulations to ensure adequate protection of local cultural, historical, and archaeological resources. Finally, the Community Services, Open Space, and Natural Resources Element of the proposed GPU includes Goal CR-13 and its policies which seek to curate and expand arts and culture that reflect Compton's heritage and the cultural perspectives.

In addition, Section 7050.5 of the California Health and Safety Code requires that, if human remains are discovered during grading or earthmoving, work must be halted and the coroner contacted to determine the Most Likely Descendant (MLD). If the MLD is Native American, tribal representatives will be contacted to consult on the appropriate disposition of the remains. CEQA

requires the City and any project developer, including the City if it is a public works or other City-sponsored project, to comply with state law if human remains are found during excavation.

The General Plan Update goals and policies serve to protect existing tribal resources by analyzing all proposed projects for the need for cultural resources surveys at the proposal stage. With these goals and policies, the City's development requirements to review CEQA documents for impacts to archaeological resources and required AB52 consultation for Negative Declarations, Mitigated Negative Declarations, and EIRs, potential impacts to tribal cultural resources by future development within the Planning Area, including the four key opportunity sites, will be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None Required.

Change TCR Significance

Impact TRC-2 – Would the GPU 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: (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 Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Analysis of Impacts
The definition for a Tribal Cultural Resource (TCR) is described in Section 4.18.3, above. This includes all cultural resources, with cultural value to a California Native American tribe that meets the criteria for inclusion on the California Register of Historical Resources (CRHR).

This definition excludes cultural resources that ordinarily would be ineligible for inclusion on the CRHR. This impact considers TCRs that are not eligible for inclusion on the CRHR (i.e., if there is not a demonstrable public interest in that information, it does not possess a special and particular quality such as being the oldest of its type or the best available example of its type, and it is not directly associated with a scientifically recognized important prehistoric event or person).

While there are no known archaeological resources within the Planning Area, given the long history of Native American settlement in the region, followed by Spanish and Mexican rule, there is a moderate probability of finding prehistoric (archaeological) resources in the Planning Area. The City is heavily developed in nature, with limited historical resources and a probability of archaeological resources. As such, the Our Historical Resources Element of the proposed GPU includes Goal OH-1 and its which aim for the preservation and enhancement of Compton's historical areas and resources. This goal includes Policy OH-1.4 discouraging the demolition and inappropriate alteration of historical buildings. Goal OH-2 and its policies mandate establishment of a citywide historical/cultural preservation program that identifies and protects

Compton's historical and cultural resources. This goal includes Policy OH-2.4 which compels the City to comply with City, State, and Federal historic preservation regulations to ensure adequate protection of local cultural, historical, and archaeological resources. Finally, the Community Services, Open Space, and Natural Resources Element of the proposed GPU includes Goal CR-13 and its policies which seek to curate and expand arts and culture that reflect Compton's heritage and the cultural perspectives.

In addition, Section 7050.5 of the California Health and Safety Code requires that, if human remains are discovered during grading or earthmoving, work must be halted and the coroner contacted to determine the Most Likely Descendant (MLD). If the MLD is Native American, tribal representatives will be contacted to consult on the appropriate disposition of the remains. CEQA requires the City and any project developer, including the City if it is a public works project, to comply with state law if human remains are found during excavation. Native American consultation, as prescribed by SB18 and AB52 also helps prevent impacts to cultural resources that are ordinarily not eligible for protection under CEQA. Additionally, Public Resources Code section 5024.1, ensures that the lead agency shall consider the significance of the resource to a California Native American tribe.

The General Plan Update goals and policies serve to protect existing resources by analyzing proposed projects for the need for cultural resources surveys at the proposal stage. By following these goals and policies, complying with existing regulations in Public Resources Code section 5024.1, potential impacts to tribal cultural resources within the Planning Area will be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Cumulative Impacts

Impact TCR-3 - Would the GPU cause substantial adverse cumulative impacts with respect to tribal cultural resources?

Analysis of Impacts
As outlined in the previous sections above, there is a potential for archaeological/Tribal Cultural Resources (TCRs) to exist within the Planning Area. It is possible that earthwork within the City or surrounding jurisdictions may disturb Native American tribal cultural or archaeological resources. State law requires local jurisdictions, including the City, to consult with local Native American tribal representatives when development or public works projects may affect tribal cultural resources (i.e., SB 18 and AB 52). This government-to-government consultation process is critical to identifying actions that could have significant impacts on tribal cultural resources before any ground disturbance occurs in the surrounding region.

On a cumulative level, impacts to tribal cultural resources from both the Planning Area and the surrounding jurisdictions (i.e. the cities of Long Beach, Paramount, Gardena, Carson, Downey, Lynwood, and unincorporated Los Angeles County) should be considered. These jurisdictions contain TCRs which, as with all cultural resources, are non-renewable. Damaging, disturbing, or destroying TCRs results in a permanent loss of resources that can never be replaced, and

future projects with impacts to cultural resources from all surrounding jurisdictions contribute to the cumulative impact to TCRs.

As such, the Our Historical Resources Element of the proposed GPU includes Goal OH-1 and its which aim for the preservation and enhancement of Compton's historical areas and resources. This goal includes Policy OH-1.4 discouraging the demolition and inappropriate alteration of historical buildings. Goal OH-2 and its policies mandate establishment of a citywide historical/cultural preservation program that identifies and protects Compton's historical and cultural resources. This goal includes Policy OH-2.4 which compels the City to comply with City, State, and Federal historic preservation regulations to ensure adequate protection of local cultural, historical, and archaeological resources. Finally, the Community Services, Open Space, and Natural Resources Element of the proposed GPU includes Goal CR-13 and its policies which seek to curate and expand arts and culture that reflect Compton's heritage and the cultural perspectives.

Existing regulations ensure that the City considers the significance of all cultural resources which have cultural value to a Native American tribe. Incorporating this regulation into the development process helps ensure that TCRs are protected where they would otherwise not be by CEQA.

Consistent with federal and state laws, the General Plans of the surrounding jurisdictions have similar goals and policies to protect cultural resources within their boundaries as well. Finally, state law requires the City and surrounding jurisdictions to notify Native American representatives if tribal human remains are found.

By adopting the General Plan Update goals and policies, following required laws and regulations, and continuation of the City's required CEQA review of all development projects, the potential cumulative impacts to cultural resources will be minimized, and future development in the City of Santa Fe Springs under the GPU will not make a significant contribution to any cumulative regional impacts on cultural resources.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.18.5 – REFERENCES

California Health and Safety Code, Section 7050.5.

California Public Resources Code Section 5097.

California State Parks, 2021. *California Register of Historical Resources*. Web: https://ohp.parks.ca.gov/ListedResources/ [Accessed December 2024].

City of Compton, 1991. *General Plan Vision 2010*. December 3, 1991.

City of Compton, 2023. *Compton Today: Constraints and Opportunities Technical Report*. October, 2023.

National Park Service, 2021. *National Register of Historic Places*. Web: https://www.nps.gov/subjects/nationalregister/database-research.htm [Accessed December 2024].

4.19 – UTILITIES AND SERVICE SYSTEMS

This EIR chapter addresses utilities and service systems impacts associated with the proposed General Plan Update (GPU). Issues of interest are utilities and service systems impacts identified by the CEQA Guidelines: whether the GPU will require or result in the relocation or construction of new or expanded water, wastewater treatment, or other facilities; will have sufficient water supplies; will result in a determination by the wastewater treatment provider that it has adequate capacity to serve the Project's demand in addition to existing commitments; will generate solid waste in excess of standards; and will comply with regulations related to solid waste.

4.19.1 – ENVIRONMENTAL SETTING

Water Service

The City of Compton Water Department (CWD) is the primary water provider for the Planning Area (Compton, 2022). The remainder of the Planning Area is served by Liberty Utilities – Park Water (Liberty), which provides water service to customers within areas of the Cities of Artesia, Bellflower, Compton, Lynwood, Norwalk, and Santa Fe Springs as well as unincorporated areas of Los Angeles County (Liberty, 2021). The CWD relies on a system of 14,500 residential, commercial, and industrial service connections, 156 miles of piping ranging from 2 to 24 inches. The CWD sources nearly its entire water supply from eight groundwater wells (six of which are currently active) from the Central Basin Groundwater Basin, as well as utilizing one booster pumping station, water treatment facilities, and reservoirs. To fully meet the needs of customers in case of drought or emergency, the CWD utilizes three imported water connections to import surface water from the Metropolitan Water District of Southern California (MWD). Liberty provides domestic water from wells within the Central Basin, imported surface water from MWD through the Central Basin Municipal Water District (CBMWD), and recycled water from the Sanitation Districts of Los Angeles County (LACSD). MWD imports water from the Colorado River through the Colorado River Aqueduct, owned and operated by MWD, and the State Water Project, which utilizes the California Aqueduct for transmission to Southern California. Water delivered to CBMWD's sub-agencies is treated at MWD's Weymouth Treatment Plant located in the City of La Verne. CBMWD's recycled water system consists of approximately 36 miles of pipeline.

According to their respective 2020 UWMPs, the CWD had a service population of 74,988 in 2020 and is projected to have a service population of 75,412 in 2045, while Liberty had a service population of 132,691 in 2020 and is projected to have a service population of 136,245 by 2045. Combined, the two water service providers that serve the Planning Area had an estimated service population of 207,679 in 2020 and are projected to have a service population of 211,657, which represents an overall projected service population increase of 3,978. Additionally, according to their respective UMWPs, CWD's and Liberty's water supplies are considered adequate for meeting domestic water demands in normal, single dry, and multiple dry years between 2021 and 2045.

Groundwater Supplies

As stated above, the CWD receives nearly 100 percent of its water from one main source, groundwater from the Central Groundwater Basin. The CWD provides potable drinking water to

its customers via 8 groundwater wells (only 6 wells are active: Well Nos. 11, 13, 15, 17, 18, and 19). Water is pumped from these wells, and flows into a grid system, which is then distributed using a gravity fed system via 163 miles of 2 to 24-inch diameter pipes. CWD retails water to approximately 80 percent of the City of Compton, and imports the remainder of its water from MWD. The City has three interconnections (MWD C1, MWD C3, and MWD C4) for imported water that connect to MWD's pipeline system, with a total capacity of 16,900 GPM (gallons per minute). The purchased water from MWD augments the water from the wells, via the distribution system, and flows into the city's four storage tanks. Similarly, Liberty receives domestic water from wells within the Central Basin as well as imported surface water from MWD through the Central Basin Municipal Water District (CBMWD).

The Central Basin consists of four sections: the Los Angeles Forebay, the Montebello Forebay, the Whittier Area, and the Pressure Area. Compton is located over the Central Groundwater Basin Pressure Area which contains several aquifers that, in turn, are confined by numerous aquicludes. The California Department of Water Resources does not identify the Central Basin as being in overdraft (as of 2020). According to their respective UWMPs, CWD had a water demand of 7,347 acre-feet in 2020 and is projected to have a demand of 7,005 acre-feet by the year 2045, while Liberty had a water demand of 11,224 acre-feet in 2020 and is project to have a demand of 11,706 acre-feet by the year 2045. Therefore, the respective UMWP's for CWD and Liberty project that water supplies are adequate to meet normal domestic needs in the Planning Area under the normal, dry, and multiple dry water years.

Wastewater

The local wastewater collection system is owned and operated by Los Angeles County Sanitation Districts (LACSD). Wastewater in the City is collected by the LACSD and sent to either the Joint Water Pollution Control Plant (JWPCP) or one of six water reclamation plants (WRPs) located throughout the County. Water treated at the JWPCP goes through primary and secondary treatment before redistribution into the ocean. Wastewater treated by the six WRPs goes through primary, secondary, and tertiary treatment, culminating in recycled water available for customer use, groundwater recharge, or discharge into the ocean. The city does not currently utilize recycled water for domestic purposes, nor does it have the infrastructure to use recycled water. The city does not currently have plans to develop recycled water infrastructure.

Stormwater

The Los Angeles County Department of Public Works (LACDPW) orchestrates stormwater capture and replenishment of the Central Groundwater Basin. The storm drain system in Compton is maintained by the Los Angeles County Flood Control District (LACFCD) which conveys stormwater through a network of mains and catch basins until it is eventually discharged in the Pacific Ocean via the San Gabriel River and its tributaries. This includes the concrete-lined and soft-bottomed channels of the Compton Creek that eventually feeds into the Pacific Ocean.

High concentrations of impervious surfaces in intensive urban areas, like Compton and surrounding cities, have contributed to poor water quality from polluted stormwater runoff. Key sources of contamination include sediment, nutrients, pesticides, metals, oil and grease, and pathogens. The City of Compton is in the process of developing an Individual Watershed Management Program, as well as participating in a Coordinated Integrated Monitoring Program. The City of Compton is one of 84 cities within Los Angeles County that is issued a Municipal National Pollutant Discharge Elimination System (NPDES) Permit by the California Regional

Water Quality Control Board, Los Angeles Region. The LACDPW Stormwater Quality Division is the principal permittee charged with improving stormwater conditions for residents of the county.

Solid Waste and Recycling Services

Solid waste collection, disposal, and recycling services in the Planning Area are provided under contract to the City by Republic Services. Solid waste collected in the City is taken to the Republic Services Compton Transfer Station at The Savage Canyon Landfill is the nearest landfill to the City and is located northeast of the Planning Area in the Puente Hills. The landfill has a disposal acreage of 102 acres and has a maximum permitted capacity of 19,337,450 cubic yards (CY), a maximum permitted daily throughput of 3,350 tons per day, and remaining capacity of 9,510,833 CY (CalRecycle 2024).

Energy Services

Electrical services to the Planning Area are provided by Southern California Edison (SCE) while natural gas is supplied by the Southern California Gas Company (SCGC).

Telecommunications Service

Telecommunication services are provided by Time Warner, Charter Spectrum, AT&T, Verizon, and other service providers in the area.

4.19.2 – REGULATORY FRAMEWORK

Federal

Clean Water Act (CWA)

The CWA is the cornerstone of surface water quality protection in the United States. The statute employs a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. The State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB) are responsible for ensuring implementation and compliance with the provisions of the Federal CWA.

National Pollution Discharge Elimination System (NPDES)

The NPDES permit program addresses water pollution by regulating point sources that discharge pollutants to waters of the United States. Created in 1972 by the federal Clean Water Act, the NPDES permit program authorizes state governments to perform many permitting, administrative, and enforcement aspects of the program. The Act prohibits discharging “pollutants” through a “point source” into a “water of the United States” unless they have an NPDES permit. The permit contains limits on what can be discharged, creates monitoring and reporting requirements, and other provisions to ensure the discharge does not diminish water quality and/or people’s health.

State

<u>California Safe Drinking Water Act</u>

The Safe Drinking Water Act (SDWA), administered by EPA in coordination with the California Department of Public Health (CDPH), is the main Federal law that ensures the quality of

drinking water. Under SDWA, EPA sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement those standards.

California Department of Resources, Recycling, and Recovery (CalRecycle)

CalRecycle oversees, manages, and monitors waste generated in California. It provides limited grants and loans to help California cities, counties, businesses, and organizations meet the State waste reduction, reuse, and recycling goals. It also provides funds to clean up solid waste disposal sites and co-disposal sites, including facilities that accept hazardous waste substances and non-hazardous waste. CalRecycle develops, manages, and enforces waste disposal and recycling regulations, including AB 939 and SB 1016 (see below).

Assembly Bill 939 (AB 939) (Public Resources Code 41780)

The California Integrated Waste Management Act Requires cities and counties to prepare integrated waste management plans (IWMPs) and to divert 50 percent of solid waste from landfills beginning in calendar year 2000 and each year thereafter. AB 939 also requires cities and counties to prepare Source Reduction and Recycling Elements (SRRE) as part of the IWMP. These elements are designed to develop recycling services to achieve diversion goals, stimulate local recycling in manufacturing, and stimulate the purchase of recycled products.

Senate Bill (SB) 1016

This requires that the 50 percent solid waste diversion requirement established by AB 939 be expressed in pounds per person per day. SB 1016 changed the CalRecycle review process for each municipality's IWMP. The CalRecycle Board reviews a jurisdiction's diversion rate compliance in accordance with a specified schedule. As of 2018, the Board is required to review a jurisdiction's source reduction and recycling element and hazardous waste element every two years.

Senate Bills 610 and 221, Water Supply Assessment and Verification

Senate Bills (SB) 610 and 221 amended State law to improve the link between the information on water supply availability and certain land use decisions made by cities and counties. Both statutes require detailed information regarding water availability (water supply assessment or WSA) to be provided to city and county decision-makers prior to approval of specified large development projects (projects greater than 500 dwelling units, or an equivalent water demand). Both statutes require this detailed information to be included in the administrative record. Under SB 610, WSAs must be furnished to local governments for inclusion in the environmental document for certain projects, as defined in Water Code 10912, subject to the California Environmental Quality Act (CEQA). Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply.

Statewide Water Conservation Act of 2009 (Senate Bill X7-7)

In November 2009, the California State legislature passed, and the Governor approved, a comprehensive package of water legislation, including Senate Bill (SB) X7-7 addressing water conservation. In general SB X7-7 requires a 20 percent reduction in per capita urban water use by 2020, with an interim 10 percent target in 2015. The legislation requires urban water users to develop consistent water use targets and to use those targets in their Urban Water Management Plans (UWMPs). SB X7-7 also requires certain agricultural water supplies to implement a variety of water conservation and management practices and to submit Agricultural Water Management Plans.

State Water Resources Control Board
The SWRCB, in coordination with nine Regional Water Quality Control Boards, performs functions related to water quality, including issuance and oversight of wastewater discharge permits (e.g., NPDES), other programs regulating stormwater runoff, and underground and above-ground storage tanks. The SWRCB has also issued statewide waste discharge requirements for sanitary sewer systems, which include requirements for development of a sewer system management plan (SSMP).

Title 22 of California Code of Regulations
Title 22 regulates the use of reclaimed wastewater. In most cases, only disinfected tertiary water may be used on food crops where the recycled water would come into contact with the edible portion of the crop. Standards are also prescribed for the use of treated wastewater for irrigation of parks, playgrounds, landscaping, and other non-agricultural irrigation. Regulation of reclaimed water is governed by the nine RWQCBs and the California Department of Public Health (CDPH).

Urban Water Management Planning Act
In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code Section 10610–10656). The Act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet (AF) annually, should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The Act requires that urban water suppliers adopt an urban water management plan at least once every five years and submit it to the Department of Water Resources. Noncompliant urban water suppliers are ineligible to receive funding pursuant to Division 24 or Division 26 of the California Water Code, or receive drought assistance from the State, until the urban water management plan (UWMP) is submitted and deemed complete pursuant to the Urban Water Management Planning Act.

Regional

Los Angeles Basin MS4 Permit
Municipal separate storm sewer systems (MS4) are issued permits based on the size of the municipality. MS4 permit requirements include reduction of pollutant discharges to the "maximum extent practicable" and protection of water quality. Requirements also include identification of major outfalls and pollutant loads and control of discharges from new development and redevelopment. To address these objectives, municipalities are required to prepare stormwater management plans. Although the NPDES program does not regulate nonpoint sources of pollution, the Los Angeles Basin Regional Water Quality Control Board (RWQCB) has other programs in place to address nonpoint sources. The MS4 Permit also contains requirements that are necessary to improve efforts to reduce the discharge of pollutants in stormwater runoff to the maximum extent practicable and achieve water quality standards. The MS4 permit requires developments and redevelopments to implement Best Management Practices (BMPs) to control pollution in runoff from permitted sites. The BMPs that are required include the following programs:

- Litter, debris and trash control
- Incident response investigation and reporting
- New development and redevelopment
- Private construction activities
- Permittee activities (for sewage, streets and roads, and MS4 facilities)

- Public education and outreach
- Implementation of Total Maximum Daily Loads
- Reporting Requirements and Notifications

Los Angeles Countywide Integrated Waste Management Plan

Pursuant to AB939, the County prepared the 1996 Countywide Integrated Waste Management Plan (CIWMP) in collaboration with its cities to ensure a coordinated effort at solid waste reduction and landfilling. The CIWMP, is comprised of five key elements, the Countywide Summary Plan, the Countywide Siting Element, the Source Reduction and Recycling Element (SRRE), the Household Hazardous Waste Element (HHWE) and the Non-Disposal Facility Element (NDFE).

- Countywide Summary Plan: The Countywide Summary Plan contains goals and policies, and a summary of issues faced by the County and its cities. The Summary Plan provides steps needed for all cities to do to meet the 50% division mandate.
- Countywide Siting Element: The Siting Element provides evidence that there is at least 15 years of remaining capacity to hold waste for the County and its cities. If there is not adequate capacity, the Siting Element contains discussion of alternative disposal sites and additional diversion programs.
- Source Reduction and Recycling Element (SRRE): The SRRE provides analysis of the local waste stream to determine where to focus diversion efforts.
- Household Hazardous Waste Element (HHWE): The HHWE details programs that assist in recycling, treatment and disposal practices for Household Hazardous Waste programs.
- Non-Disposal Facility Element (NDFE): The NDFE goal is to identify existing and proposed waste management facilities that would require a solid waste permit to be operationally compliant.

Local

City of Compton 2045 Comprehensive General Plan Update

The city of Compton 2045 Comprehensive General Plan Update includes the following goals and policies related to utilities and service systems:

Land Use Element

GOAL LU-10: EQUITABLE DISTRIBUTION OF PUBLIC FACILITIES, INFRASTRUCTURE, HOUSING, AND SERVICES.

Policy LU-10.1: Healthy Communities. Improve community health by ensuring equal access to parks, groceries that provide good-quality fresh food and community facilities, and by reducing pollution burdens.

Policy LU-10.2: Neighborhood Equity. Ensure disadvantaged neighborhoods have access to healthy foods, parks and open spaces, mobility options, community services and programming, and safe and sanitary homes.

Policy LU-10.3: Efficient Public Facility Development Strategy. Develop public facilities at locations where they most efficiently serve the community and are compatible with current and future land uses.

Policy LU-10.4: **Equitable Facility Distribution.** Continue to promote equitable distribution of community facilities and infrastructure. Community facilities should continue to be located near residents to serve as neighborhood centers and maximize use.

Policy LU-10.5: **Community-Driven Facility Planning Program.** Encourage community involvement to assess the needs of City residents to determine priorities for the rehabilitation or new construction of public facilities.

Policy LU-10.6: **Environmental Health Integration Policy.** Consider proximity to environmental health risks when planning for residential uses.

Policy LU-10.7: **Inclusive Planning for Environmental Justice.** Ensure environmental justice in the planning process through meaningful public involvement.

Policy LU-10.8: **Equitable Development Standards.** Implement development policies to protect public health, safety, and welfare equitably among all segments of the population.

Policy LU-10.9: **Resource Allocation Equity Plan.** Prioritize and allocate citywide resources to provide public facilities and services to communities in need.

Policy LU-10.10: **Environmental Justice Enforcement Protocol.** Eliminate disproportionate environmental burdens and pollution experienced by historically disadvantaged communities through adherence to the environmental justice policies.

Policy LU-10.11: **Balanced Land Use Distribution Strategy.** Avoid overconcentration of potentially hazardous industrial businesses in any one geographic area, community, or neighborhood.

Policy LU-10.12: **Neighborhood Maintenance Partnership.** Work with community groups and property owners to ensure adequate street maintenance, public landscape maintenance, law enforcement, code enforcement, and litter and graffiti control to maintain safe and attractive neighborhoods.

Policy LU-10.13: **Annexation Area Planning Strategy.** Identify prospective annexation areas for long-range planning purposes that will avoid duplication of services with special districts; will be financially self-supporting, promote orderly growth and development and preserve open space, as necessary, on its periphery; and promote a more cost-efficient delivery of urban services to both existing areas that already have urban services and future development areas that require urban service extensions from contiguous City areas.

Urban Systems Element

GOAL US-1: **ONGOING MAINTENANCE, REPAIR, AND UPKEEP OF CITY-OWNED INFRASTRUCTURE**

Policy US-1.1: **Deferred Maintenance Assessment.** Assess deferred maintenance needs for City Hall and public buildings to prioritize repairs and allocate resources effectively.

Policy US-1.2: **Maintenance Management System.** Create long-term maintenance plans reviewed annually for regular inspections, preventive maintenance, and repairs to prevent further deterioration.

Policy US-1.3: **Capital Improvement Investments.** Allocate funds for capital projects to address maintenance backlogs, renovate aging facilities, and modernize infrastructure.

Policy US-1.4: **CIP Monitoring and Reporting.** Implement annual monitoring and reporting for the Capital Improvement plan (CIP) to track progress, ensure transparency, and adjust to emerging infrastructure needs.

GOAL US-2: OPTIMZED DELIVERY OF INFRASTRUCTURE SYSTEMS

Policy US-2.1: **Staff Capacity Building for Infrastructure Projects.** Address staffing shortages and enhance staff training to improve the City's ability to manage and execute infrastructure projects effectively.

Policy US-2.2: **Community Engagement in Infrastructure Planning.** Increase public communication on infrastructure projects to foster transparency and community support for ongoing improvements.

Policy US-2.3: **Public-Private Partnerships for Infrastructure.** Explore partnerships with private entities to fund and support infrastructure projects without solely relying on taxpayer dollars.

Policy US-2.4: **Adoption of Technology for Efficiency.** Invest in technology solutions to streamline City operations, reduce administrative costs, and enhance service delivery.

Policy US-2.4: **Annual Report on Measure P Funds.** Implement annual monitoring and reporting for the Measure P Funds to track progress and ensure transparency.

GOAL US-3: SUSTAINABLE FUNDING SOURCES TO ADEQUATELY MAINTAIN AND IMPROVE INFRASTRUCTURE

Policy US-3.1: **Dedicated Infrastructure Maintenance Fund.** Establish a dedicated infrastructure maintenance fund, financed by a portion of City revenues and new fees, to address deferred maintenance and avoid future infrastructure deterioration.

Policy US-3.2: **Public-Private Partnerships for Infrastructure Investment.** Leverage public-private partnerships (PPPs) to attract private investment and share costs for critical infrastructure upgrades and deferred maintenance projects.

Policy US-3.3: **Infrastructure Bond Measures.** Pursue voter-approved infrastructure bond measures to generate immediate capital for repairing and upgrading aging infrastructure systems.

Policy US-3.4: **Infrastructure Improvement Grants and Federal Funding.** Actively seek State and Federal grants, including those for infrastructure resilience and innovation, to finance deferred maintenance projects across the City.

Policy US-3.5: **Long-Term Capital Improvement Plan with Deferred Maintenance Prioritization.** Update the long-term Capital Improvement Plan to prioritize deferred maintenance needs and allocate funding accordingly through multi-year budget cycles.

GOAL US-5: A WATER SYSTEM THAT PROMOTES CONSERVATION, RESOURCE STEWARDSHIP, AND LONG-TERM WATER SECURITY

Policy US-5.1: **Infrastructure Investment.** Annually invest in upgrades and rehabilitation of water infrastructure to improve reliability, efficiency, and reduce water losses and leaks.

Policy US-5.2: **Proactive Maintenance.** Develop a proactive maintenance plan based on objective point system to address aging infrastructure, reduce water main breaks, and extend asset lifespan.

Policy US-5.3: **Water Quality Protection.** Implement source water protection, watershed management, and pollution prevention measures to safeguard drinking water from contamination.

Policy US-5.4: **Water System Funding.** Seek grants and funding opportunities through state and federal sources to support essential water system upgrades.

GOAL US-6: EFFICIENT AND ENVIRONMENTALLY SOUND WASTEWATER MANAGEMENT AND TREATMENT SERVICES

Policy US-6.1: **Collection System Maintenance.** Maintain, repair, and reconstruct wastewater systems to prevent overflows, reduce infiltration, and ensure functionality.

Policy US-6.2: **Regular Inspections.** Conduct regular inspections, cleanings, and repairs to prevent backups, spills, and contamination.

Policy US-6.3: **Wastewater Facilities Prioritization.** Prioritize infrastructure projects based on condition, risk, compliance, and community impact.

Policy US-6.4: **Industrial Collaboration.** Work with industrial users to reduce pollutants and protect water quality through best practices and prevention measures.

Policy US-6.5: **Reclamation Projects.** Implement water reclamation and recycled grey water systems to irrigate parkland, medians, fire hydrants, and restrooms to reduce reliance on freshwater.

Policy US-6.6: **Wastewater Infrastructure Assessment.** Assess wastewater assets to identify critical deficiencies and operational challenges.

Policy US-6.7: **Rehabilitation and Upgrades.** Upgrade wastewater infrastructure based on an objective evaluation system to improve reliability and treatment capacity for current and future needs.

Policy US-6.8: **Funding Strategies.** Secure funding through grants, bonds, and partnerships to support wastewater infrastructure projects.

GOAL US-7: AFFORDABLE ELECTRICAL UTILITY SERVICES

Policy US-7.1: **Renewable Energy Integration.** Support distributed energy resources, community solar, and net metering to promote local clean energy generation and energy independence.

Policy US-7.2: **Energy Efficiency.** Implement programs to reduce peak electricity consumption, lower costs, and manage peak demand on the grid.

GOAL US-8: EXPANDED ACCESS TO RELIABLE, HIGH-SPEED COMMUNICATIONS SERVICES

Policy US-8.1: **Broadband Deployment.** Consult with broadband providers to facilitate expansion of broadband infrastructure and high-speed internet access to underserved areas and neighborhoods.

Policy US-8.2: **Digital Inclusion.** Promote digital literacy and inclusion programs to ensure equitable access to technology and online services for underserved populations.

Policy US-8.3: **Public-Private Partnerships.** Collaborate with private companies and government agencies to expand broadband access through shared infrastructure and resources.

GOAL US-9: PUBLIC FACILITIES AND INFRASTRUCTURE RESILIENT TO CLIMATE CHANGE AND EXTREME WEATHER

Policy US-9.1: **Renewable Energy Integration.** Support distributed energy resources, community solar, and net metering to promote local clean energy generation and energy independence.

Policy US-9.2: **Energy Efficiency.** Implement programs to reduce electricity consumption, lower costs, and manage peak demand on the grid.

Policy US-9.3: **Infrastructure Protection and Retrofitting.** Retrofit critical infrastructure to withstand climate hazards like flooding and extreme heat, ensuring functionality during extreme weather.

Policy US-9.4: **Floodplain Management and Resilience.** Develop floodplain management strategies and mitigation plans to reduce flood risks and protect infrastructure and vulnerable communities.

Policy US-9.5: **Flood Management Coordination.** Collaborate with regional agencies to implement floodplain regulations and development standards, reducing flood hazards and improving resilience.

Policy US-9.6: **Electrical System Resilience.** Protect electric infrastructure by undergrounding power lines, installing backup systems, and hardening substations to ensure reliable electricity during extreme events.

GOAL US-10: EQUITABLE INFRASTRUCTURE ACCESS WITHIN DISADVANTAGED UNINCORPORATED COMMUNITIES

Policy US-10.1: **Needs Assessment and Prioritization.** Assess infrastructure deficiencies and prioritize needs in disadvantaged unincorporated communities, considering demographics and community input.

Policy US-10.2: **Equitable Service Delivery.** Ensure fair access to essential infrastructure services for disadvantaged communities by addressing systemic inequalities and barriers.

Policy US-10.3: **Infrastructure Resilience Coordination.** Work with agencies, stakeholders, and community organizations to expand services and improve infrastructure resilience in underserved areas.

Policy US-10.4: **Funding Resource Consultation.** Consult with Los Angeles County to secure funding for expanding sewer infrastructure in underserved communities lacking centralized systems.

City of Compton Municipal Code

Chapters 13 (Public Services), 21 (Integrated Waste Management), 23 (Sewer and Water), 26 (Undergrounding of Utilities Facilities), and Chapter 31 (Runoff Pollution Control) all regulate and provide guidance on power, water, and waste utility operation within the City. This includes guidance on the permitted disposal of waste materials and the maintenance of stormwater facilities within the City.

4.19.3 – SIGNIFICANCE THRESHOLDS

As identified in Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA), the GPU could result in a significant impact if it would:

A. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
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.
F. Would the project cause substantial adverse cumulative impacts with respect to utilities and service systems.

4.19.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to utilities and service systems which could result from the implementation of the GPU and recommends mitigation measures needed to reduce significant impacts.

New or Expanded Facilities

Impact UTIL-1 – Would the GPU require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Analysis of Impacts
The GPU includes the potential for population growth resulting primarily from future residential and mixed-use developments. This growth would require the expansion of existing infrastructure along with the likely development of new facilities related to utility infrastructure. This GPU does not include any specific proposals for new facilities, although new facilities would result from the projected population growth associated with implementation of the plan. All future implementing developments and/or infrastructure projects subject to CEQA would be required to undergo environmental review with respect to their discrete impacts at the time of their proposal.

Water. The CWD is the primary water provider to the City of Compton. The remainder of the Planning Area is served by Liberty Utilities. According to their respective 2020 UWMPs, the CWD had a service population of 74,988 in 2020 and is projected to have a service population of 75,412 in 2045, while Liberty had a service population of 132,691 in 2020 and is projected to have a service population of 136,245 by 2045. Combined, the two water service providers that serve the Planning Area had an estimated service population of 207,679 in 2020 and are projected to have a service population of 211,657, which represents an overall projected service population increase of 3,978. Additionally, according to their respective UMWPs, CWD's and Liberty's water supplies are considered adequate for meeting domestic water demands in normal, single dry, and multiple dry years between 2021 and 2045.

CWD and Liberty's estimates for future population for the City's service area are based on projections obtained from SCAG. The SCAG data incorporates demographic trends, existing land use, general plan land use policies, and input and projections from the DOF and the US Census Bureau at the time those documents were prepared (circa 2020). The respective 2020 UWMPs for CWD and Liberty indicated these population estimates were used to prepare their water consumption estimates (CWD, p. 2-19; Liberty, p. 3-7). Table 3-5 in Section 3, Project Description, provides a comparison of existing City characteristics from 2023 and those estimated for 2045. Table 3-5 estimates the City's population will increase by 22,552 by 2045, which is far in excess of the increase of 3,978 estimated in CWD's and Liberty's 2020 UWMPs to adequately supply future growth. In addition, using CalEEMod default outputs for indoor and outdoor water use, it is estimated that the proposed GPU would result in an increase in annual water usage within the Planning Area by approximately 327 million gallons per year in 2045 when compared to existing conditions (see Appendix D). Therefore, implementation of the

proposed GPU would likely result in both new and expanded water supply and distribution facilities. Since most of the City's water supply comes from groundwater sources, the growth represented by the proposed GPU exceeds that upon which CWD's and Liberty's UWMPs were developed, and long-term local groundwater supply is a potentially significant impact that requires mitigation. As such, Mitigation Measure HYD-1 has been incorporated to ensure there would be adequate groundwater supplies for City residents in the future with implementation of the proposed GPU.

The Land Use Element of the proposed GPU contains Goal LU-10 and its policies which support equitable distribution of public facilities, infrastructure, housing, and services. In Addition, the Urban Systems Element of the proposed GPU includes Goal US-1 and its policies which encourage ongoing maintenance, repair, and upkeep of city-owned infrastructure. Goal US-2 and its policies strive for optimized delivery of infrastructure systems, while Goal US-3 and its policies seek sustainable funding sources to adequately maintain and improve infrastructure. Further, Goal US-5 and policies support a water system that promotes conservation, resource stewardship, and long-term water security, while Goal US-6 and its policies aim for an efficient and environmentally sound wastewater management and treatment services. Goal US-9 and its policies strive for public facilities and infrastructure resilient to climate change and extreme weather. Finally, Goal US-10 and its policies mandates equitable infrastructure access within disadvantaged unincorporated communities. Future development would be required to be consistent with these goals and policies.

Future development under the GPU would also be required to comply with the City's development review process and City Municipal Code requirements related to water supply infrastructure. With implementation of Mitigation Measure HYD-1, proposed GPU goals and policies, and continued regulatory compliance with state and regional water quality standards through the City's development review process, development within the Planning Area under the GPU would not result in significant impacts related to the need for new or expanded water supply facilities.

Level of Significance Before Mitigation
Potentially significant.

Mitigation Measures

HYD-1: **Water Demand Management.** New developments under the GPU that would be served by local water utility providers shall not be approved if they would increase water use in excess of what is identified for supply in 2045 under the most recent Urban Water Management Plans for the involved local water providers.

Level of Significance After Mitigation
Less than significant.

Wastewater. The local wastewater collection system is owned and operated by LACSD. Wastewater in the City is collected by the LACSD and sent to either the JWPCP or one of six WRPs located throughout the County. Water treated at the JWPCP goes through primary and secondary treatment before redistribution into the ocean. Wastewater treated by the six WRPs goes through primary, secondary, and tertiary treatment, culminating in recycled water available for customer use, groundwater recharge, or discharge into the ocean. The city does not currently utilize recycled water for domestic purposes, nor does it have the infrastructure to use

recycled water. The city does not plan on developing a recycled water infrastructure. It is possible that anticipated population growth under the proposed GPU may require incrementally expanded or modified wastewater facilities or treatment processes to adequately meet the demand from anticipated population growth. However, The Land Use Element of the proposed GPU contains Goal LU-10 and its policies which support equitable distribution of public facilities, infrastructure, housing, and services. In Addition, the Urban Systems Element of the proposed GPU includes Goal US-1 and its policies which encourage ongoing maintenance, repair, and upkeep of city-owned infrastructure. Goal US-2 and its policies strive for optimized delivery of infrastructure systems, while Goal US-3 and its policies seek sustainable funding sources to adequately maintain and improve infrastructure. Further, Goal US-6 and its policies aim for an efficient and environmentally sound wastewater management and treatment services. Goal US-9 and its policies strive for public facilities and infrastructure resilient to climate change and extreme weather. Finally, Goal US-10 and its policies mandates equitable infrastructure access within disadvantaged unincorporated communities. Future development would be required to be consistent with these goals and policies.

With continued implementation of fees to fund wastewater infrastructure expansion, the proposed GPU would not directly require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Stormwater. The storm drain system in Compton is maintained by LACFCD, which conveys stormwater through a network of mains and catch basins until it is eventually discharged in the Pacific Ocean via the San Gabriel River and its tributaries. This includes the concrete-lined and soft-bottomed channels of the Compton Creek that eventually feeds into the Pacific Ocean. Because the Planning Area is almost completely built out, development under the proposed GPU would not result in a significant increase in impermeable surfaces that could lead to the potential for increased stormwater runoff. The proposed GPU does not include any specific development or project that would substantially alter existing drainage patterns in the Planning Area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces. However, future development would be assessed at a site-specific project-level when proposed. Any future projects within the Planning Area under the GPU would be required to adhere to local, state, and federal law and policy (See Section 4.10.2) regulating impacts to streams, rivers, and drainage patterns through the area that may also lead to the increase in impervious surfaces. Any impacts would be required to be analyzed in subsequent project-level CEQA documentation, wherein any potentially significant impacts would be required to be mitigated to less than significant level.

The Planning Area is generally flat and highly developed. Non-developed areas of the City include City parks, school recreation fields, and landscaping around buildings. There is no significant anticipated risk of future development creating downstream runoff by increasing impervious surfaces on specific sites because the Planning Area is almost completely built out and covered with impermeable surfaces. The Regional Water Quality Control Board (RWQCB) regulates the discharge of storm water from municipalities and activities within their jurisdiction including construction. The City is a signatory of the Los Angeles County Waste Discharge

Requirements for Municipal Storm Water and Urban Runoff Discharge. In addition, the City's development review process examines potential increases in runoff from development sites and requires post-development runoff to not exceed pre-development levels through project design such as the use of detention basins.

The Land Use Element of the proposed GPU contains Goal LU-10 and its policies which support equitable distribution of public facilities, infrastructure, housing, and services. In Addition, the Urban Systems Element of the proposed GPU includes Goal US-1 and its policies which encourage ongoing maintenance, repair, and upkeep of city-owned infrastructure. Goal US-2 and its policies strive for optimized delivery of infrastructure systems, while Goal US-3 and its policies seek sustainable funding sources to adequately maintain and improve infrastructure. Goal US-9 and its policies strive for public facilities and infrastructure resilient to climate change and extreme weather. Finally, Goal US-10 and its policies mandates equitable infrastructure access within disadvantaged unincorporated communities. Future development would be required to be consistent with these goals and policies.

With implementation of proposed GPU goals and policies, continued regulatory compliance with state and regional water quality standards, and guidelines for runoff control in the Municipal Code, development within the Planning Area under the proposed GPU would not result in significant impacts related to the local storm drain system. Impacts would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Electric Power, Natural Gas and Telecommunications. There are no plans at present to relocate or expand electric power, natural gas, and telecommunication facilities within the City. However, implementation of the GPU would lead to demand-driven expansion of facilities and, subsequently, the possibility of physical environmental impacts covered under CEQA. These projects would be subject to environmental review at the time of proposal. These facilities are provided by private organizations and the infrastructure would be covered by service fees. The Land Use Element of the proposed GPU contains Goal LU-10 and its policies which support equitable distribution of public facilities, infrastructure, housing, and services. In Addition, the Urban Systems Element of the proposed GPU includes Goal US-1 and its policies which encourage ongoing maintenance, repair, and upkeep of city-owned infrastructure. Goal US-2 and its policies strive for optimized delivery of infrastructure systems, while Goal US-3 and its policies seek sustainable funding sources to adequately maintain and improve infrastructure. Additionally, Goal US-7 and its policies aim for affordable electrical utility services, while Goal US-8 and its policies strive for expanded access to reliable, high-speed communications services. Finally, Goal US-9 and its policies strive for public facilities and infrastructure resilient to climate change and extreme weather. Finally, Goal US-10 and its policies mandates equitable infrastructure access within disadvantaged unincorporated communities. Future development would be required to be consistent with these goals and policies. Therefore, any impacts from new development under the proposed GPU would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Water Supplies

Impact UTIL-2 – Would there be sufficient water supplies available to serve reasonably foreseeable future development in the Planning Area during normal, dry and multiple dry years?

Analysis of Impacts
The availability of water supplies is discussed in Impact UTL-1. According to their respective UMWPs, CWD's and Liberty's water supplies are considered adequate for meeting domestic water demands in normal, single dry, and multiple dry years between 2021 and 2045. However, the growth represented by the proposed GPU exceeds that upon which CWD's and Liberty's UWMPs were developed. In addition, it is estimated that the proposed GPU would result in an increase in annual water usage within the Planning Area by approximately 327 million gallons per year in 2045 when compared to existing conditions. Therefore, it was determined that long-term local groundwater supply is a potentially significant impact that requires mitigation. As such, Mitigation Measure HYD-1 has been incorporated to ensure there would be adequate groundwater supplies for City residents in the future with implementation of the proposed GPU.

The Urban Systems Element of the proposed GPU includes Goal US-1 and its policies which encourage ongoing maintenance, repair, and upkeep of city-owned infrastructure. Additionally, Goal US-2 and its policies strive for optimized delivery of infrastructure systems, while Goal US-3 and its policies seek sustainable funding sources to adequately maintain and improve infrastructure. Further, Goal US-5 and policies support a water system that promotes conservation, resource stewardship, and long-term water security, while Goal US-6 and its policies aim for an efficient and environmentally sound wastewater management and treatment services. Finally, Goal US-9 and its policies strive for public facilities and infrastructure resilient to climate change and extreme weather. Future development would be required to be consistent with these goals and policies.

Future development under the GPU would also be required to comply with the City's development review process and City Municipal Code requirements related to water supply infrastructure. Further, by helping remediate existing groundwater contamination, the City would help secure its groundwater supply into the future.

With implementation of Mitigation Measure HYD-1, proposed GPU goals and policies, and continued regulatory compliance with state and regional water quality standards through the City's development review process, development within the Planning Area under the GPU would not result in significant impacts related to insufficient water supplies.

Level of Significance Before Mitigation
Potentially significant.

Mitigation Measures

HYD-1: **Water Demand Management.** New developments under the GPU that would be served by local water utility providers shall not be approved if they would increase water use in excess of what is identified for supply in 2045 under the

most recent Urban Water Management Plans for the involved local water providers.

Level of Significance After Mitigation
Less than significant.

Wastewater Treatment

Impact UTIL-3 – Would the GPU 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?

Analysis of Impacts
The local wastewater collection system is owned and operated by LACSD. Wastewater in the City is collected by the LACSD and sent to either the JWPCP or one of six WRPs located throughout the County. Water treated at the JWPCP goes through primary and secondary treatment before redistribution into the ocean. Wastewater treated by the six WRPs goes through primary, secondary, and tertiary treatment, culminating in recycled water available for customer use, groundwater recharge, or discharge into the ocean. The city does not currently utilize recycled water for domestic purposes, nor does it have the infrastructure to use recycled water. The city does not plan on developing a recycled water infrastructure. It is possible that anticipated population growth under the proposed GPU may require incrementally expanded or modified wastewater facilities or treatment processes to adequately meet the demand from anticipated population growth. The Urban Systems Element of the proposed GPU includes Goal US-1 and its policies which encourage ongoing maintenance, repair, and upkeep of city-owned infrastructure. Goal US-2 and its policies strive for optimized delivery of infrastructure systems, while Goal US-3 and its policies seek sustainable funding sources to adequately maintain and improve infrastructure. Further, Goal US-6 and its policies aim for an efficient and environmentally sound wastewater management and treatment services. Finally, Goal US-9 and its policies strive for public facilities and infrastructure resilient to climate change and extreme weather. Future development would be required to be consistent with these goals and policies. Further, with continued payment of fees to fund wastewater infrastructure expansion, the proposed GPU would not result in inadequate wastewater treatment capacity and impacts would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Solid Waste

Impact UTIL-4 – Would the GPU 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?

Analysis of Impacts
Solid waste collected in the Planning Area is eventually taken to the Savage Canyon Landfill. The landfill has a disposal acreage of 102 acres and has a maximum permitted capacity of 19,337,450 cubic yards (CY), a maximum permitted daily throughput of 3,350 tons per day, and

remaining capacity of 9,510,833 CY. In order to estimate solid waste generation under the proposed GPU, default CalEEMod waste generation rates for the Planning Area were used (see Appendix D). Using CalEEMod default outputs for solid waste generation, it is estimated that the proposed GPU would result in the generation of an additional 15.04 tons of inorganic waste per day in 2045 when compared to existing conditions. This additional amount of inorganic solid waste (15.04 tons) represents 0.45 percent of the Savage Canyon Landfill's maximum permitted daily throughput of 3,350 tons per day. Additionally, the City has a Material Recycling Facility (MRF) and a transfer station within its boundaries. The GPU has no specific goals or policies related to solid waste management. However, the City must comply with a variety of state and regional laws and regulations regarding solid waste recycling and must coordinate with Los Angeles County regarding solid waste disposal. Compliance with these laws and regulations would help control the amount of waste produced within the Planning Area over the life of the GPU and ensure impacts related to solid waste would be less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
No mitigation is required.

Impact UTIL-5 – Would the GPU comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Analysis of Impacts
Any future project completed under the proposed GPU would be required to comply with all applicable Federal, State, and Local statutes and regulations related to solid waste management and reduction. The GPU does not contain any goals or policies that specifically address solid waste management. However, the City must comply with a variety of state and regional laws and regulations regarding solid waste recycling and minimization (e.g., AB 939).The City would continue to comply with established laws and regulations regarding solid waste minimization and recycling. Therefore, the proposed GPU would not interfere with the City's compliance with federal, state, and local management and reduction statutes and regulations related to solid waste. With adherence to existing regulations, impacts would be less than significant.

Level of Significance Before Mitigation:
Less than significant.

Mitigation Measures
No mitigation is required.

Cumulative Impacts

Impact UTIL-6 – Would the GPU cause substantial adverse cumulative impacts with respect to utilities and service systems?

Analysis of Impacts
Development that results from the proposed GPU, in combination with other cumulative development in neighboring areas would increase the demand for utilities. Utilities can be potentially impacted by increased population, especially when new facilities are not built to meet population increases or when existing facilities are not adequately maintained. Alternatively,

impacts may also occur when new facilities are built, resulting in physical impacts to existing resources. Overall, the GPU accounts for both these scenarios. The GPU includes policies to mitigate potential negative environmental impacts. Additionally, new facilities are subject to both the provisions of the GPU and compliance with CEQA, when required. Environmental review would identify site-specific conditions and physical changes resulting from utility services expansion. It was determined that water supply may not be adequate for the full implementation of the GPU in the future; however, implementation of Mitigation Measure HYD-1 would reduce the potential impact to less than significant. The growth projections of the proposed GPU are different than those of the current General Plan, and it is possible the projected increases in housing and population and changes in non-residential development may have adverse impacts on water demand but are not expected to have significant impacts on sewer/wastewater, storm drainage, energy, telecommunications, or solid waste infrastructure and service providers in the region. All of the local jurisdictions within the surrounding region have goals and policies similar to the City of Compton regarding the maintenance and, when necessary, expansion of utility systems to accommodate growth. Once the GPU is adopted, its growth projections would be incorporated as appropriate into the various master plans of the agencies and companies providing utility services to the City. In addition, the City would implement Mitigation Measure HYD-1 to help reduce future water demand on local water serving agencies. Therefore, the proposed GPU would not have cumulative impacts on regional utility services.

Level of Significance Before Mitigation
Less than significant (potentially significant for water supply).

Mitigation Measures
With the incorporation of Mitigation Measure HYD-1, any regional cumulative impacts related to water supply would be reduced to less than significant levels.

Level of Significance After Mitigation
Less than significant.

4.19.5 – REFERENCES

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4.20 – WILDFIRE

This section describes the potential for wildfire on lands located in or near State Responsibility Areas (SRA) or lands classified as very high fire hazard severity zones by the California Department of Forestry and Fire Protection (CAL FIRE). In addition, it discusses potential impacts of the proposed General Plan Update (GPU) on wildfire hazards, including: emergency response/evacuation, project exacerbation of wildfire risks, exposure to pollutant concentrations from a wildfire; exacerbation of fire risk from infrastructure improvements, to significant risks of runoff, post-fire slope instability, or drainage changes.

4.20.1 – ENVIRONMENTAL SETTING

Climate

The Planning Area is located in southern Los Angeles County, approximately 15 miles south of downtown Los Angeles and 14 miles north of the Port of Long Beach. The County and the broader Los Angeles Basin are defined by a semi-arid, Mediterranean climate with mild winters and warm summers. The northern Santa Monica and southeastern Santa Ana Mountain ranges that form the outer boundaries trap air and pollutants within the Basin. The greater Los Angeles region is classified as a Mediterranean climate, but specific weather conditions are dependent on local factors such as topography and proximity to the Pacific Ocean. The climate is determined by the North Pacific High-Pressure System, a subtropical anticyclone whose presence in the northeastern pacific results in hot, dry summers in the region and mild, wet winters. This pattern is generally interrupted by regional variances, such as the Santa Ana winds during the fall, and storms hailing from the Pacific Northwest during the winter. El Niño and La Niña patterns every two to seven years also have large effects on weather and rainfall received between November and March.

The city's average temperatures range from a high of 79 degrees Fahrenheit (°F) in September to a low of 49 degrees °F in December and January. Annual precipitation is approximately 10.1 inches, falling mostly from December through March. The Planning Area is nearly entirely flat with elevations ranging from 30 to 88 feet above mean sea level (AMSL) throughout the Planning Area.

Wind Patterns

The North Pacific High-Pressure System drives the prevailing winds in the basin. High winds can cause property damage and pose health risks, especially during the fire season. In addition to the typical regional wind patterns in the region, Santa Ana winds represent a particularly strong, dry wind hazard. Santa Ana winds are katabatic, meaning they develop as winds descend through mountain passes where they accelerate, dry out, and heat up. These winds are felt throughout the Los Angeles County region, including the Planning Area, as it is located within the Basin, and to the west of the eastern mountain ranges where they originate. As these winds are typically strong, hot, and dry, these pose a unique and constant threat of igniting and spreading wildfires.

Fire Hazards Severity Zones

There are no Very High Fire Hazard Severity Zones in the city, as identified by the California Department of Forestry and Fire Protection (CAL FIRE), therefore, there are no wildfire hazards in the city.

State Responsibility Areas

State Responsibility Areas (SRA) designate those areas where CAL FIRE has responsibility for wildland fire protection. SRAs do not include lands that are within city boundaries or within federally owned lands. SRAs are present in the Puente Hills just north of Whittier, approximately 18 miles northeast of the Planning Area.

4.20.2 – REGULATORY FRAMEWORK

State

California Fire Code

The city has adopted the 2019 California Fire Code issued by the California Building Standards Commission with amendments to address specific local conditions and needs. These provisions include construction standards and fire hydrant requirements, road widths and configurations designed to accommodate the passage of fire trucks and engines, and requirements for minimum fire flow rates for water mains.

Local

City of Compton 2045 Comprehensive General Plan Update

The city of Compton 2045 Comprehensive General Plan Update includes the following goals and policies related to wildfire:

Safety Element

GOAL PS-2: PROMPT, EFFECTIVE EMERGENCY RESPONSE AND FIRE SUPPRESSION SERVICES TO PROTECT LIFE AND PROPERTY

Policy PS-2.1: **Fire Prevention Programs.** Develop and implement comprehensive fire prevention programs that target high-risk areas, vulnerable populations, and fire-prone environments through public education, outreach, and enforcement efforts.

Policy PS-2.2: **Proactive Measures for the Public.** Distribute informational materials, brochures, and safety guides on topics such as smoke alarm installation, fire escape planning, and fire extinguisher use to empower individuals and families to take proactive measures to protect themselves and their communities.

Policy PS-2.3: **Fire Safety Training and Workshops.** Provide fire safety training sessions, workshops, and seminars for residents, business owners, landlords, tenants, and building managers to enhance their knowledge of fire prevention, detection, and evacuation procedures.

Policy PS-2.4: **Code Compliance and Enforcement.** Enforce compliance with fire safety codes, regulations, and standards governing building construction, occupancy classification, fire protection systems, and emergency access requirements to minimize fire risks and ensure occupant safety.

Policy PS-2.5: **Safety Inspections.** Coordinate with the Fire Department to provide routine fire safety inspections, plan reviews, and permit approvals for new construction, renovations, and special events to verify compliance with fire code requirements and identify opportunities for improvement.

Policy PS-2.6: **Emergency Response Planning.** Develop and maintain comprehensive emergency response plans and procedures for fire-related incidents, including structure fires, wildland fires, high rise buildings, hazardous materials incidents, and other emergencies requiring firefighter intervention.

Policy PS-2.7: **Fire Personnel Training.** Conduct regular drills, exercises, and training sessions to test emergency response capabilities, enhance coordination among first responders, and evaluate the effectiveness of response protocols.

Policy PS-2.8: **Fire Protection Services.** Ensure adequate Fire Department staffing levels to evaluate fire station locations, response times, coverage areas, and personnel ratios, providing comprehensive safety and protection services to support existing and future population growth.

Policy PS-2.9: **Fire Station Expansion.** Consider factors such as population density, building occupancy types, geographic features, and transportation infrastructure when determining fire station placement and resource allocation priorities.

Policy PS-210: **Fire Station Evaluation.** Evaluate building systems, infrastructure components, and facility conditions on a regular basis to inform modernization priorities and resource allocation decisions.

Policy PS-2.11: **Fire Station Modernization.** Ensure that modernization projects for older fire stations comply with applicable building codes, fire safety standards, accessibility requirements, and regulatory mandates governing facility construction, renovation, and occupancy to safeguard the health, safety, and welfare of occupants and the public.

Policy PS-2.12: **Fire Apparatus and Equipment.** Maintain a fleet of well-equipped fire apparatus, including engines, trucks, ambulances, and specialized vehicles, to support fire suppression, rescue operations, and emergency medical services delivery to support existing and future population growth.

Policy PS-2.13: **Safety Training.** Ensure that Fire Department personnel are trained in the proper operation, maintenance, and deployment of firefighting equipment, tools, and apparatus to maximize operational readiness, effectiveness.

Policy PS-2.14: **Mutual Aid and Regional Collaboration.** Participate in mutual aid agreements, cooperative fire protection agreements, and regional fire task

forces to facilitate resource sharing, mutual assistance, and collaborative response efforts with neighboring jurisdictions and regional fire agencies.

Policy PS-2.15: **Regional Coordination.** Coordinate with regional emergency management agencies, law enforcement agencies, and other public safety partners to ensure seamless integration of emergency response activities and effective interagency communication during large-scale emergencies.

GOAL PS-5: COMMUNITY PREPAREDNESS TO EXTREME WEATHER EVENTS AND HEATWAVES

Policy PS-5.1: **Climate Resilience Planning.** Develop and implement climate resilience plans and adaptation strategies that integrate risk assessments, hazard mapping, vulnerability analyses, and scenario planning to prioritize actions and investments that enhance community resilience and protect public safety.

Policy PS-5.2: **Climate Adaptation Strategies.** Incorporate climate adaptation measures, green infrastructure solutions, land use planning strategies, and emergency response protocols into local planning processes, policies, and regulations to reduce climate-related risks and promote sustainable development.

Policy PS-5.3: **Emergency Response and Disaster Preparedness.** Enhance emergency response capabilities, disaster preparedness plans, and evacuation protocols to address climate-related emergencies, such as heatwaves and flash floods, and protect public safety during extreme weather events.

Policy PS-5.4: **Emergency Coordination.** Coordinate with emergency management agencies, first responders, community organizations, and regional partners to develop coordinated response plans, mutual aid agreements, and resource sharing protocols for climate-related disasters and emergencies.

Policy PS-5.5: **Heat Safety Outreach and Education.** Conduct heat safety outreach campaigns, public awareness initiatives, and educational programs to inform residents, caregivers, and outdoor workers about the risks of heat-related illnesses, heat exhaustion, and heatstroke, and promote preventive measures to stay safe during heatwaves.

Policy PS-5.6: **Cooling Centers.** Identify and designate cooling centers, public facilities, and community spaces as cooling refuge locations where residents can seek relief from extreme heat and access hydration, air conditioning, and other cooling amenities during heatwave events.

Policy PS-5.7: **Cooling Centers Coordination.** Coordinate with local agencies, non-profit organizations, and faith-based institutions to activate cooling centers, extend operating hours, and expand capacity as needed to accommodate increased demand during periods of high heat and heatwave emergencies.

Policy PS-5.8: **Vulnerable Population Support Services.** Provide targeted support services and outreach efforts to vulnerable populations, including seniors, individuals experiencing homelessness, low-income households, and

individuals with disabilities, to ensure equitable access to heatwave preparedness resources, assistance programs, and emergency services.

Policy PS-5.9: **Wellness Checks.** Partner with social service agencies, healthcare providers, and community organizations to conduct outreach, offering assistance with transportation, hydration, and access to cooling resources during heatwave events.

Urban Systems Element

GOAL US-9: PUBLIC FACILITIES AND INFRASTRUCTURE RESILIENT TO CLIMATE CHANGE AND EXTREME WEATHER

Policy US-9.1: **Renewable Energy Integration.** Support distributed energy resources, community solar, and net metering to promote local clean energy generation and energy independence.

Policy US-9.2: **Energy Efficiency.** Implement programs to reduce electricity consumption, lower costs, and manage peak demand on the grid.

Policy US-9.3: **Infrastructure Protection and Retrofitting.** Retrofit critical infrastructure to withstand climate hazards like flooding and extreme heat, ensuring functionality during extreme weather.

Policy US-9.4: **Floodplain Management and Resilience.** Develop floodplain management strategies and mitigation plans to reduce flood risks and protect infrastructure and vulnerable communities.

Policy US-9.5: **Flood Management Coordination.** Collaborate with regional agencies to implement floodplain regulations and development standards, reducing flood hazards and improving resilience.

Policy US-9.6: **Electrical System Resilience.** Protect electric infrastructure by undergrounding power lines, installing backup systems, and hardening substations to ensure reliable electricity during extreme events.

Compton Municipal Code

Municipal Code Chapter 22 (Fire Prevention and Protection) regulates and establishes policies dealing with the safeguarding of life and property from fire and explosion hazards arising from the storage, handling, and use of hazardous substances, materials and devices, and from conditions hazardous to life or property in the occupancy of buildings and premises.

4.20.3 – SIGNIFICANCE THRESHOLDS

The methodology used to evaluate potential environmental impacts is described in Section 4.0. As identified in Appendix G of the Guidelines for Implementation of CEQA, the General Plan Update has the potential to result in significant impacts if the following thresholds are exceeded.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the GPU:

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.
E. Cause substantial adverse cumulative impacts with respect to wildfire.

4.20.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to wildfires which could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

Emergency Response Plans

Impact WIL-1 – Would the GPU substantially impair an adopted emergency response plan or emergency evacuation plan?

Analysis of Impacts

The Planning Area is fully urbanized and does not contain any Very High Fire Hazard Severity Zones (VHFHSZs) or State Responsibility Areas (SRAs). As such, there are no wildfire hazards within the Planning Area. The Los Angeles County Department of Public Works has developed Disaster Route Maps for cities in the County (Los Angeles County Public Works, 2023). Disaster routes that intersect the Planning Area include State Route 91 (SR-91) and Long Beach Boulevard. Other evacuation routes surrounding the city include Interstate 710 Freeway (I-170), I-105 Freeway, and Avalon Boulevard. The exact evacuation route used in an emergency situation depends on a variety of factors including the specific emergency situation and proximity to route.

In addition, the Public Safety Element of the proposed GPU includes Goal PS-2 and Goal PS-5, both of which contain policies related to emergency responses and evacuation plans. Goal PS-2 includes multiple policies designed to ensure prompt, effective emergency response and fire suppression services to protect life and property. Specifically, Policy PS-2.6 requires the City to develop and maintain comprehensive emergency response plans and procedures for fire-related incidents, including structure fires, wildland fires, hazardous materials incidents, and

other emergencies requiring firefighter intervention. Similarly, Policies PS-2.14 and PS-2.15 encourage collaboration with other regional actors to share resources and information to best respond to future wildfire incidents. Further, Goal PS-5 aims to enhance community preparedness related to extreme weather events and heatwaves. Specifically, Policy PS-5.3 seeks to enhance emergency response capabilities, disaster preparedness plans, and evacuation protocols to address climate-related emergencies, such as heatwaves and flash floods, and protect public safety during extreme weather events. Similarly, Policy PS-5.4 mandates coordination with emergency management agencies, first responders, community organizations, and regional partners to develop coordinated response plans, mutual aid agreements, and resource sharing protocols for climate-related disasters and emergencies. Finally, the Urban Systems Element of the proposed GPU includes Goal US-9 which seeks to make public facilities and infrastructure resilient to climate change and extreme weather.

While it is possible that there may be temporary and limited circulation changes required during discrete periods of time associated with specific construction projects, these changes would be temporary and would be of a nature that would still allow evacuation in the event of an emergency. Emergency access would be maintained to all properties during construction. Therefore, development under the GPU would have no impacts in this regard.

Level of Significance Before Mitigation
No impact.

Mitigation Measures
None required.

Prevailing winds

Impact WIL-2 – Would the GPU result in impacts due to slope, prevailing winds, and other factors, exacerbating wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Analysis of Impacts
The Planning Area is fully urbanized and does not contain any VHFHSZs or SRAs; hence, there are no wildfire risks. Since there are no significant slopes, strong prevailing winds, or other factors that could cause or exacerbate wildfire risks, it is unlikely the GPU would expose Planning Area residents to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. In addition, the Public Safety Element of the proposed GPU includes Goal PS-2 and its policies which are designed to ensure prompt, effective emergency response and fire suppression services to protect life and property. Additionally, Goal PS-5 aims to enhance community preparedness related to extreme weather events and heatwaves. Therefore, development under the GPU would have no impacts relative to slop, prevailing winds, or other factors that would contribute to the uncontrolled spread of wildfire. As such, no impacts would occur.

Level of Significance Before Mitigation
No impact.

Mitigation Measures
None required.

Maintenance of Infrastructure

Impact WIL-3 – Would the GPU require the installation or maintenance of associated infrastructure such as roads, fuel breaks, emergency water resources, powerlines, or other utilities that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Analysis of Impacts
As previously stated above, the Planning Area is fully urbanized and does not contain any VHFHSZs or SRAs; as such, there are no wildfire risks. In addition, the Urban Systems Element of the proposed GPU includes Goal US-9 which seeks to make public facilities and infrastructure resilient to climate change and extreme weather. New urban development in the Planning Area as a result of the GPU would not require the installation or maintenance of associated infrastructure such as roads, fuel breaks, emergency water resources, powerlines, or other utilities that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Therefore, there are no impacts in this regard.

Level of Significance Before Mitigation
No impact.

Mitigation Measures
None required.

Expose People or Structures to Risk

Impact WIL-4 – Would the GPU 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?

Analysis of Impacts
Since the Planning Area is not at risk of wildfire, and there are no significant slopes, there are few factors that would contribute to post-fire slope instability or drainage changes that would contribute to flooding or landslides. This, however, does not mean the Planning Area is not at risk of flooding. According to flood maps prepared by the Federal Emergency Management Agency (FEMA), the eastern half of the Planning Area (past Willowbrook Avenue) is located in Flood Zone X, an area of 0.2% annual chance of flood hazard (a 500-year flood) (FEMA, 2024). In addition, the Public Safety Element of the proposed GPU includes Goal PS-5 which aims to enhance community preparedness related to extreme weather events and heatwaves. Specifically, Policy PS-5.3 seeks to enhance emergency response capabilities, disaster preparedness plans, and evacuation protocols to address climate-related emergencies, such as heatwaves and flash floods, and protect public safety during extreme weather events. Similarly, Policy PS-5.4 mandates coordination with emergency management agencies, first responders, community organizations, and regional partners to develop coordinated response plans, mutual aid agreements, and resource sharing protocols for climate-related disasters and emergencies. Finally, the Urban Systems Element of the proposed GPU includes Goal US-9 which seeks to make public facilities and infrastructure resilient to climate change and extreme weather. Implementation of these policies and goals would ensure that future development under the proposed GPU would not exacerbate risks to people or structures by post-fire slope instability or drainage changes.

Level of Significance Before Mitigation
No impact.

Mitigation Measures
None required.

Cumulative Impacts

Impact WIL-5 - Would the GPU cause substantial adverse cumulative impacts with respect to wildfires?

Analysis of Impacts
Based on the analysis provided above in Impacts WIL-1 through WIL-4, the proposed GPU would not have a cumulative impact on the ability of local agencies to protect residents, workers and structures from wildfires, as the city is not located in an area susceptible to wildfires. However, the Planning Area is still subject to risk via urban fires, and development within the Planning Area under the GPU has the chance to increase the population and/or activities and ignition sources which may increase the risk to expose people and structures to loss, injury, or death from urban fires. As such, the proposed GPU includes goals and policies intended to ensure prompt, effective emergency response, fire suppression services, to protect life and property and enhance community resilience and preparedness to extreme weather events and heatwaves. The Planning Area is also accessible to various evacuation routes identified by the County as being reliable in an emergency situation. The wider region surrounding the Planning Area is also heavily urbanized and does not face any area-wide threats from wildfires. Due to the level of urban development and lack of natural slopes with native vegetation, the proposed GPU would not make a significant contribution to any cumulatively considerable wildfire impacts in the surrounding region.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

4.20.5 – REFERENCES

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5.0 – ALTERNATIVES TO THE PROPOSED GENERAL PLAN UPDATE

Section 15126.6 of the CEQA Guidelines requires an EIR to *"describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives."* The section also states that *"the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if those alternatives would impede to some degree the attainment of the project objectives, or would be more costly."* Pursuant to Section 15126.6, this chapter describes three alternatives to the General Plan Update (project), including the CEQA-mandated No Project Alternative, and compares the impacts of each alternative to the proposed project. The ability of each alternative to meet the basic project objectives is also described, and the "environmentally superior" alternative among the three is identified, as required by the CEQA Guidelines.

5.1 – RATIONALE FOR ALTERNATIVE SELECTION

In accordance with CEQA Guidelines Section 15126.6(a), an EIR does not need to evaluate every conceivable alternative. A feasible range of alternatives has been evaluated that will allow decision-makers to make a reasoned choice that meets most of the project objectives. The project objectives included in Chapter 3, Project Description, are:

1. **Street and Infrastructure Systems.** A complete street system paved and improved for all mobility types and that includes accessible, safe sidewalks and pedestrian crosswalks. Reliable water and sewer infrastructure systems sized and maintained to meet current and future demands and to minimize risks to public health and safety. A comprehensive network of City facilities well maintained to meet community needs.

2. **Safe and Clean Neighborhoods.** Safe, clean neighborhoods enhanced by street lighting improvements that create greater visibility in residential areas, removal of longstanding blighted structures, elimination of illegal dumping Citywide, revitalized vacant lots, and other improvements shown to contribute to public safety and cleanliness.

3. **Commerce and Entertainment.** Vibrant commercial districts and corridors provide many opportunities for entrepreneurs and flexibility for established local businesses to offer diverse goods and services, leisure activities, and places to dine and entertain.

4. **Parks and Recreation.** Well-designed, well-maintained, and safe parks, recreational facilities, and community centers that meet diverse and evolving community needs. Recreational and community service programs that offer educational classes and culturally relevant events targeting Compton's youth, families, and seniors.

5. **Equity and Environmental Justice.** Improved air quality, elimination of industrial noise and pollution, and noxious truck emissions that impact residential neighborhoods. A City where all residents have easy access to community facilities, healthy food choices, parks and facilities, and safety and sanitary homes. A community in which everyone who desires to can readily engage in civic life and public decision-making processes in languages in which they have most comfort.

6. **City Communication.** Effective forms of communication between City leaders and residents and the business community that allow for trust and transparency.

7. **Healthy Community.** Equal access for all residents to affordable housing, mental health and public health services, and other social services, particularly for low-income households and other vulnerable residents. Work force development and educational programs for local residents to provide them with higher income earning potential.

8. **Fiscally Responsible.** Effective High quality and reliable municipal services funded by sustainable and reliable City revenues supported by competent financial management and highly capable staff and City leadership.

9. **Resilient Community.** People, infrastructure, and community assets protected from evolving threats and vulnerabilities.

10. **Housing Access for All.** Improved housing supply and expanded housing opportunities that result in high quality living environments, with access to employment, community facilities, and services. Attractive and safe housing opportunities for a full range of housing types and affordability levels and with equal access and opportunity for all.

11. **Safe and Equitable Mobility.** An interconnected, active transportation system that recognizes and responds to the critical needs of businesses to move commerce while accommodating the equally important necessity for motorists, pedestrians, cyclists, and transit users to move around the City with convenience and ease. Safe multimodal mobility that creates pleasant travel ways for motorists, pedestrians, and cyclists and encourages transit use.

Further, although not directly included in the formal General Plan Update objectives, one of the objectives of the proposed GPU is to accommodate, within the framework of the City's General Plan, the State-mandated Regional Housing Needs Allocation (RHNA) goal for the City, which is a total of 1,004 dwelling units. Therefore, for each alternative, the extent to which the RHNA would be achieved (referred to as the "RHNA Objective") was also analyzed. Additionally, while selecting alternatives to be considered for analysis, the City focused on analyzing those alternatives which could potentially reduce the significant unavoidable effects related to the project and which would also achieve project objectives.

5.2 – ALTERNATIVES CONSIDERED

The following alternatives have been evaluated in comparison to the proposed GPU:

- Alternative 1: No Project/Existing General Plan Alternative
- Alternative 2: Reduced (-10%) Overall Development Alternative
- Alternative 3: Reduced (-25%) Residential Development Alternative

In accordance with CEQA Guidelines Section 15126.6(d), the discussion of impacts associated with these alternatives is less detailed than the evaluation included in Chapters 4.1 through 4.20 of the impacts associated with implementation of the proposed GPU. Table 5.1 shows the development assumptions of each alternative. Table 5.1 compares the growth potential for each alternative over existing conditions with the growth potential of the proposed GPU over existing conditions. Table 5.2 shows how impacts associated with the implementation of the alternatives

compare to the impacts associated with implementation of the proposed GPU (refer to accompanying text for full explanation).

Table 5.1
Land Use Alternatives Development Assumptions

Land Use	Existing Conditions (2023)	Proposed GPU (2045)	Net Change in Growth Potential (2045)		
			1. No Project / Existing General Plan Development Alternative[(a)]	2. Reduced (-10%) Overall Development Alternative	3. Reduced (-25%) Residential Development Alternative
Dwelling Units	28,247	+5,776	+15,632	+5,198	+4,332
Population	107,690	+22,552	+62,999	+20,297	+16,914
Non-Residential	25.5 MSF	+0.3 MSF	+0.2 MSF	+0.27 MSF	+0.3 MSF
Employees	25,568	+2,401	--	+2,161	+2,401

Source: Table 3.5, DEIR Project Description, MIG, 2025
(a) 1991 Compton General Plan, Table LU-1 – Land Use Policy Implications, p. 3-1 (does not include employment projections).
MSF = million square feet (rounded off)

Table 5.2
Alternatives' Impacts Compared to Project Impacts

Impact/Resource	Alternative 1: No Project / Existing General Plan Growth Potential	Alternative 2: Reduced (-10%) Overall Growth Potential	Alternative 3: Reduced (-25%) Residential Growth Potential
Air Quality	**Increased SU**	**Reduced SU**	**Reduced SU**
Biological Resources	Similar LTS	Similar LTS	Similar LTS
Cultural Resources	Similar LTS	Similar LTS	Similar LTS
Energy	Increased LTS	Reduced LTS	Reduced LTS
Geology and Soils	Similar LTS	Similar LTS	Similar LTS
Greenhouse Gas Emissions	**Increased SU**	**Reduced SU**	**Reduced SU**
Hazards and Hazardous Materials	Similar LTS	Similar LTS	Similar LTS
Hydrology and Water Quality	Similar LTS	Similar LTS	Similar LTS
Land Use	Similar LTS	Similar LTS	Similar LTS
Mineral Resources	Similar LTS	Similar LTS	Similar LTS
Noise	Similar LTS	Reduced LTS	Reduced LTS
Population and Housing	Similar LTS	Reduced LTS	Reduced LTS
Public Services	Increased LTS	Reduced LTS	Reduced LTS
Recreation	Increased LTS	Reduced LTS	Reduced LTS
Transportation (VMT)	Increased LTS	Reduced LTS	Reduced LTS
Tribal Cultural Resources	Similar LTS	Similar LTS	Similar LTS
Utilities and Service Systems	Increased LTS	Reduced LTS	Reduced LTS
Wildfire	Similar LTS	Similar LTS	Similar LTS

Source: MIG, 2025.
LTS = Less Than Significant Impact
SU = **Significant and Unavoidable Impact**

5.3 – ALTERNATIVE 1: NO PROJECT / EXISTING 1991 GENERAL PLAN

5.3.1 – Principal Characteristics

The No Project/Existing General Plan Alternative (No Project Alternative) assumes that development would occur within the Planning Area that was anticipated under the 1991 General Plan. Development assumptions for this alternative are shown in Table 5.1. As shown in Table 5.1, development under the 1991 General Plan would result in a significant increase in residential development and population, and a small decrease in non-residential development when compared to the proposed GPU. Additionally, no new policies, goals, or development standards associated with the proposed GPU would be implemented; the standards, goals, and policies associated with the 1991 General Plan would be applicable. This alternative would also not meet the City's current Regional Housing Needs Allocation (RHNA) allocation for affordable housing units.

5.3.2 – Analysis of No Project/Existing General Plan Alternative

The potential impacts associated with the No Project Alternative are described below.

a. *Air Quality.* The proposed GPU would result in significant unavoidable air quality impacts. For this alternative, it is assumed there would be a significant increase in residential development when compared to the proposed GPU, but a slight decrease in non-residential development. This alternative would likely not be consistent with SCAG forecasts for the City as the population and housing growth projections of the existing 1991 General Plan and the City's existing population both exceed the 2020-2045 RTP/SCS population and employment projections for the City (See Chapter 4.14). As such, this alternative would likely not be consistent with the SCAQMD 2022 Air Quality Management Plan (2022 AQMP) and would also exceed SCAQMD regional pollutant thresholds and thereby obstruct implementation of the AQMP. While no specific air quality modeling was undertaken for this alternative, it is likely that air quality mitigation measures needed for the proposed GPU would also be required for this alternative. The significant unavoidable air quality impacts associated with the proposed GPU would be increased under this alternative.

b. *Biological Resources.* The Planning Area is completely urbanized and almost entirely built out with few vacant properties located throughout the City. As with the proposed GPU, development under this alternative would occur within urban areas that currently have existing development. Similar to the proposed GPU, this alternative would have a less than significant impact on biological resources.

c. *Cultural Resources.* As with the Project, development under the No Project Alternative could uncover previously unknown cultural resources or destroy/change structures that could be considered historic. As with the Project, under the No Project Alternative, the City's development requirements would include a CEQA evaluation to analyze potential impacts to historic resources, which may include site-specific mitigation measures to reduce potential impacts of future development within the Planning Area. Additionally, existing goals, policies and implementation programs within the Conservation Element ensure that significant archaeological resources are preserved and protected. Similar to the Project, this alternative would have a less than significant impact on cultural resources with adherence to existing regulations.

d. *Energy.* As with the Project, development associated with the No Project Alternative would require the consumption of electricity, natural gas, and vehicle fuel resources to accommodate growth. This alternative would result in a significant increase in the level of residential development and a small decrease of non-residential development when compared to the Project, which would consume energy. Similar to the Project, under this alternative new development and land use turnover would be required to comply with statewide mandatory energy requirements outlined in Title 24, Part 6, of the California Code of Regulations (the CALGreen Code), which would decrease estimated natural gas consumption in new and/or retrofitted structures. Therefore, this alternative would have increased less than significant energy impacts compared to the Project.

e. *Geology and Soils.* The same geology and soils policies and regulations would be applicable to the No Project Alternative as to the Project, as the existing General Plan contains goals and policies intended to reduce geologic or seismic hazards. In addition, both the alternative and the Project would be exposed to the same existing geologic conditions within the Planning Area. As with the Project, existing building requirements would be applicable under this alternative. Additionally, all future projects would be required to be designed and constructed in compliance with all applicable City and State codes and requirements. All existing General Plan policies related to geology and seismic issues would be applicable to this alternative, as is the case with the Project. Therefore, the No Project Alternative would have a less than significant geology impact, and impacts would be similar to the Project.

f. *Greenhouse Gas Emissions.* The Project would result in significant unavoidable greenhouse gas (GHG) emissions impacts. This alternative would result in a significant increase in the level of residential development and a small decrease in non-residential development when compared to the Project. It is likely that mitigation measures identified for the Project would also be required for this alternative. While no specific GHG modeling was undertaken for the alternative, it is likely that the No Project Alternative would result in increased significant and unavoidable GHG impacts associated with the Project.

g. *Hazards and Hazardous Materials.* Hazardous materials would be present during construction and operation of development associated with the No Project Alternative. The amount and use of these hazardous materials present during construction would be limited, would be in compliance with existing government regulations, and would not be considered a significant hazard. As with the Project, any future development under this alternative would be subject to the City's standard environmental review, which would include identification of any contaminated sites not already identified and implementation of appropriate cleanup and disposal procedures. Therefore, the No Project Alternative would have a less than significant hazards and hazardous materials impact, and would be considered similar to the Project.

h. *Hydrology and Water Quality.* Development associated with implementation of the No Project Alternative would be subject to all existing water quality regulations and programs. This alternative assumes a population and housing increase that would be greater than the Project; however, the mitigation measure regarding water supply (UTL-1) would be required under this alternative. Thus, the No Project Alternative would have an increased less than significant hydrology and water quality impact when compared to the Project.

i. *Land Use and Planning.* As with the Project, the No Project Alternative would not physically divide an established community. Development would be consistent with the adopted 1991

General Plan, and would not conflict with regulations adopted to avoid environmental effects. Similar to the Project, this alternative would have a less than significant land use and planning impact.

j. Mineral Resources. There are no significant mineral deposits present within the Planning Area and there are no portions of the Planning Area where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists within the Planning Area. As with the Project, this alternative would have similar less than significant impacts on mineral resources.

k. Noise. The Project would result in less than significant noise impacts. This alternative would result in a significant increase in the level of residential development and a small decrease of non-residential development when compared to the Project. However, the increase in development that would occur under the No Project Alternative would be subject to the same construction noise control regulations as would occur under the Project, and would not be substantial enough to result in a noticeable change in traffic-related operational noise. While no specific noise modeling was undertaken for this alternative, it would still likely result in a less than significant roadway noise impact similar to the Project.

l. Population and Housing. This alternative would result in greater residential development and population growth when compared to the Project. However, given that the population and housing growth projections of the existing 1991 General Plan and the City's existing population both exceed the 2020-2045 RTP/SCS population and employment projections for the City, this alternative would result in similar less than significant impacts related to population and housing when compared to the Project.

m. Public Services. This alternative would result in an increased amount of residential development and population growth, which would result in increased demand for public services when compared to the Project. However, with continued collection of development impact fees and implementation of existing General Plan policies related to maintaining public services, this alternative would result in increased less than significant impacts related to public services when compared to the Project.

n. Recreation. This alternative would result in an increased amount of residential development and population growth, which would result in reduced demand for recreational facilities compared to the Project. However, with continued collection of development impact fees and implementation of existing General Plan policies related to maintaining recreation facilities, this alternative would result in increased less than significant impacts related to precreation when compared to the Project.

o. Transportation. This alternative would result in a substantial increase in residential development when compared to the project. However, given that the population and housing growth projections of the existing 1991 General Plan and the City's existing population both exceed the 2020-2045 RTP/SCS population and employment projections for the City, this alternative would result in increased less than significant VMT impacts as the Project.

p. Tribal Cultural Resources. As with the Project, development under the No Project Alternative could uncover previously unknown Tribal Cultural Resources. Compliance with existing regulations regarding burial grounds and consultation with Native American tribes would ensure that potential impact would be reduced. Similar to the Project, this alternative would

have a less than significant impact on Tribal Cultural Resources with adherence to existing regulations.

q. *Utilities and Service Systems.* This alternative would result in a substantial increase in residential development and a small decrease in non-residential development within the Planning Area. However, development associated with implementation of the No Project Alternative would be subject to all existing water quality regulations and programs. Additionally, the mitigation measure regarding water supply (UTL-1) would still be required under this alternative. Therefore, this alternative would have an increased less than significant utilities and service systems impact when compared to the Project.

r. *Wildfire.* There are no Very High Fire Hazard Severity Zones or State Responsibility Areas within the Planning Area or within close proximity to the Planning Area. Existing General Plan policies, including identifying special on-site fire protection measures during project review, would be applicable. Similar to the Project, this alternative would result in a less than significant wildfire impact.

Attainment of Project Objectives

The No Project Alternative assumes that development would occur within the Planning Area, but only development anticipated under the existing 1991 General Plan. The No Project Alternative would meet some of the Project objectives but not nearly to the degree as the proposed GPU. However, this alternative would still meet the RHNA allocation of accommodating 1,004 dwelling units.

5.4 – ALTERNATIVE 2: REDUCED (-10%) OVERALL DEVELOPMENT

5.4.1 – Principal Characteristics

The Reduced Overall Development Capacity Alternative reflects a reduced amount of growth in the number of residential units and a reduced amount of non-residential development (both approximately 10 percent less) compared to those expected under the proposed GPU. Development assumptions for this alternative are shown in Table 5.1. This alternative assumes that policies, goals, or development standards associated with the Project would apply to this alternative. This alternative would result in less employment generation that the Project, but would still meet the City's current Regional Housing Needs Allocation (RHNA) goals.

5.4.2 – Analysis of the Reduced Overall Development Alternative

The potential impacts associated with the Reduced Overall Development Alternative are described below.

a. *Air Quality.* The Project would result in significant unavoidable air quality impacts. While this alternative would result in a reduction in the amount of residential development compared to the Project, it would likely not be consistent with SCAG forecasts for Compton as it exceeds the 2020 RTP/SCS population projections for the City. As such, this alternative would likely not be consistent with the SCAQMD 2022 Air Quality Management Plan (2022 AQMP) and would also exceed SCAQMD regional pollutant thresholds and thereby obstruct implementation of the AQMP. The air quality mitigation measures needed for the Project would apply to this alternative, and the potential air quality emissions would likely be reduced under this alternative. However, this alternative would likely still result in significant and unavoidable air quality impacts as the Project.

b. *Biological Resources.* The Planning area is completely urbanized and almost entirely built out with few vacant properties located throughout the City. As with the Project, development under this alternative would occur within urban areas that currently have existing development. Similar to the Project, this alternative would have a less than significant impact on biological resources.

c. *Cultural Resources.* Development under the Reduced Overall Development Alternative could uncover previously unknown cultural resources or destroy/change structures that could be considered historic. As with the Project, under the Reduced Overall Development Alternative the City's development requirements would include a CEQA evaluation to evaluate potential impacts to historic resources, which may include mitigation measures to reduce potential impacts of future development within the Planning Area. Additionally, goals, policies and implementation programs within the Conservation Element of the existing General Plan would ensure that significant archaeological resources are preserved and protected. Similar to the Project, this alternative would have a less than significant impact on cultural resources with adherence to existing regulations.

d. *Energy.* As with the Project, development associated with the Reduced Overall Development Alternative would require the consumption of electricity, natural gas, and vehicle fuel resources to accommodate growth. However, given the reduced amount of development associated with this alternative, this alternative would result in reduced energy consumption compared to the Project. Similar to the Project, under this alternative new development and land use turnover would be required to comply with statewide mandatory energy requirements outlined in Title 24, Part 6, of the California Code of Regulations (the CALGreen Code), which would decrease estimated natural gas consumption in new and/or retrofitted structures. This alternative would have a reduced less than significant energy impact compared to the Project.

e. *Geology and Soils.* Both this alternative and the Project would be exposed to the same existing geologic conditions within the Planning area, and the same geology and soils policies and regulations would be applicable to both the Project and the alternative. As with the Project, existing building requirements would be applicable under this alternative and all future projects would be required to be designed and constructed in compliance with all applicable City and State codes and requirements. All GPU policies related to geology and seismic issues would be applicable to this alternative, as is the case with the Project. Therefore, the Reduced Overall Development Alternative would have a less than significant geology impact, and would be considered similar to the Project.

f. *Greenhouse Gas Emissions.* The Project would result in significant unavoidable greenhouse gas (GHG) emissions impacts. While no specific GHG modeling was undertaken for this alternative, this alternative would likely result in a reduction in GHG emissions when compared to the Project. Additionally, while mitigation measures identified for the Project would also be required for this alternative, and would further reduce emissions, it is likely that this alternative would still result in significant and unavoidable GHG impacts.

g. *Hazards and Hazardous Materials.* Hazardous materials would be present during construction and operation of development associated with the Reduced Overall Development Alternative. The amount and use of these hazardous materials present during construction would be limited, would be in compliance with existing government regulations, and would not be considered a significant hazard. As with the Project, any future development under the Reduced Overall Development Alternative would be subject to the

City's standard environmental review process, which would include identification of any contaminated sites not already identified and implementation of appropriate cleanup and disposal procedures. Therefore, the Reduced Overall Development Alternative would have a less than significant hazards and hazardous materials impact, and would be considered similar to the Project.

h. Hydrology and Water Quality. Development associated with implementation of the Reduced Overall Development Alternative would be subject to all existing water quality regulations and programs. This alternative assumes a population and housing increase that would be less than the Project; however, the mitigation measure regarding water supply (UTL-1) would still be required under this alternative. Therefore, similar to the Project, the Reduced Overall Development Alternative would have a less than significant hydrology and water quality impact.

i. Land Use and Planning. As with the Project, the Reduced Overall Development Alternative would not physically divide an established community and would not conflict with regulations adopted to avoid environmental effects. Similar to the Project, this alternative would have a less than significant land use and planning impact.

j. Mineral Resources. There are no significant mineral deposits present within the Planning Area and there are no portions of the Planning Area where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists within the Planning Area. As with the Project, this alternative would have similar less than significant impacts on mineral resources.

k. Noise. The Project would result in less than significant noise impacts. The Reduced Overall Development Alternative would result in an approximately 10 percent reduction in both residential and non-residential development within the Planning Area. Under this alternative, measures would still be required to ensure that construction noise is mitigated for projects located near sensitive receptors. While no specific noise modeling was undertaken for the alternative, it is possible that the reduced vehicle trips associated with this alternative would have a reduced less than significant roadway noise impact compared to the Project.

l. Population and Housing. This alternative would result in less residential development and population growth compared to the Project. Given the reduction in population and housing, this alternative would result in a reduced less than significant population and housing impact compared to the Project.

m. Public Services. This alternative would result in a reduced amount of residential development and population growth, which would result in a decrease in demand for public services when compared to the Project. Therefore, the Reduced Overall Development Alternative would result in a reduced less than significant public services impact compared to the Project.

n. Recreation. This alternative would result in a reduced amount of residential development and population growth, which would result in less demand for recreational facilities when compared to the Project. Therefore, this alternative would result in a reduced less than significant recreation impact compared to the Project.

o. Transportation. This alternative would result in less residential development than would occur with implementation of the Project. Given the reduction in development associated

with this alternative, it is likely that vehicle miles traveled impacts under this alternative would also be reduced. As with the Project, the uncertainty related to future fuel prices and future legislative policy could dramatically influence VMT production in the City. While no transportation modeling was undertaken for this alternative, a reduced less than significant transportation impact would likely occur under this alternative.

p. *Tribal Cultural Resources.* As with the Project, development under the Reduced Overall Development Alternative could uncover previously unknown Tribal Cultural Resources. However, compliance with existing regulations regarding burial grounds and consultation with Native American tribes would ensure that potential impact would be reduced. Similar to the Project, this alternative would have a less than significant impact on Tribal Cultural Resources with adherence to existing regulations.

q. *Utilities and Service Systems.* This alternative would result in a reduced amount of residential development within the Planning Area when compared to the Project. While this alternative assumes a population and housing increase that would be less than the Project, the mitigation measure regarding water supply (UTIL-1) would still be required under this alternative. Given the reduced amount of development associated with the Reduced Overall Development Alternative, it would result in a reduced less than significant utilities and service system impact when compared to the Project.

r. *Wildfire.* There are no Very High Fire Hazard Severity Zones or State Responsibility Areas within the Planning Area or within close proximity to the Planning Area. The proposed GPU includes policies identifying special on-site fire protection measures during project review, would be applicable. Similar to the Project, this alternative would result in a less than significant wildfire impact.

Attainment of Project Objectives

The Reduced Overall Development Capacity Alternative would meet most of the project objectives but not to the same degree as the proposed GPU, but it still would meet the RHNA Objective of accommodating 1,004 additional dwelling units.

5.5 – ALTERNATIVE 3: REDUCED (-25%) RESIDENTIAL DEVELOPMENT

5.5.1 – Principal Characteristics

The Reduced Residential Alternative assumes that the total number of dwelling units under this alternative would be 25 percent less than the increase expected under the proposed GPU. This alternative also assumes a small decrease in the amount of non-residential development than expected under the proposed GPU. This alternative assumes that policies, goals, or development standards associated with the Project would apply. This alternative would also meet the current City's Regional Housing Needs Allocation (RHNA) goal of accommodating 1,004 additional dwelling units.

5.5.2 – Analysis of the Reduced Residential Development Alternative

The potential impacts associated with the Reduced Residential Development Alternative are described below.

a. *Air Quality.* The Project would result in significant unavoidable air quality impacts. While this alternative would result in a reduction in the amount of residential development compared to

the Project, it would likely not be consistent with SCAG forecasts for Compton as it exceeds the 2020 RTP/SCS population projections for the City. As such, this alternative would likely not be consistent with the SCAQMD 2022 Air Quality Management Plan (2022 AQMP) and would also exceed SCAQMD regional pollutant thresholds and thereby obstruct implementation of the AQMP. The air quality mitigation measures needed for the Project would apply to this alternative, and the potential air quality emissions would likely be reduced under this alternative. However, this alternative would likely still result in significant and unavoidable air quality impacts as the Project.

b. Biological Resources. The Planning area is completely urbanized and almost entirely built out with few vacant properties located throughout the City. As with the Project, development under this alternative would occur within urban areas that currently have existing development. Similar to the Project, this alternative would have a less than significant impact on biological resources.

c. Cultural Resources. Development under the Reduced Overall Development Alternative could uncover previously unknown cultural resources or destroy/change structures that could be considered historic. As with the Project, under the Reduced Overall Development Alternative the City's development requirements would include a CEQA evaluation to evaluate potential impacts to historic resources, which may include mitigation measures to reduce potential impacts of future development within the Planning Area. Additionally, goals, policies and implementation programs within the Conservation Element of the existing General Plan would ensure that significant archaeological resources are preserved and protected. Similar to the Project, this alternative would have a less than significant impact on cultural resources with adherence to existing regulations.

d. Energy. As with the Project, development associated with the Reduced Overall Development Alternative would require the consumption of electricity, natural gas, and vehicle fuel resources to accommodate growth. However, given the reduced amount of development associated with this alternative, this alternative would result in reduced energy consumption compared to the Project. Similar to the Project, under this alternative new development and land use turnover would be required to comply with statewide mandatory energy requirements outlined in Title 24, Part 6, of the California Code of Regulations (the CALGreen Code), which would decrease estimated natural gas consumption in new and/or retrofitted structures. This alternative would have a reduced less than significant energy impact compared to the Project.

e. Geology and Soils. Both this alternative and the Project would be exposed to the same existing geologic conditions within the Planning area, and the same geology and soils policies and regulations would be applicable to both the Project and the alternative. As with the Project, existing building requirements would be applicable under this alternative and all future projects would be required to be designed and constructed in compliance with all applicable City and State codes and requirements. All GPU policies related to geology and seismic issues would be applicable to this alternative, as is the case with the Project. Therefore, the Reduced Overall Development Alternative would have a less than significant geology impact, and would be considered similar to the Project.

f. Greenhouse Gas Emissions. The Project would result in significant unavoidable greenhouse gas (GHG) emissions impacts. While no specific GHG modeling was undertaken for this alternative, this alternative would likely result in a reduction in GHG emissions when compared to the Project. Additionally, while mitigation measures identified for the Project

would also be required for this alternative, and would further reduce emissions, it is likely that this alternative would still result in significant and unavoidable GHG impacts.

g. *Hazards and Hazardous Materials.* Hazardous materials would be present during construction and operation of development associated with the Reduced Overall Development Alternative. The amount and use of these hazardous materials present during construction would be limited, would be in compliance with existing government regulations, and would not be considered a significant hazard. As with the Project, any future development under the Reduced Overall Development Alternative would be subject to the City's standard environmental review process, which would include identification of any contaminated sites not already identified and implementation of appropriate cleanup and disposal procedures. Therefore, the Reduced Overall Development Alternative would have a less than significant hazards and hazardous materials impact, and would be considered similar to the Project.

h. *Hydrology and Water Quality.* Development associated with implementation of the Reduced Overall Development Alternative would be subject to all existing water quality regulations and programs. This alternative assumes a population and housing increase that would be less than the Project; however, the mitigation measure regarding water supply (UTL-1) would still be required under this alternative. Therefore, similar to the Project, the Reduced Overall Development Alternative would have a less than significant hydrology and water quality impact.

i. *Land Use and Planning.* As with the Project, the Reduced Overall Development Alternative would not physically divide an established community and would not conflict with regulations adopted to avoid environmental effects. Similar to the Project, this alternative would have a less than significant land use and planning impact.

j. *Mineral Resources.* There are no significant mineral deposits present within the Planning Area and there are no portions of the Planning Area where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists within the Planning Area. As with the Project, this alternative would have similar less than significant impacts on mineral resources.

k. *Noise.* The Project would result in less than significant noise impacts. The Reduced Overall Development Alternative would result in an approximately 10 percent reduction in both residential and non-residential development within the Planning Area. Under this alternative, measures would still be required to ensure that construction noise is mitigated for projects located near sensitive receptors. While no specific noise modeling was undertaken for the alternative, it is possible that the reduced vehicle trips associated with this alternative would have a reduced less than significant roadway noise impact compared to the Project.

l. *Population and Housing.* This alternative would result in less residential development and population growth compared to the Project. Given the reduction in population and housing, this alternative would result in a reduced less than significant population and housing impact compared to the Project.

m. *Public Services.* This alternative would result in a reduced amount of residential development and population growth, which would result in a decrease in demand for public services when compared to the Project. Therefore, the Reduced Overall Development

Alternative would result in a reduced less than significant public services impact compared to the Project.

n. Recreation. This alternative would result in a reduced amount of residential development and population growth, which would result in less demand for recreational facilities when compared to the Project. Therefore, this alternative would result in a reduced less than significant recreation impact compared to the Project.

o. Transportation. This alternative would result in less residential development than would occur with implementation of the Project. Given the reduction in development associated with this alternative, it is possible that vehicle miles traveled impacts under this alternative would also be reduced. As with the Project, the uncertainty related to future fuel prices and future legislative policy could dramatically influence VMT production in the City. While no transportation modeling was undertaken for this alternative, a reduced less than significant transportation impact would likely occur under this alternative.

p. Tribal Cultural Resources. As with the Project, development under the Reduced Residential Development Alternative could uncover previously unknown Tribal Cultural Resources. However, compliance with existing regulations regarding burial grounds and consultation with Native American tribes would ensure that potential impact would be reduced. Similar to the Project, this alternative would have a less than significant impact on Tribal Cultural Resources with adherence to existing regulations.

q. Utilities and Service Systems. This alternative would result in a reduced amount of residential development within the Planning Area when compared to the Project. While this alternative assumes a population and housing increase that would be less than the Project, the mitigation measure regarding water supply (UTIL-1) would still be required under this alternative. Given the reduced amount of development associated with the Reduced Overall Development Alternative, it would result in a reduced less than significant utilities and service system impact when compared to the Project.

r. Wildfire. There are no Very High Fire Hazard Severity Zones or State Responsibility Areas within the Planning Area or within close proximity to the Planning Area. The proposed GPU includes policies identifying special on-site fire protection measures during project review, would be applicable. Similar to the Project, this alternative would result in a less than significant wildfire impact.

Attainment of Project Objectives

The Reduced Residential Development Alternative would meet most of the project objectives but not to the same degree as the proposed GU, but it would still meet the RHNA Objective of accommodating development of the City's 1,004 dwelling unit RHNA allocation.

5.6 - ENVIRONMENTALLY SUPERIOR ALTERNATIVE

None of the alternatives would eliminate or reduce any of the significant impacts of the GPU to less than significant levels. However, Alternative 3, the Reduced Residential Development Alternative would reduce potential impacts to the greatest degree and would therefore be the "environmentally superior alternative." This conclusion is based on the comparative impact conclusions in Tables 5.1 and 5.2 and the analysis within this chapter. In addition, this alternative would meet the City's Regional Housing Needs Allocation goals.

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6.0 – CEQA-MANDATED SECTIONS

6.1 – CUMULATIVE IMPACTS

Section 15130(a) of the CEQA Guidelines requires that the EIR "discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable...." The CEQA Guidelines (Section 15355) define "cumulative impacts" as "...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."

The analyses of quantitative cumulative impacts in this EIR are based on the “summary of projections” method, as authorized by section 15130(b)(1)(B) of the CEQA Guidelines.

The proposed GPU is itself a cumulative project because it would be implemented across the entire Planning Area incrementally and cumulatively over approximately 20 years (the horizon year is 2045 but the life of the plan could extend beyond 2045). This Program EIR evaluates the GPU as one “project” in accordance with CEQA. All potentially significant cumulative impacts are addressed in each of the impact topical areas (Air Quality, Land Use and Planning, Noise, etc.) in Chapters 4.1 through 4.20 of this EIR.

6.2 – GROWTH-INDUCING EFFECTS

CEQA Guidelines Section 15126.2(d) requires that an EIR discuss "...the ways in which the proposed GPTZCU could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."

The proposed GPU would have a planning horizon year of 2045. It is estimated that growth under the GPU would result in increases of approximately 5,776 dwelling units and approximately 1,316,470 square feet of non-residential building space within the Planning Area. Additionally, there would be an estimated population increase of approximately 22,552 people, and an increase of approximately 2,401 jobs within the Planning Area by the 2040 horizon year. However, no unplanned, substantial, detrimental, growth-inducing effect is expected because the General Plan is the City’s overall guide to growth and development in the future.

The goals, policies and implementing actions, contained in the proposed GPU address the potentially negative aspects of growth, and have been designed to facilitate development efficiently and effectively in an area where roads and infrastructure already exist. The more compact urban form envisioned by the GPU is expected to improve the livability in the Planning Area by improving walking and bicycling opportunities, increasing economic vitality and job opportunities, and reducing vehicle-miles-traveled (VMT). The potential growth-related impacts associated with the GPU have also been evaluated in the topical Chapters of this EIR (Air Quality, Land Use and Planning, Noise, etc.) and, as appropriate, mitigation measures have been applied to address such impacts. In addition, implementation of the proposed GPU would not involve the extension of roads, major sewer or water lines, or the construction of other major infrastructure facilities that would induce growth in areas adjoining the Planning Area.

6.3 – SIGNIFICANT UNAVOIDABLE IMPACTS

CEQA Guidelines Section 15126.2(b) requires that the EIR discuss "significant environmental effects which cannot be avoided if the proposed project is implemented." The impacts listed below are identified as significant and unavoidable for one of four reasons: 1) no potentially feasible mitigation has been identified; 2) potential mitigation has been identified but may be found by the Lead Agency to be infeasible; 3) with implementation of feasible mitigation, the impact still would not, or might not, be reduced to a less-than-significant level; or 4) implementation of the mitigation measure would require approval of another jurisdictional agency, whose approval will be pursued by the Lead Agency but cannot be guaranteed as of the publication of this EIR. Because these significant unavoidable impacts “cannot be alleviated without imposing an alternative design” (CEQA Guidelines Section 15126.2[b]), Chapter 5.0 (Alternatives to the Proposed General Plan Update) of this EIR evaluates a range of feasible alternatives that could lessen the identified significant unavoidable impacts, and evaluates for each alternative the ability to meet the Project objectives.

The following impacts have been identified in this EIR as significant and unavoidable:

Section 4.3 Air Quality

- Impact AIR-1: Conflict with or obstruct implementation of applicable air quality plans because it would exceed the growth assumption of the South Coast Air Quality Management Plan (AQMP), and exceed SCAQMD’s regional threshold for the criteria pollutant listed under Impact AIR-2 below, thereby impeding AQMP attainment.
- Impact AIR-2: Result in a cumulatively considerable net increase of non-attainment criteria pollutants for which the project region is in non-attainment. The GPU would exceed the SCAQMD regional operational thresholds for NOx, ROG, CO, $PM_{2.5}$ and PM_{10}, and construction thresholds for ROG, NOx and PM_{10}.
- Impact AIR-3: Expose sensitive receptors to substantial pollutant concentrations.
- Impact AIR-5: Cause adverse substantial adverse cumulative impacts with respect to air quality (Cumulative Impact).

Section 4.8, Greenhouse Gas Emissions

- Impact GHG-1: Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
- Impact GHG-3: Cause a substantial adverse cumulative impact with respect to greenhouse gas emissions (Cumulative Impact).

The implications of each significant unavoidable impact identified above are described in the particular EIR chapter referenced with the impact. The GPU is being proposed, notwithstanding these effects, to fully achieve the Project objectives described in Chapter 3.0 of this EIR. If the City approves the updated General Plan (or an alternative to the proposed GPU) that would result in significant unavoidable impacts, the City must adopt a “Statement of Overriding Considerations” per CEQA Guidelines Section 15093 describing why the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of the approved Plan outweigh its significant unavoidable impacts.

6.4 – SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines Section 15126.2(c) requires that the EIR discuss "significant irreversible environmental changes which would be caused by the proposed GPU should it be implemented." Since nearly all of the Planning Area is developed and the GPU would not significantly change the circulation pattern or make other major changes to major infrastructure facilities, there would not be any significant irreversible physical changes caused by the GPU. The proposed GPU would result in an irreversible commitment of energy resources, primarily in the form of fossil fuels, including fuel oil, natural gas, and gasoline or diesel fuel for construction equipment and vehicles, and the use of these same resources during long-term operation of individual projects facilitated by the Plan. Because development facilitated by the proposed GPU would be required by law to comply with California Code of Regulations Title 24 (including updates over time) and adopted City energy conservation ordinances and regulations, Plan implementation would not be expected to use energy in a wasteful, inefficient, or unnecessary manner.

The consumption or destruction of other non-renewable or slowly renewable resources would also result during construction, occupancy, and use of individual development sites under the proposed GPU. These resources would include, but would not be limited to, lumber, concrete, sand, gravel, asphalt, masonry, metals, and water. GPU implementation would also irreversibly use water and solid waste landfill resources. However, development under the proposed GPU would not involve a large commitment of those resources relative to supply, nor would it consume any of those resources wastefully, inefficiently, or unnecessarily, especially considering ongoing City conservation and recycling programs.

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